The Hills Development Control Plan (DCP) 2012

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THE HILLS Sydney's Garden Shire

Part D Section 23
Norwest Station Site

D23

In Force
22 December 2021

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1 Introduction

This Section establishes a framework and controls to guide development on land adjoining Norwest Station located at 25-31 Brookhollow Avenue, Norwest.

1.1 Land to which this Section applies

This section applies to land at 25-31 Brookhollow Avenue, Norwest (refer to Figure 1).

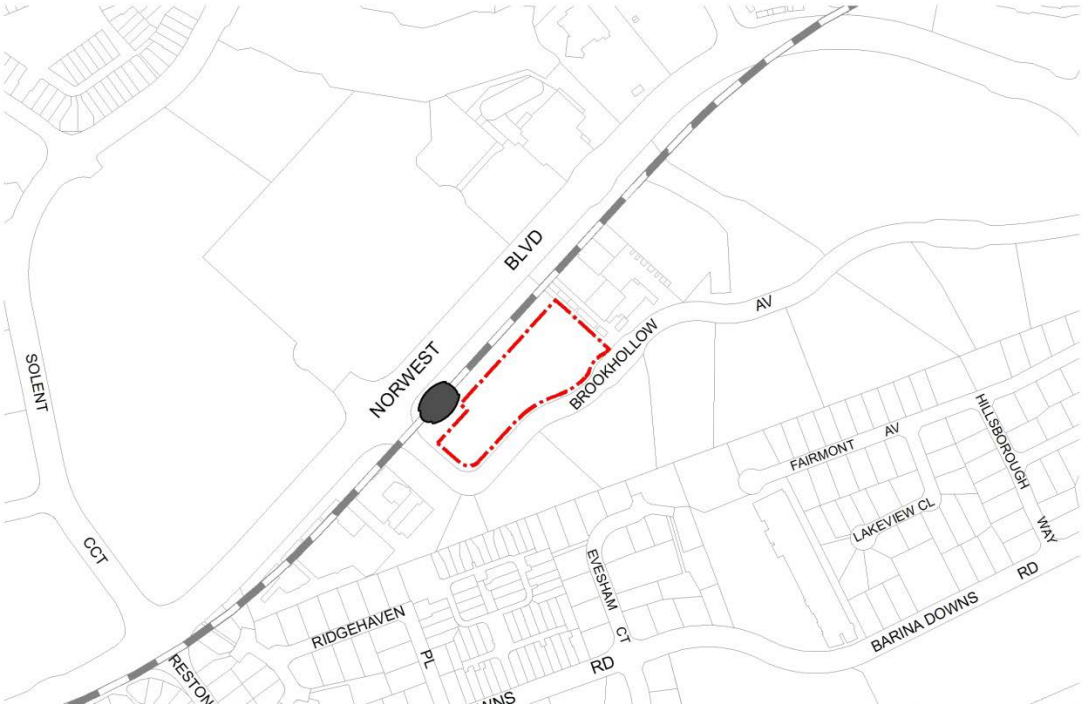


Figure 1 Land to which this Section Applies

1.2 Purpose of this Section

The purpose of this section of the DCP is to outline the desired character, land use and built form outcomes for the subject land. It seeks to ensure development is attractive, functional, sustainable and achieves high quality urban design outcomes. It also encourages best practice transit oriented development by requiring reduced parking rates adjoining Norwest Station promoting the use of active and public transport.

1.3 Relationship to other Sections of the DCP

This section forms part of The Hills Development Control Plan 2012 (DCP 2012). Development on the site will need to have regard to this section of the DCP as well as other relevant controls in DCP 2012. In the event of any inconsistency between this section and other sections of DCP 2012, this section will prevail to the extent of the inconsistency.

2 Urban Context

The site is located at the core of the Norwest Business Park and Norwest Station Precinct. It has an area of 9,404m^2 and is generally bound by Norwest Station to the north, Brookhollow Avenue to the west and south and existing commercial buildings to the east and further south of the site.

