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Prepared: 28 July 2023

INTRODUCTION

PROJECT SUMMARY



PBD Architects have been engaged on behalf of Merc Capital to provide an Urban Design Report in support of a Planning Proposal for 34-46 Brookhollow Avenue, Norwest.

This report presents an urban design analysis, vision and design proposal for a development concept for land in the heart of Norwest Business Park, one of Sydney's biggest emerging employment and urban residential precincts, located 30km north west of Sydney CBD.

The site is bound by Norwest Avenue, Brookhollow Avenue and backing onto 38A-54 Ridgehaven Place and adjacent to 32 Brookhollow Avenue, Norwest. The property lies within the Hills Shire Council Local Government Area and is adjacent to the Norwest Metro underground railway station currently under construction.

The design proposal consists of a masterplan for a mixed-use development consisting two commercial development sites adjacent to Norwest Station (Sites B & C) and one residential site adjacent to residential zone (Site A), with dedicated podium levels with slender tower structure above.

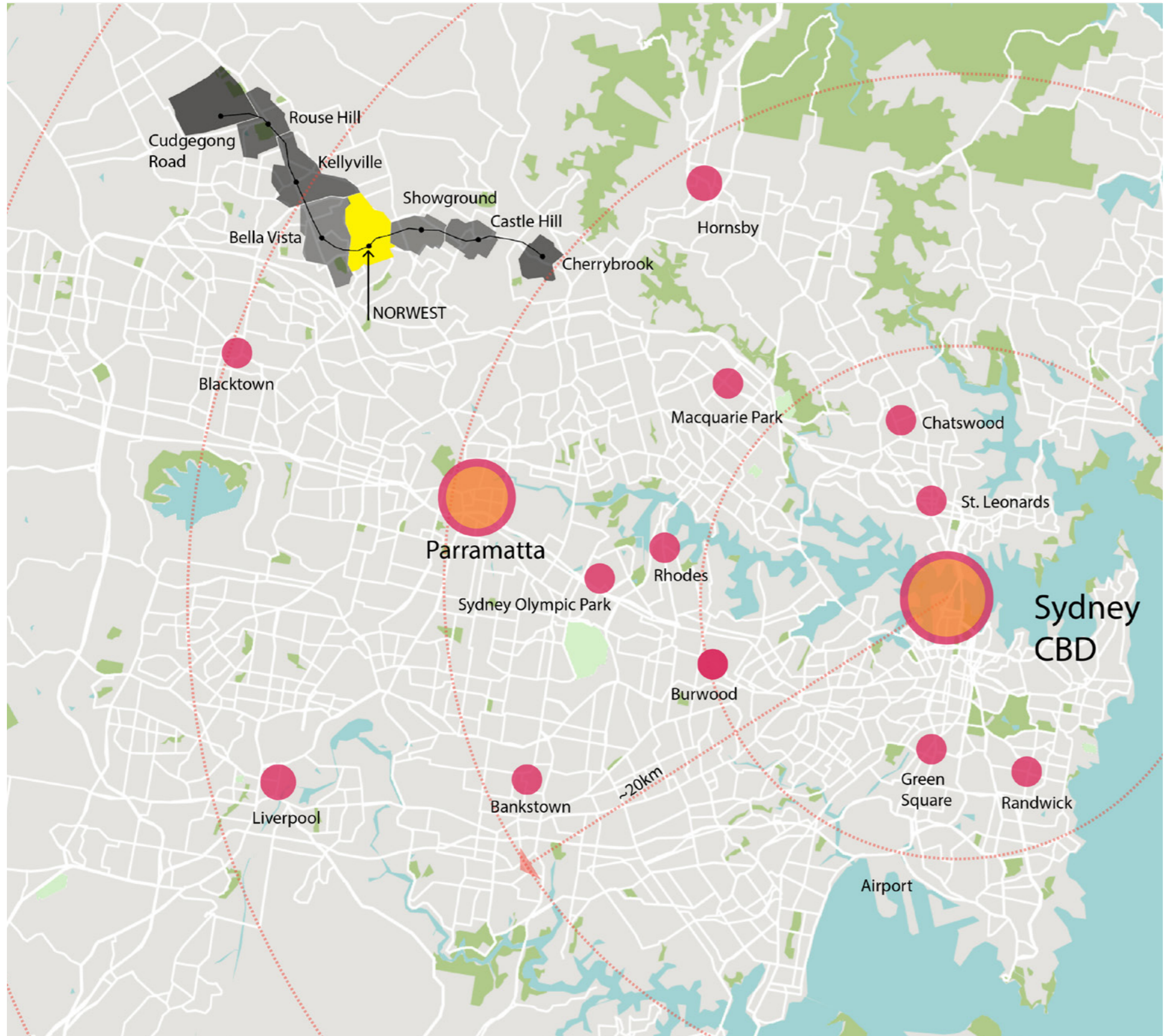
The increased density in this proposal is consistent with plans for the growth of the town centre and based on principles of design excellence and sustainable planning and design and is consistent with the Apartment Design Guide principles of design. The urban design study forms the basis of a planning proposal for amendments to The Hills LEP and DCP Planning Controls for the future development of the land. Careful consideration has been made in this design proposal to address any impacts the new built form may have on the adjoining lower scale residential neighbourhood, in terms of solar access, traffic noise and light pollution.





THE SITE

THE SITE



The site is located in the Norwest Business Park within The Hills Shire Council Local Government Area, 30km Northwest of the Sydney CBD.

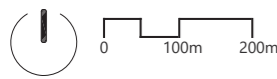
The site is located at 34-46 Brookhollow Avenue, Northwest. The site currently contains four two storey structures operating as a commercial business park. The site is relatively flat with a fall towards the north west, towards Brookhollow Avenue where the current point of access to the site exists.

The site is bound by Norwest Boulevard to the north west and Brookhollow Avenue to the north east, with single residential development to the south. Across Brookhollow Avenue to the north east of the site is the Norwest Metro underground railway station, still under construction. Across Norwest Boulevard to the north west of the site is Hillsong Church, and directly north of the site is the Norwest Marketown Shopping Centre.

A railway easement exists below the site along the length of the site parallel to the Norwest Boulevard starting at a depth of 14m below street level.