Norwest Business Park is currently a traditional style business park comprising a mix of commercial office and industrial type uses. A local retail centre known as 'Marketown' is located to the north of the site. The commercial areas of the business park are surrounded by a mixture of medium and high density residential uses.

The Sydney Metro Norwest is providing a catalyst for the business park to transition into a major specialised centre containing higher employment densities, a mix of residential uses and supporting services. State and local strategic plans have identified Norwest as a strategic centre with key objectives being to retain and grow commercial activity, employment and encourage complementary retail services around Norwest Lake and the metro station. The subject site provides an opportunity to reinforce the vision for Norwest by providing high density employment and supporting retail and business services at the heart of Norwest Precinct immediately adjoining high frequency public transport.

3 Desired Future Character and Principles

The following principles outline the desired future character for the site:

- Future development on the site is expected to be the tallest and most prominent built form in the Norwest Precinct reflecting the significance and prominence of the site and acting as a beacon for Norwest Station.
- Development on the site will enable a dense mix of employment generating uses which may include offices, retail and a hotel or serviced apartments to support businesses and workers in the area.
- A small scale supermarket may be provided to cater to the convenience needs of workers and commuters in the immediate vicinity.
- The public domain will be attractive, safe, functional and accessible. High quality treatments are to be provided including generous paving, integrated seating, landscaping, water features and public art.
- Pedestrian through-site links will provide ease of movement and enhance connectivity between Norwest Station and surrounding areas.
- Built form is expected to comprise three main buildings incorporating a centrally located public plaza.
- Building heights will be varied creating visual interest in the skyline and minimising potential overshadowing impacts on surrounding properties.
- The ground plane of the development will be vibrant and attractive day and night through the provision of active uses such as cafes, restaurants and small scale retail premises.
- A seamless transition will be provided between the site and Norwest Station.
- Buildings are to create a distinct visual feature and exhibit a high standard of architectural design, materials and detailing.
- Development will achieve best practice environmental performance and climate change resilience through the use of best practice environmental design.

Images of the desired built form and layout are provided in the figures below.

Figure 2 Indicative Built Form Outcome

Figure 3 Indicative Site Layout

4 General Controls

4.1 Building Height

Objectives

a. To provide a landmark development that reinforces the significance of the site being at the core of Norwest Precinct.
b. To provide a distinct and prominent built form as the beacon for Norwest Station.
c. To create a visually interesting skyline.
d. To minimise overshadowing within and surrounding the site.

Controls

1. Maximum building heights are to comply with the RLs in The Hills Local Environmental Plan. The figure below demonstrates the application of the RLs and corresponding number of storeys that could be accommodated on the site.