1:9,028



- Legend:
- 1. Norwest Metro Underground Railway Station
 - 2. Norwest Markettown Shopping Centre
 - 3. Norwest Business Park
 - 4. Hillsong Church
 - 5. St. Josephs Spirituality Centre
 - 6. Crestwood High School
 - 7. Norwest Private Hospital

SITE PHOTOS



View 1



View 2

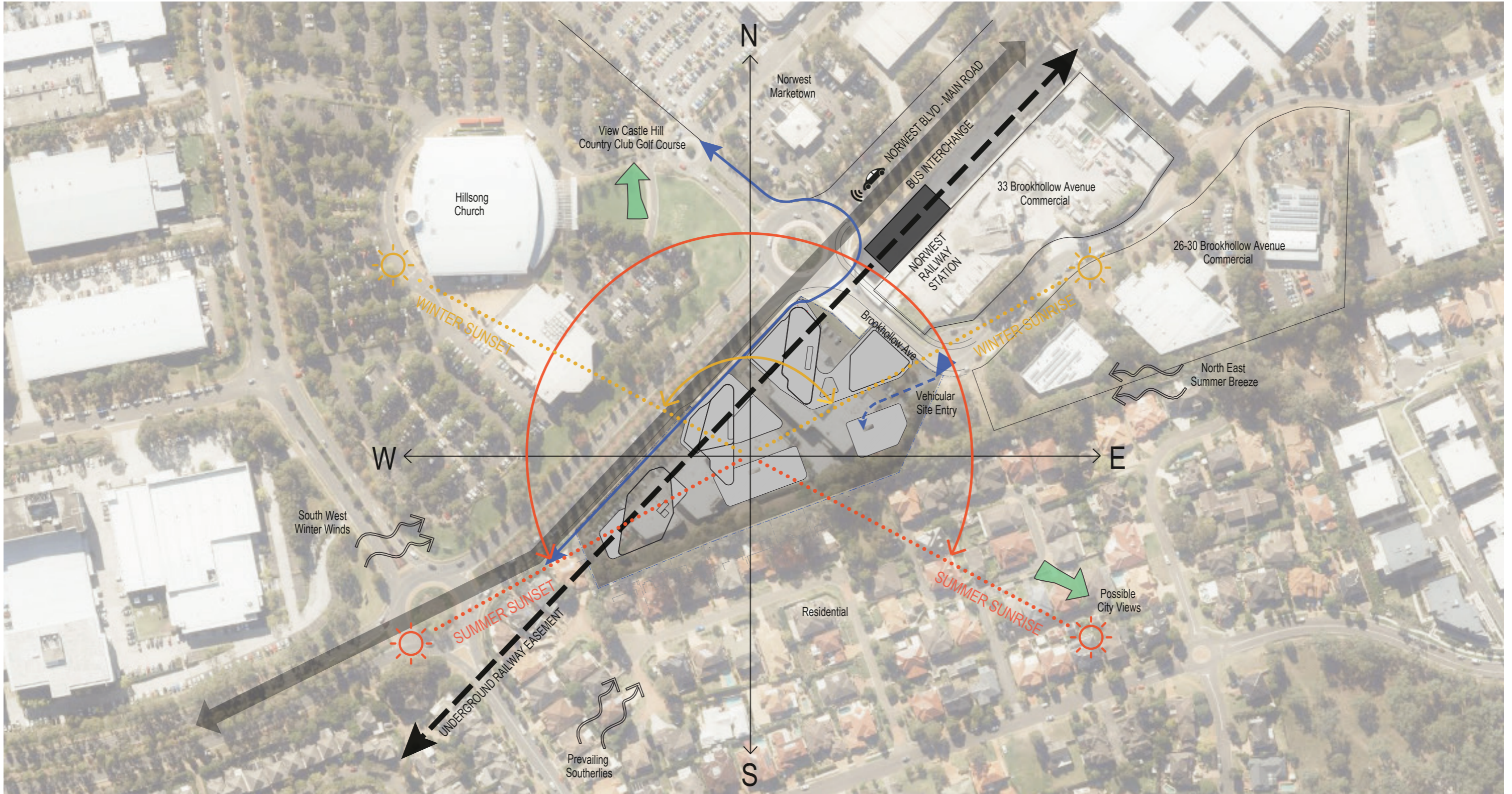
SITE PHOTOS



View 3



View 4

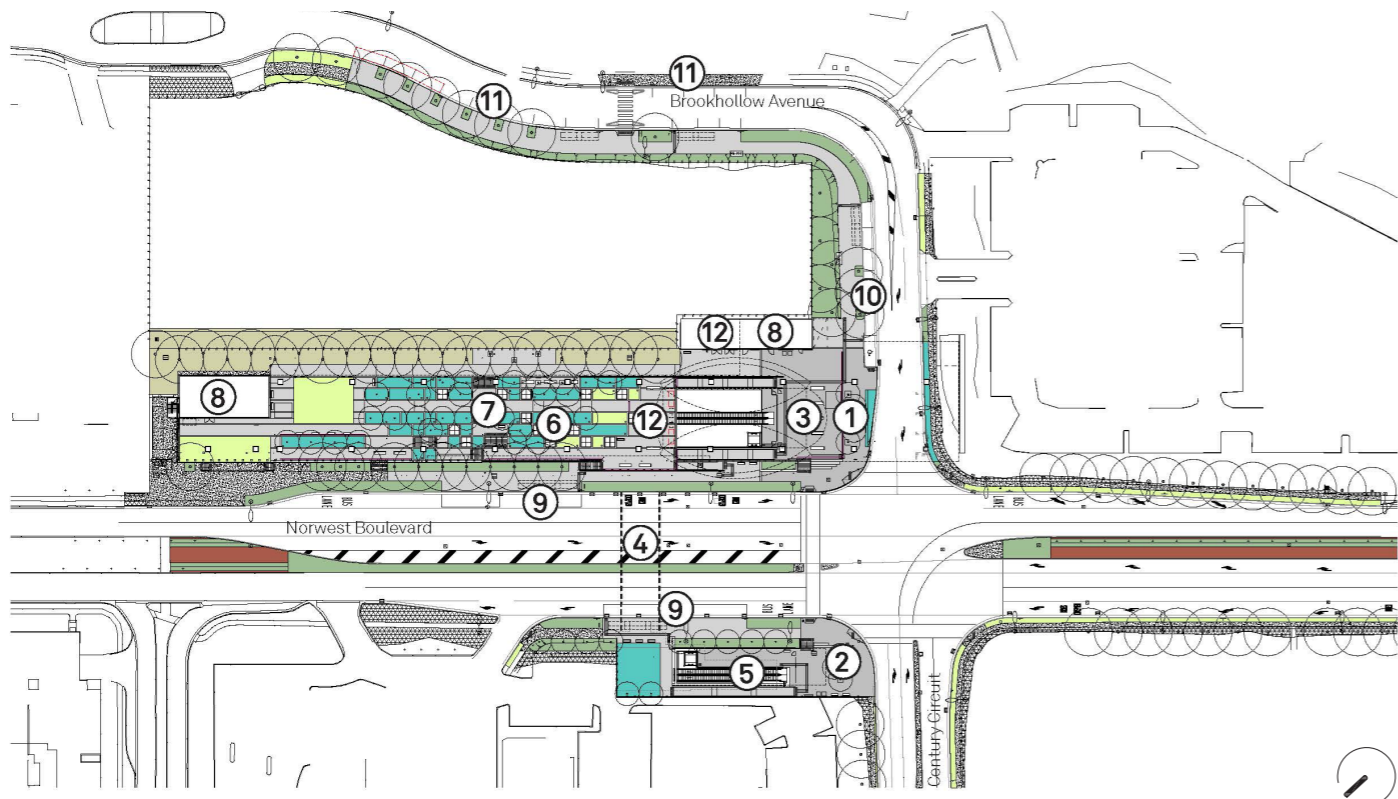


- Legend:
- Main Road
 - Vehicular Site Access
 - Pedestrian Movement
 - Railway Easement