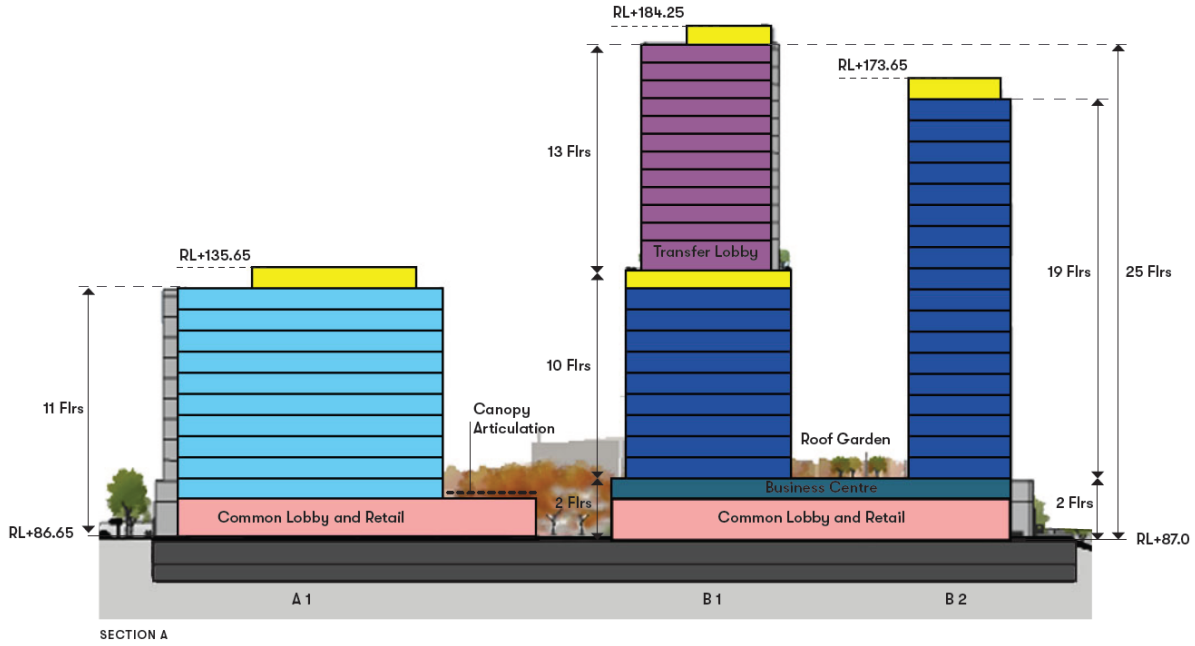


Figure 4 Indicative Building Heights

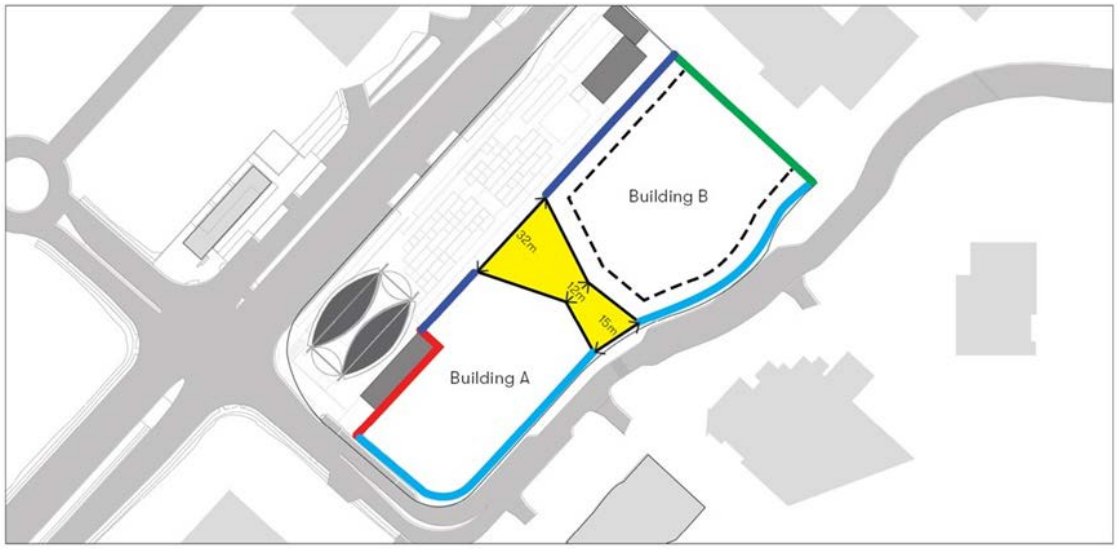
4.2 Setbacks

Objectives

a. To encourage active urban edges where buildings meet the public realm.
b. To provide sufficient areas around buildings for people to move freely.
c. To regulate the bulk and scale of buildings.
d. To protect the privacy and solar access to adjoining properties.

Controls

1. Building setbacks are to comply with those shown in the figure below.



*Minimum Setback 1.2m (to be confirmed as part of future detail design in consultation with Sydney Metro).

Figure 5 Setbacks

4.3 Active Frontages

Objectives

a. To require active frontages at key locations.
b. To provide an attractive, safe and vibrant pedestrian environment.
c. To encourage activity outside of normal commercial business hours.

Controls

1. Active frontages are to be provided in accordance with the active frontage map within The Hills Local Environmental Plan.
2. Active frontages may include one or a combination of the following:
   - Shop front;
   - Cafe or restaurant if accompanied by an entry from the street;
   - Community and civic uses with a street entrance; and
   - Recreation facilities with a street entrance.
3. An active frontage is not required for any part of a building that is used for any of the following:
   - Entrances and lobbies;

- Access for fire services; and
- Vehicular access.

4. Where an active frontage is required, a minimum of 80% of the building frontage is to be transparent (i.e. windows and glazed doors). Clear glazing is to be provided to windows and doors.
5. Awnings are to be provided over building entries. Continuous awnings are to be provided over the full length of active frontages.

4.4 Public Domain

Objectives

a. To provide ample public space for community activity and passive recreation.
b. To provide a highly permeable site that is easy to navigate.
c. To enhance access and connectivity to and from Norwest Station.
d. To integrate suitable landscaping that reinforces the urban character of the site.
e. To enable respite from extreme heat for workers, commuters and people transiting through the site.

Controls

1. The public plaza is to have a minimum area of 1,000m^2.
2. Minimum separation between buildings on the plaza level shall comply with Figure 5.
3. The public plaza is to be embellished with high quality treatments including:
   - Integrated seating and other furniture;
   - Bins;
   - Landscaping;
   - Public art; and
   - Water features.
4. Adequate shading and use of high Solar Reflective Index (SRI) finishes shall be incorporated into the public domain and future buildings on the site.
5. The paving material and treatment of the public plaza and public domain areas, including footpaths, shall be the same material and treatment used for the public domain on the adjoining Norwest Station site.
6. Signage and wayfinding is to be incorporated within the public domain where appropriate.
7. Adequate lighting is to be provided to promote safety.

Figure 6 Indicative Photomontage of Plaza Area

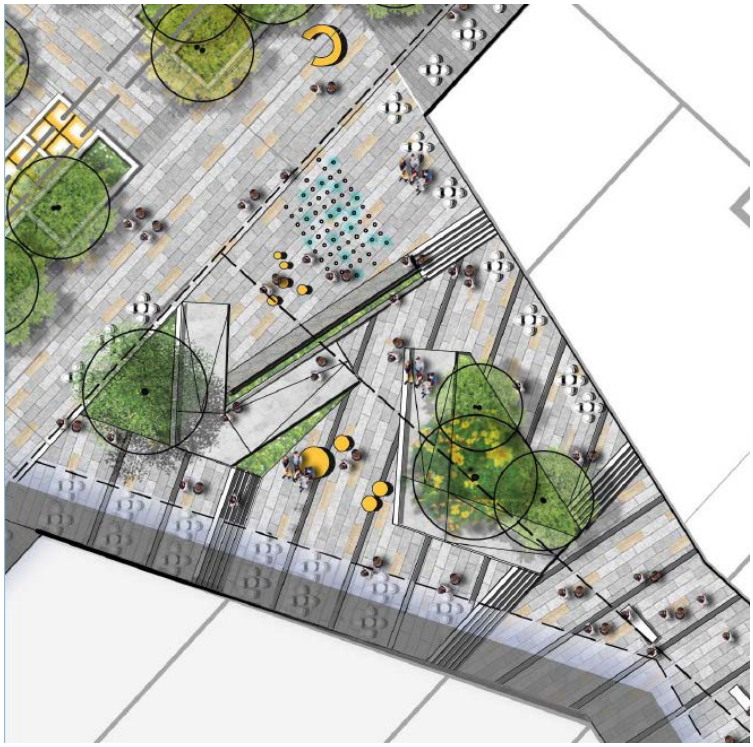


Figure 7 Indicative Public Plaza Layout

Interface with Station Infrastructure

Objectives

a. To provide a sensitive interface to the adjoining station infrastructure.
b. To ensure a seamless transition between the development and station landscapes.