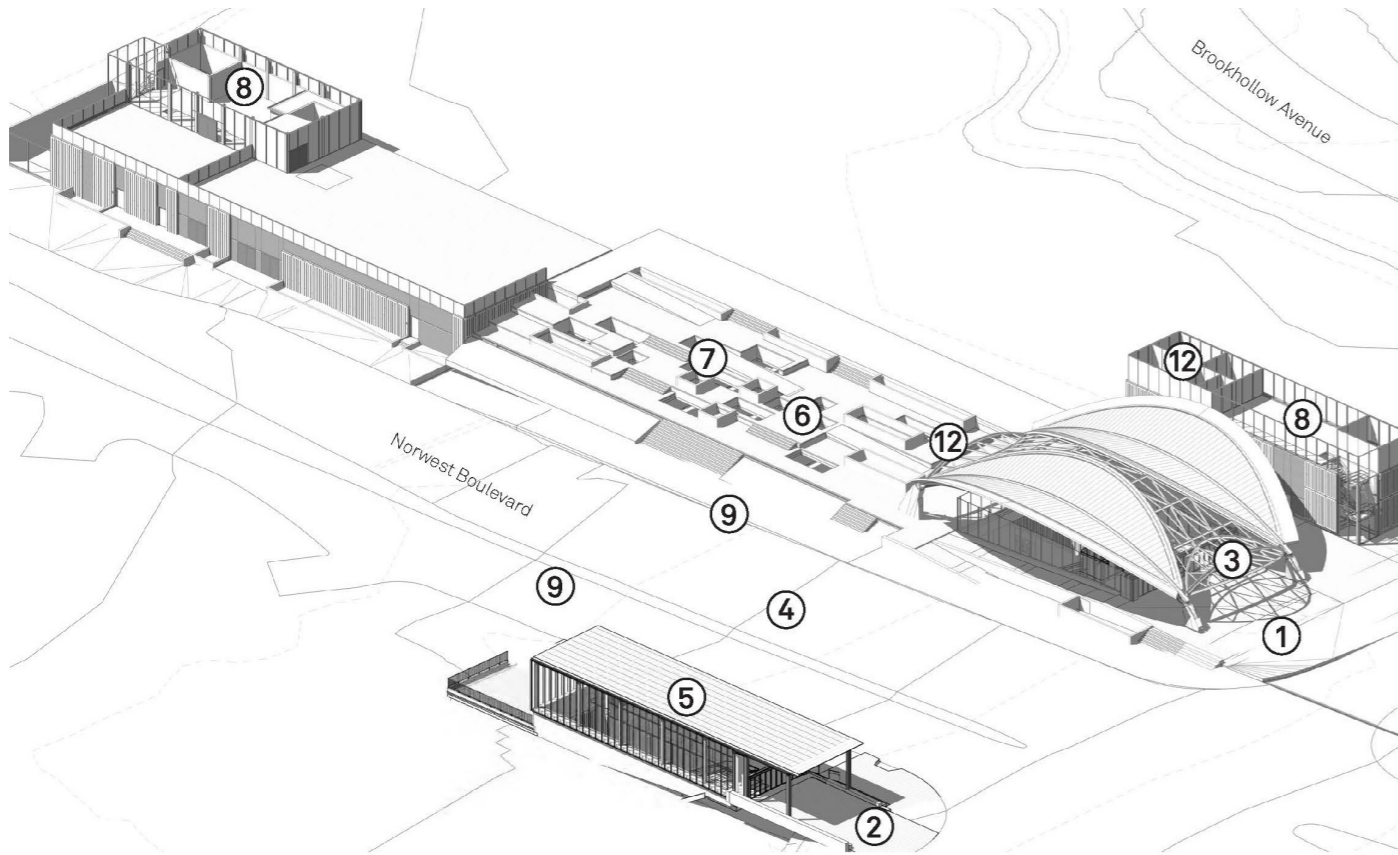
CONTEXT

The site sits within one of the most exciting emerging urban precincts in the greater Sydney area, with plans in place for the transformation of this precinct into a Central Business District.

1. NORWEST METRO STATION
An underground Metro station is currently under construction directly to the north east of the site, making the planning and design of this site critical to the success of the mass transit expectation of the Norwest Metro Station Interchange



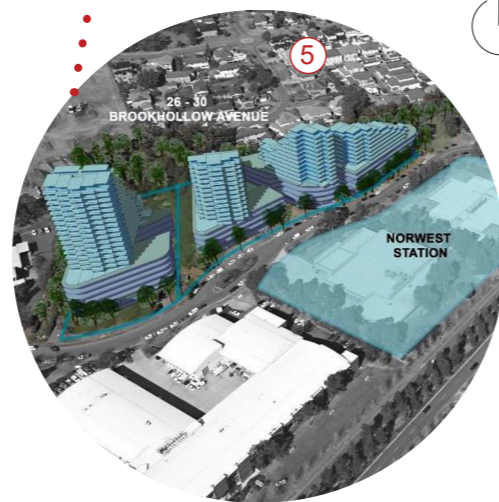
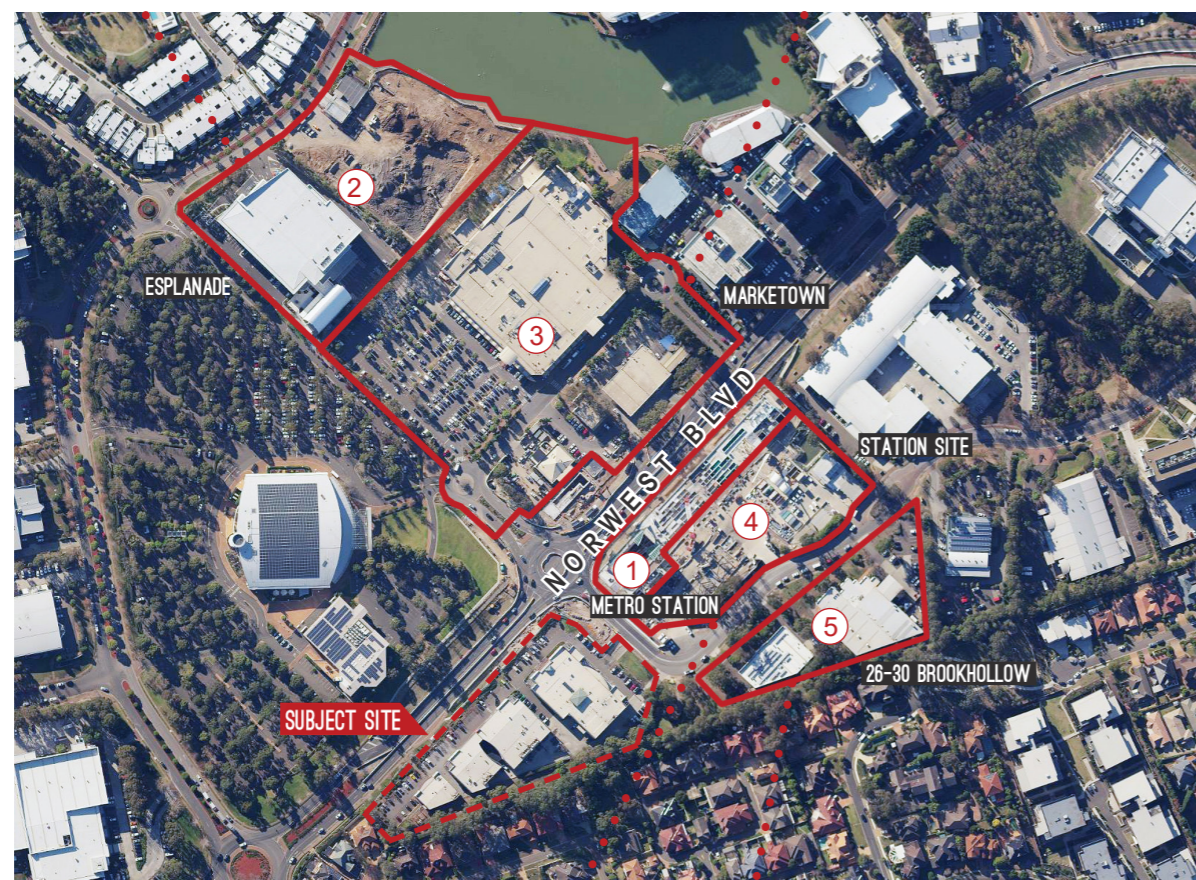
NRW Plan View of Norwest Station. Source: HASSELL



NRW Aerial View of Norwest Station. Source: HASSELL

- Norwest Station:
1. Primary Plaza
 2. Secondary Entry Plaza
 3. Primary Station Canopy
 4. Subway Connection
 5. Secondary Entry Canopy
 6. Skylights
 7. Plaza Terraces
 8. Above Ground Service Building
 9. Bus Stands
 10. Taxi Rank
 11. Kiss and Ride
 12. Cycle Parking





ADJACENT DEVELOPMENT & PLANNING PROPOSALS

1. NORWEST METRO STATION
2. 11-13 ESPLANADE 11-13 SOLENT CIRCUIT
A premium high-density development around the Norwest Lake and next to the Norwest Markettown is under construction for 265 apartments. Building height will be 143.2 RL (19-20 storeys)
3. PROPOSED NORWEST CITY MARKETOWN
4.4 ha master-planned Mulpha's Norwest Business Park aimed to provide 3,300 new jobs in addition to the existing 24,000 jobs in the Norwest Business Park, 1056 Apartments; 26,000 sqm retail; 84,000 sqm Commercial. The proposal has sought to increase the height of the development to RL 242.8 (40 storeys) and FSR of 5.14:1. The proposal has not proceeded to Gateway (dated 21/09/2017 from Planning Panel NSW)
4. NORWEST STATION SITE
Plans are in place by Landcom for the development of 33 Brookhollow Avenue, being the Norwest Metro Station Site, into a three tower hotel and commercial development of between 11 and 30 storeys over a central retail plaza at the lower levels.
5. PROPOSED 26-30 BROOKHOLLOW AVENUE
The 2.03 ha amalgamated site is proposed to be a mixed-use development with retail, office and 479 residential units. The proposal seeks residential accommodation and increase in height and FSR for the lots. The Local Planning Panel raised several issues and did not support submitting the proposal to the Department of Planning and Environment for a Gateway determination.

URBAN VISION

NORWEST PRECINCT VISION

- INFLUENCES**
- State framework for transit oriented development to provide the highest density close to the station and growth in line with the State Corridor Strategy
 - Significance of Norwest Business Park - reinforce the status of the business park as a specialised centre and key employment destination
 - Facilitate redevelopment and rejuvenation for growth on larger landholdings close to the station
 - Access to station - improve pedestrian connection under Norwest Boulevard
 - Existing character - minimise impact on existing low density residential areas and community title subdivisions
 - Need to respond to demand created by incoming population for infrastructure such as open space and community facilities