Controls

1. Future development is to visually integrate with the station and where possible minimise any adverse visual impacts created by the station infrastructure through creative design, architectural features, landscaping etc.

4.5 Solar Access and Overshadowing

Objectives

a. To provide adequate solar access to surrounding residential properties.
b. To ensure that overshadowing does not result in significant loss of sunlight and diminish the enjoyment of public and private open spaces.

Controls

1. Development is to ensure that at least 50% of the landscaped open space of surrounding residential properties receives a minimum of 4 hours of sunlight between the hours of 9am and 3pm on 21 June.

   Note: Where these areas already receive less than the minimum 4 hours, the proposed development shall not further reduce the level of solar access.
2. Development shall achieve direct sunlight to the principal usable part of the public plaza and other key public areas such as the station landscape for a minimum of 2 hours between 9am and 3pm on 21 June.

4.6 Light Spill

Objectives

a. To encourage appropriate lighting of buildings that minimises amenity impacts on neighbouring residential properties.

Controls

1. Outdoor lighting such as flood lights, signage, illuminated rooftops etc. shall be designed to minimise impacts of light spill on neighbouring residential properties.
2. Where external lighting is proposed, an application should be accompanied by an assessment (prepared by a suitably qualified consultant) to consider the impacts of light spill on surrounding residential properties. Consideration shall be given to any relevant guidelines and standards including *AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting*.

4.7 Wind

Objectives

b. To allow for cooling summer breezes to move through the site.
c. To ensure the built form does not provide adverse wind conditions which will impact upon the amenity of pedestrian comfort in public open spaces.

Controls

1. Buildings shall be designed to allow the passage of cooling summer breezes through the site.
2. Wind tunnel testing is to be undertaken for the site. A detailed wind analysis is required which demonstrates the following:
    - In open areas to which people have access, the annual maximum gust speed should not exceed 23 metres per second;
    - In walkways, pedestrian transit areas, streets where pedestrians do not generally stop, sit, stand, window shop and the like, annual maximum gust speed should not exceed 16 metres per second;
    - In areas where pedestrians are involved in stationary short-exposure activities such as window shopping, standing or sitting (including areas such as bus stops, public open space and private open space), the annual maximum gust speed should not exceed 13 metres per second;
    - In areas for stationary long-exposure activity, such as outdoor dining, the annual maximum gust speed should not exceed 10 metres per second; and
    - Analysis is to be undertaken by a suitably qualified engineer.

4.8 Sustainable Design

Objectives

a. To ensure building is sustainable and maximises the use of renewable energy, and minimises reliance on, and consumption of, fossil fuels and potable water supplies.
b. Development responds to identified site specific climate change, physical and social risks, and adopts design, delivery and operational mitigation and adaptation responses.
c. Development contributes to quality of life, health and well-being of the community.
d. The design, construction and operation of development minimises adverse impacts on the natural environment.
e. Maximise the use of use landscape and built form materials treatments that minimise urban heat island and contribute to the amenity of people using open space.

Controls

3. Future development shall achieve a minimum 5 star Green Star Design and As Built certified rating. Documentation shall be provided with the Development Application demonstrating compliance.
4. Building operation shall achieve a minimum 5 star base building and tenancy NABERS Energy and Water rating, where applicable for all eligible properties.
5. The incorporation of cool roofs and green walls and roofs into the design is encouraged. Where suitable, building facades should incorporate vertical landscaping features to soften the visual bulk of buildings and to improve streetscape appeal.