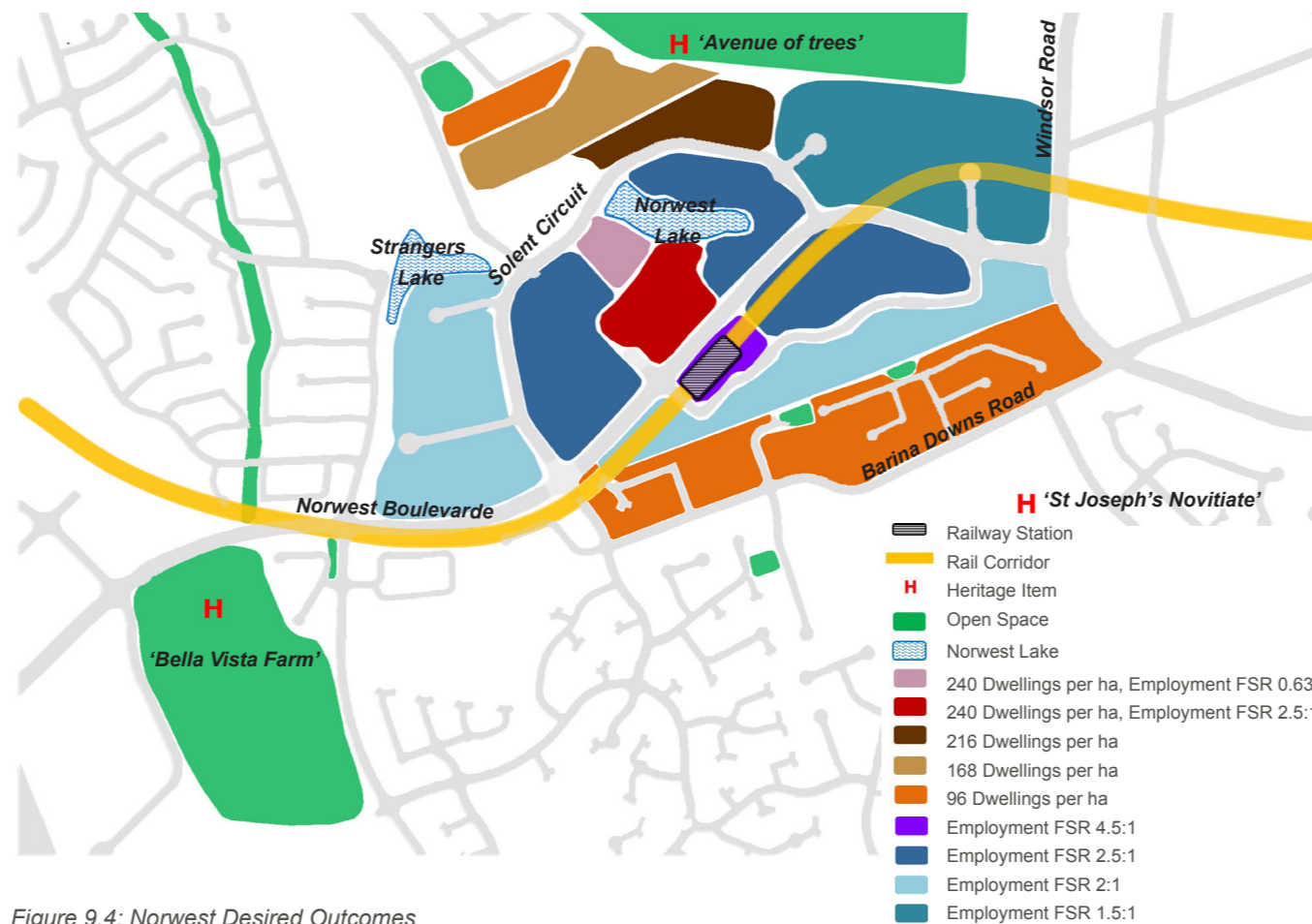


Figure 9.4: Norwest Desired Outcomes

"A specialised employment retail and entertainment centre with some opportunity for higher density residential living around the Norwest Lake Precinct."

The Hills Corridor strategy.
Prepared by The Hills Shire Council

The vision of The Hills Corridor strategy includes higher density commercial mixed used development, located close to the new Norwest Metro railway station, as well as a growth potential to 5,650 dwellings in Norwest (2,202 dwellings above the current controls) and 26,200 jobs (16,047 jobs above the current controls).

The Hills Corridor strategy proposes an employment FSR for the subject site of 2:1, as shown in the image to the left.

New Norwest Metro Railway Station Effect on Subject Site

The construction of the new Norwest Metro Railway Station right next door to the site subject of this proposal has extremely significant implications to the land use zoning, height and density of this site.

The combination of a new underground railway station, bus interchange, the Norwest Markettown Shopping Centre, all located adjacent to this site, together with the site being located on Norwest Boulevard, the future "High Street" of the Norwest CBD, creates special significance to this site as part of the future Norwest CBD.

The site of this proposal requires planning assessment well beyond the current Hills Shire LEP and DCP, which does not factor in the Norwest Rail and Bus interchange or the possibility of this site forming an integral part of a future Norwest CBD. Development at current planning controls, or zoning, height and density controls below those proposed, will jeopardise the future development of the Norwest CBD 50 or 100 years from now, once this site is development under strata title.

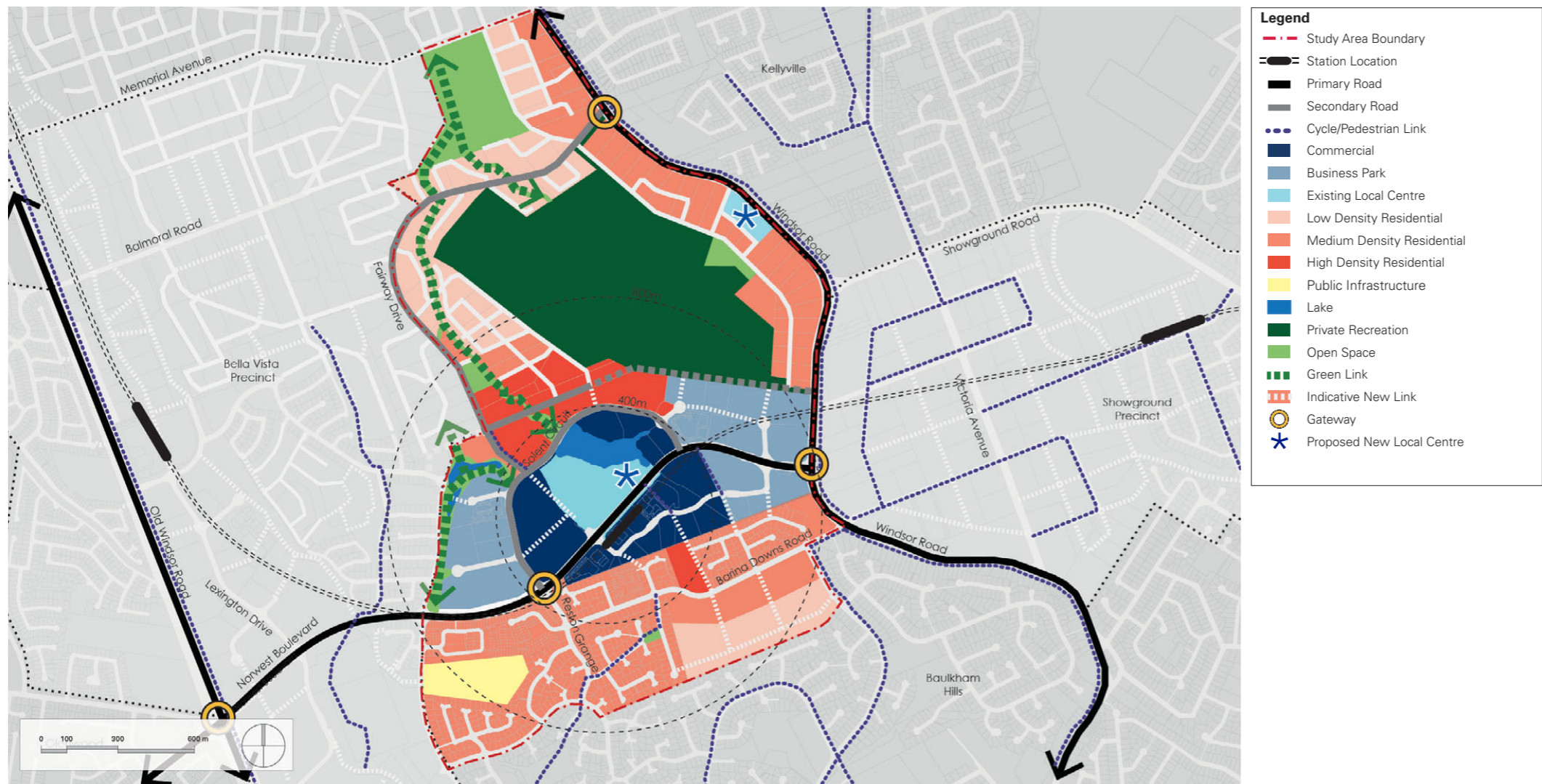
Dwellings		Existing (2011)	Planned growth under current controls	Additional growth under strategy	Forecast Dwellings (2036)
	NWRL Corridor Strategy	956	2,492	2,202	5,650
The Hills Corridor Strategy	956	2,492	2,828	6,276	

Table 9.1: Norwest Projected Dwellings

Jobs		Existing (2011)	Planned growth under current controls	Additional growth under strategy	Forecast Jobs (2036)
	NWRL Corridor Strategy	6,994	3,159	16,047	26,200
The Hills Corridor Strategy	6,994	3,159	11,291	21,444	

Table 9.2: Norwest Projected Jobs

Note: Existing dwellings/jobs and planned growth under current controls under the NWRL Corridor Strategy have been adjusted to match current data and Hills Council analysis to enable accurate comparison of additional growth projections.



The North West Rail Link Corridor Strategy

The North West Rail Link Corridor Strategy, prepared by Transport NSW and Planning NSW in September 2013 has the following vision for the Norwest Study Area:

- A new station, located within the existing Norwest Business Park, will provide further impetus for Norwest to evolve as a vibrant and active Centre of business for the region, comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the 650,000 people of the North West by 2036.
- The Study Area will provide opportunities for increased employment and housing capacities within walking/cycling distance of the station and the Business Park, while ensuring the local amenity, heritage, open spaces and natural environment are protected.
- Underpinning this vision will be the final Structure Plan, formulated on the principles of Transit Oriented Development (TOD). TODs are generally mixed-use communities within walking distance of a transit node that provide a range of residential, commercial, open space and public facilities in a way that makes it convenient and attractive to walk, cycle or use public transport for the majority of trips.

Opportunities

As part of the Norwest Precinct Vision and the North West Rail Link Corridor Strategy, this site which is located less than 50m from the Norwest Metro Railway Station and 150m from Norwest Marketown retail district provides a natural environment for high-density mixed-use development that will provide the required 2:1 employment FSR and satisfy the need for high density residential dwellings.

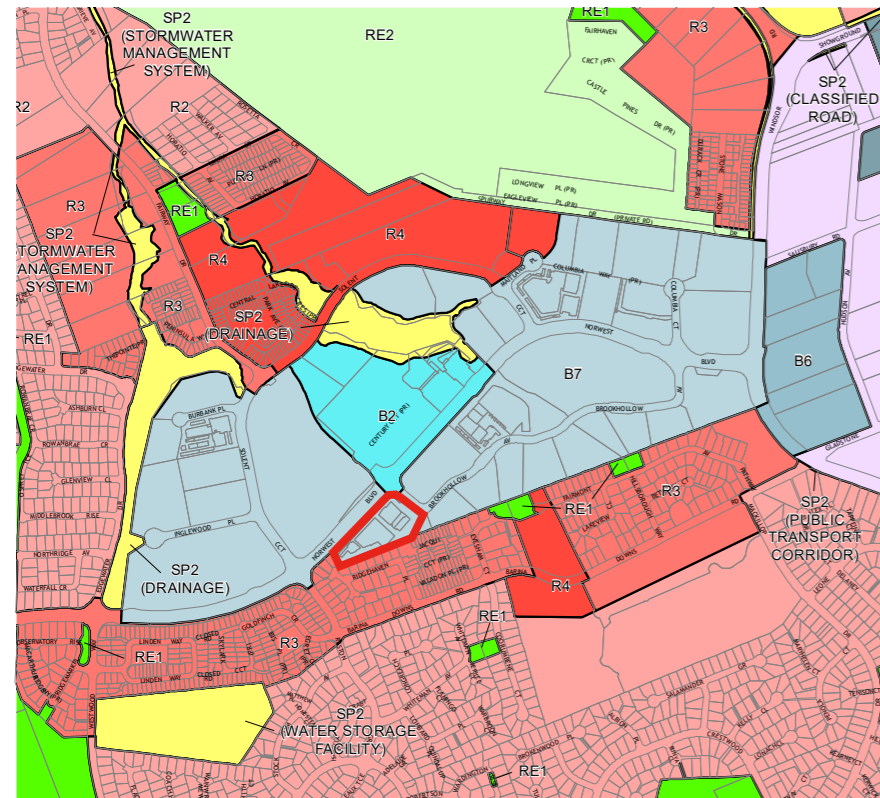
This proposal will facilitate a more urban pedestrianised civic precinct for Norwest. Activated urban streetscapes will facilitate improved amenity, sustainable live/work/play lifestyle as well as providing the security that comes with activated well-lit streetscapes that do not turn to unsafe deserted areas after dark.

CURRENT PLANNING CONTROLS

LAND USE ZONING

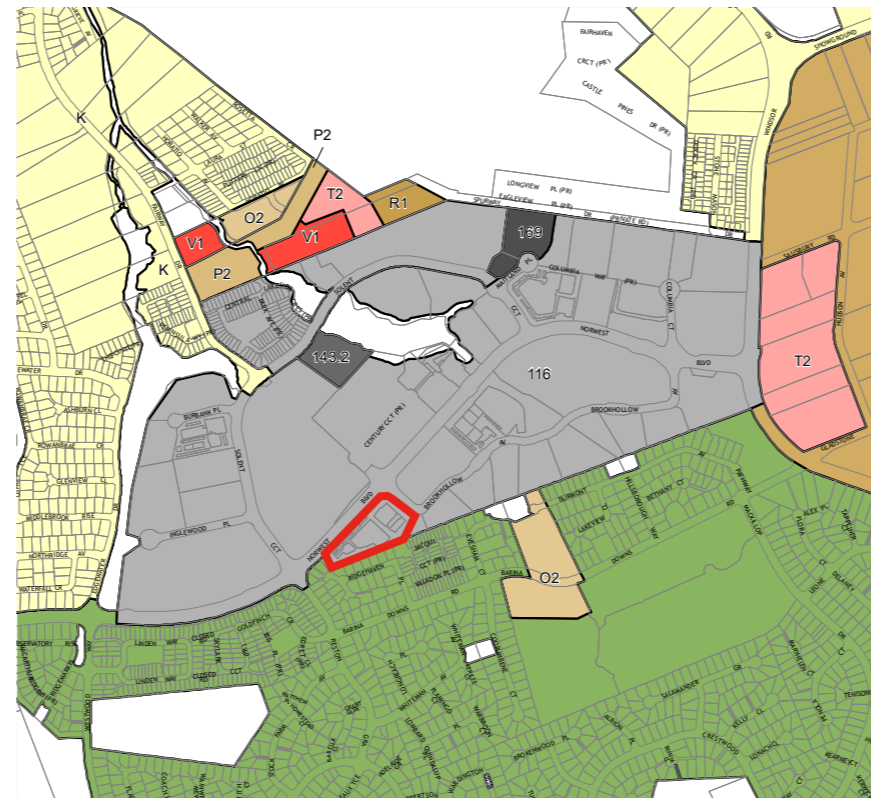
The planning controls allow for B7 Business Park development within the subject site.