6. Canopy trees are to be planted within street verges to provide shade and reduce pavement surface temperatures. Understorey planting and permeable surfaces should also be provided to reduce the extent of paved areas and to enhance the amenity of the streetscape environment.
7. Future development is encouraged to incorporate photovoltaic facades and shading devices.
8. Building designs are to:
   - Maximise the use of natural light and cross ventilation;
   - Reduce the reliance on mechanical heating and cooling through the use of eaves, awnings, good insulation and landscaping including green walls; and
   - Include energy efficient light fittings and water fittings.

4.9 Parking, Loading and Access

Objectives

a. Ensure that the demand for transport generated by development is managed in a sustainable manner.
b. To provide sufficient car parking spaces for development while encouraging public transport use.
c. To ensure that car parking is appropriately located and visual impacts of access and parking facilities on the public realm are minimised.
d. To ensure that appropriate facilities are provided for bicycle parking.
e. To ensure vehicles enter and exit developments in a safe and efficient manner.
f. Pedestrian and cycle access to, from and through development is simple, safe and direct.
g. To ensure that end of trip facilities such as change rooms, showers and secure areas for bicycle parking are provided.

Controls

Car Parking

1. Car parking is to comply with the rates in the following table.

Land Use	Minimum Parking Rate
Office	1 per 60m^2 GFA
Retail	1 per 130m^2 GFA
Hotel	1 per 4 rooms

Table 1 – Car Parking Rates

2. All other parking requirements are to comply with Part C Section 1 – Parking of The Hills Development Control Plan 2012.
3. Development applications shall be accompanied by a Green Travel Plan prepared in accordance with the requirements in Appendix A.
4. Electric vehicle charging infrastructure shall be provided as part of the development.
5. Driveway access to the site shall be screened as much as possible and provide an attractive address to surrounding streets.
6. The site shall be designed to maximise the safety, permeability and wayfinding for pedestrians and cyclists.