- R3 Medium Density Residential zoning to the south of the site
- B3 Local Centre zoning to the north of the site
- B7 Business Park zoning to the east and west of the site



BUILDING HEIGHT

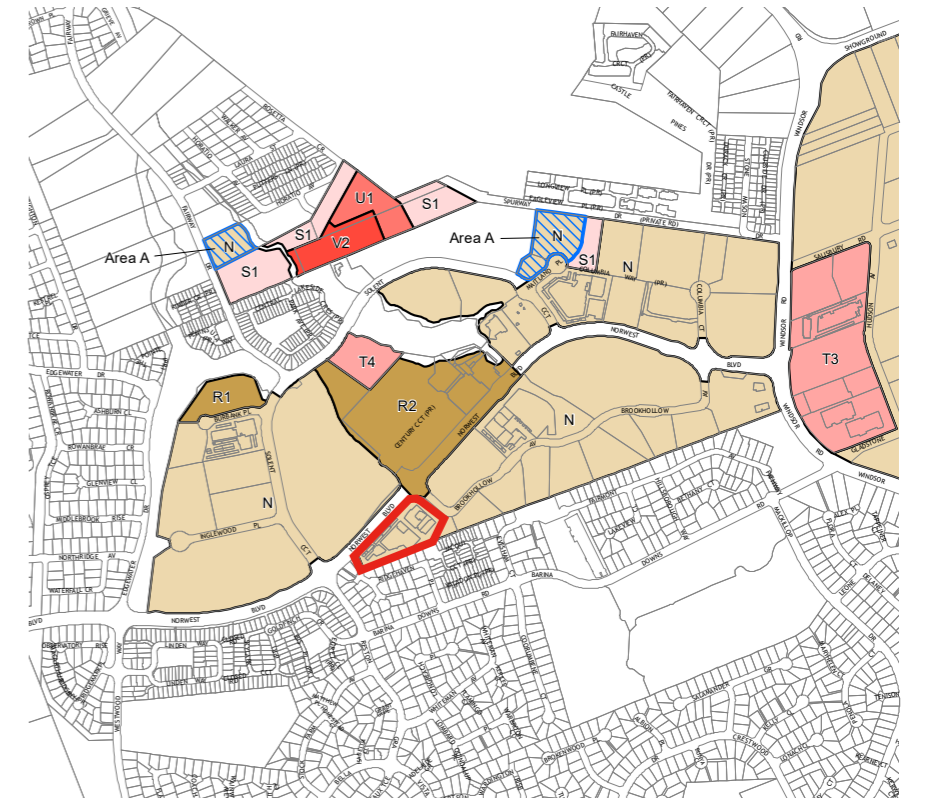
Development of this site has a height limit of RL 116.



FLOOR SPACE RATIO

The FSR for this site is identified as 1:1

- The FSR to the Local Centre north of the site is 1.49:1



ZONING

- E4 Environmental Living
- R1 General Residential
- R2 Low Density Residential
- R3 medium Density Residential
- R4 High Density Residential
- B1 neighbourhood centre
- B2 local centre
- B5 business development
- B6 enterprise corridor
- B7 Business Park

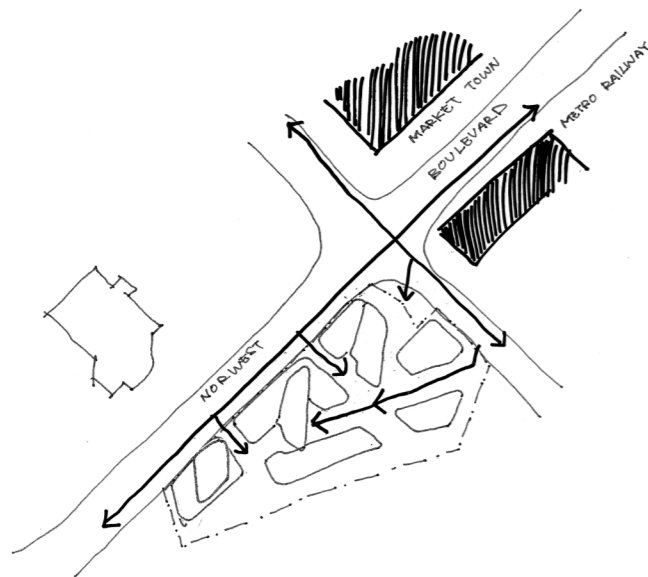
HEIGHTS

- 9.0 metres
- 10.0 metres
- 12.0 metres
- 16.0 metres
- 20.0 metres
- 27 metres
- RL 116 metres
- RL 143.2 metres
- RL 169 metres

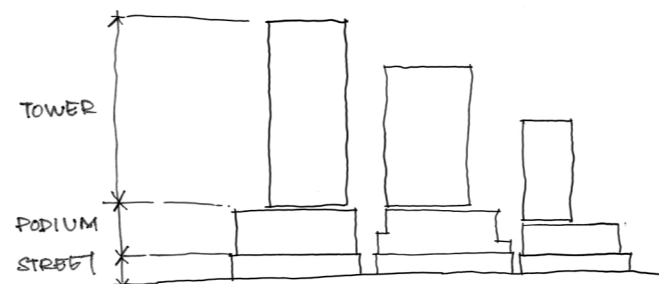
FSR

- N 1.0:1
- R2 1.49:1
- T3 2.3:1
- T4 2.4:1
- S1 1.5:1 (FSR Incentive 1.6:1)
- U1 2.6:1
- V2 3.2:1
- DGL Area (N 1.0:1)

URBAN DESIGN CONCEPTS



- Activate the pedestrian thoroughfare along Norwest Boulevard to encourage foot traffic from the Norwest Metro Railway Station as well as the Marketown retail precinct north of the site.
- Create a permeable streetscape to Norwest Boulevard, using activated laneways that draw pedestrians into the public realm of the ground floor plane.