7. Future development shall comply with the vehicular access and transport facilities plan provided in the figure below.

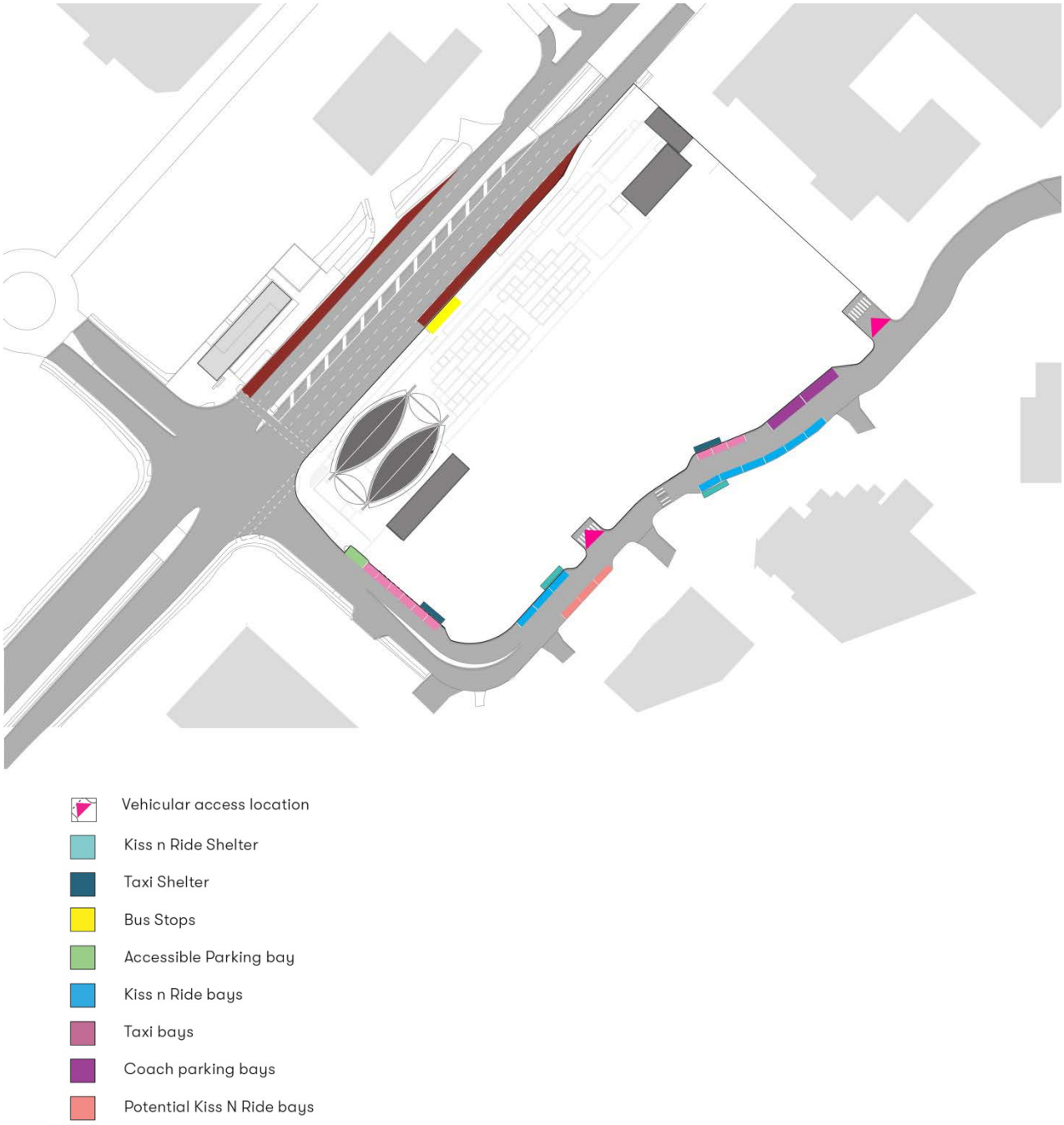


Figure 8 Vehicular Access and Transport Facilities Plan

8. Future development shall comply with the pedestrian movement plan provided in figure below.

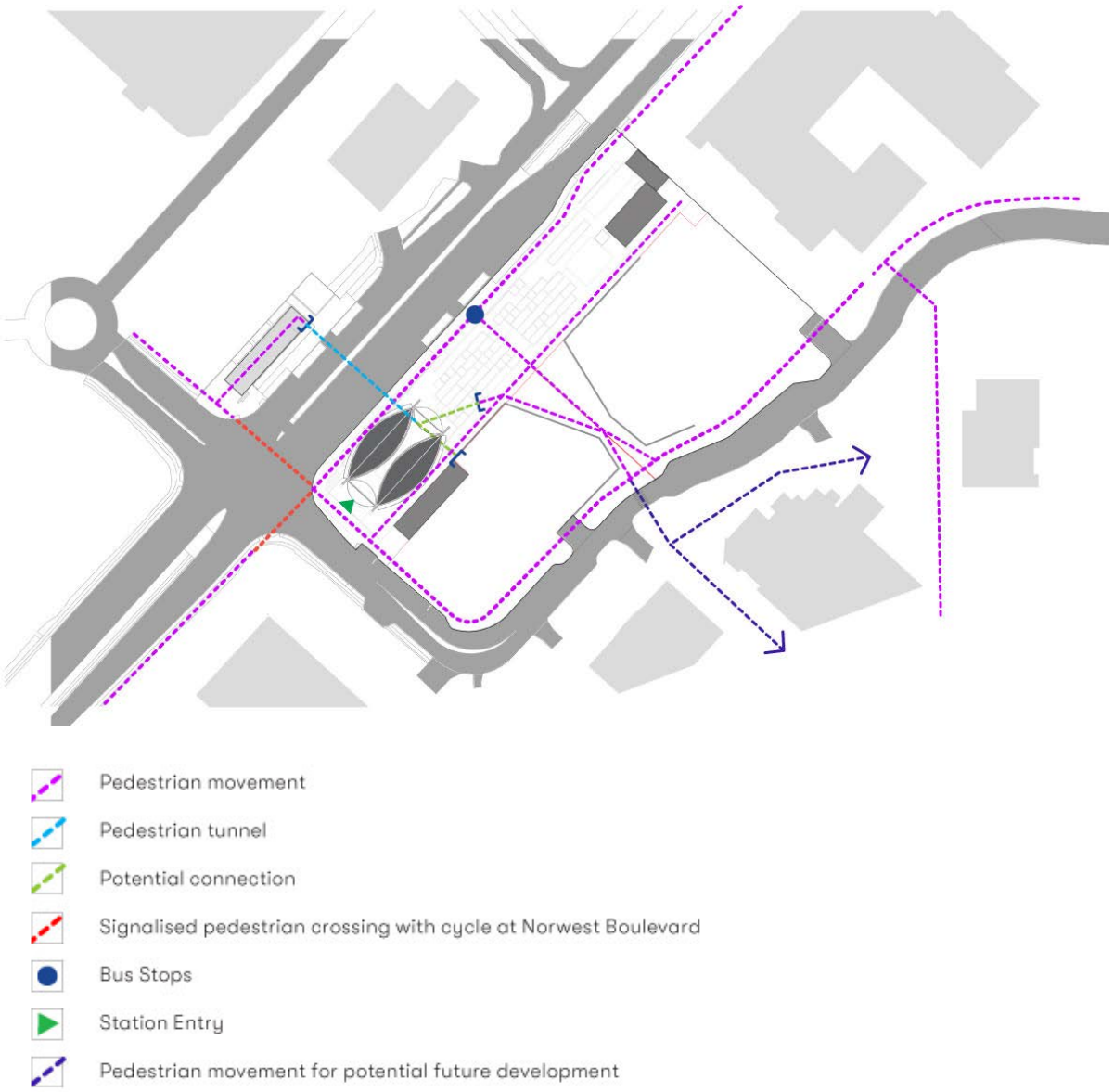


Figure 9 Pedestrian Movement Plan

Appendix A - Green Travel Plan Requirements

Preparing and implementing a Green Travel Plan is an important part of managing the transport demand generated by the development. The Green Travel Plan should be based on the findings of a Transport Impact Study prepared in association with the proposed development. The Green Travel Plan should include a series of measures that promote and facilitate more sustainable modes of travel with a view to reducing private motor vehicle use.

The following detail at a minimum is to be included within the Green Travel Plan:

1. Data from available and up-to-date sources including:
    a. most recent data on Norwest business park;
    b. quantification of expected occupancy of the site, including workers and visitors;
    c. comprehensive audit of current transport services including On Demand services; and
    d. relevant transport strategies and proposed network changes.
2. Aspirational, achievable and specific mode share targets, including targets for the different sustainable modes of transport.
3. Details and maps of end of trip (EoT) facilities, access points and site permeability for active travel, including number and location of all secure bike parking, casual bike parking, showers and lockers.
4. Details the number of any on-site car-share parking spaces and how they will be managed.
5. Consideration of connectivity with nearby cycling and walking facilities and public transport stops and how the development can contribute to improvement.
6. Identification of lighting or other issues (like lack of shade) around access points and routes from nearby public transport stops and other points of interest.
7. Active travel champions for different companies on the site.
8. Innovative approaches to information boards with real time information screens and/or interactive screens in common spaces.
9. Exploration of innovative management strategies for parking with disincentives for arriving and leaving during peak hours and/or overreliance on parking.
10. Consideration of opal top up facilities onsite.
11. Comprehensive communications strategy with assignment of responsibility for each action.
12. A completed Transport Analysis Guidance (TAG) which has maps of End of Trip facilities and connectivity with public transport and active transport networks.
13. Details regarding existing and additional resources required including how the Travel Plan Coordinator will be appropriately trained and resourced.
14. Details of on-going monitoring mechanisms and the minimum number of years that annual performance reports are provided.