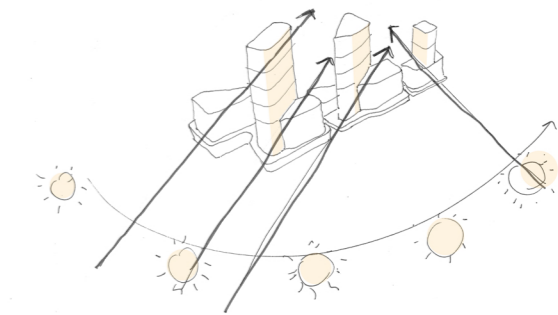
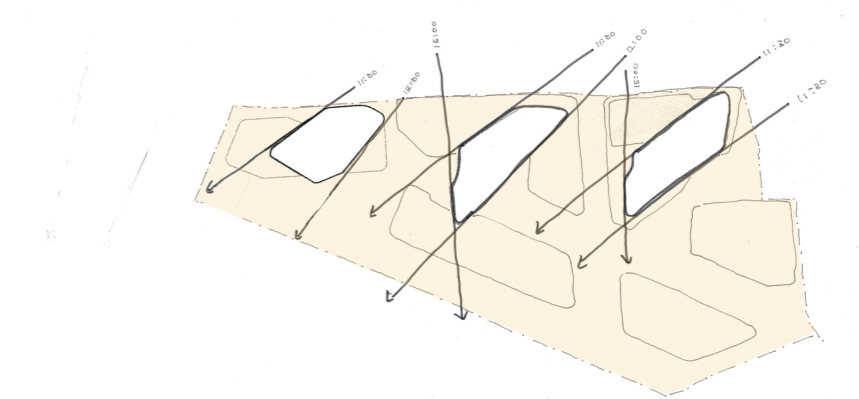
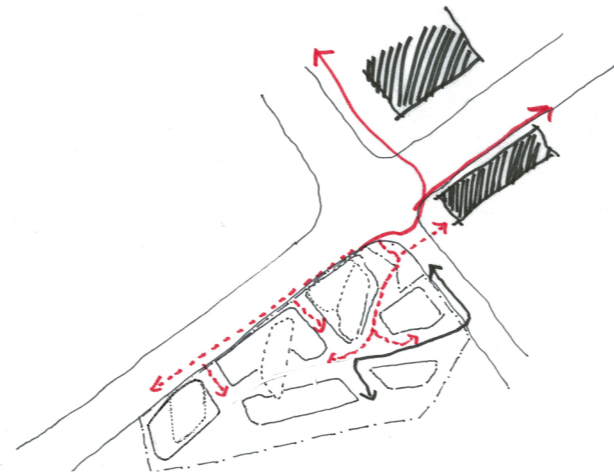
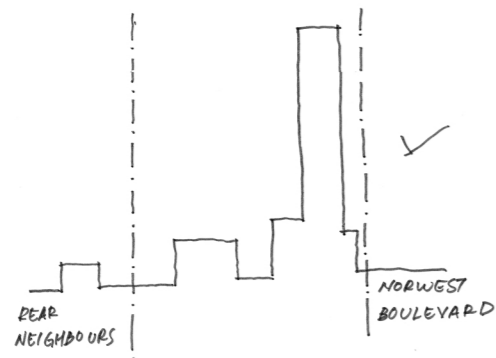
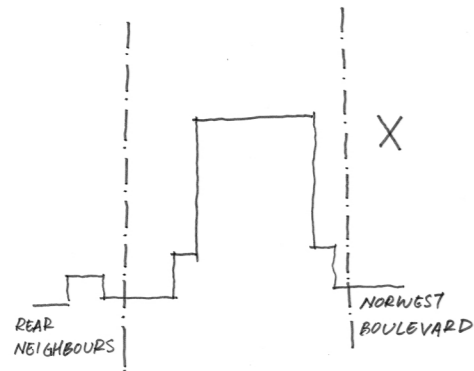


Create a three tiered vertical structure to the development to provide human scale, an urban streetscape and a civic presence in the following ways:

1. A two storey human scale street frontage terminated by a projecting solid awning structure.
2. A commercial podium that defines the street boundaries, forming an urban streetscape.
3. Three slender towers, whose shape follows the path of the sun, providing 3 hours of solar access the residences to the south of the site.



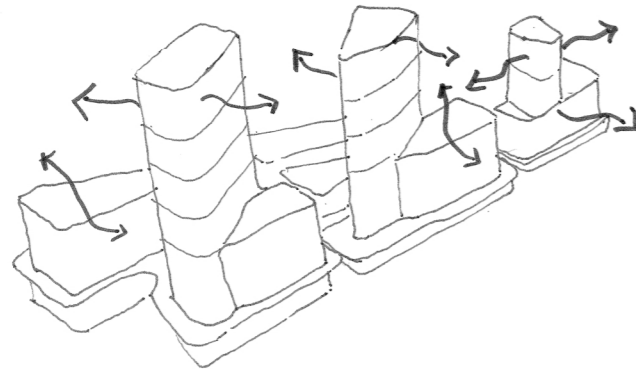
- The massing of the residential towers has been designed to be tall and slender to allow sun access and visual aspect through the towers.
- An alternative built form that is lower in height but wider in girth would provide no visual respite and solar access to the residences to the south



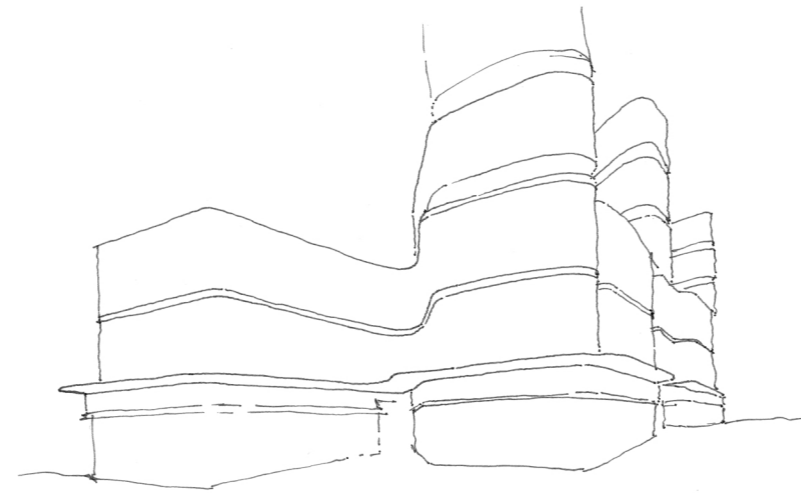
- Form an urban definition of Norwest Boulevard as a civic urban centre, by aligning the commercial podium levels with the Norwest Boulevard boundary and locating the residential tower above in close proximity to the street boundary.
- Stepping up the density of the development towards Norwest Boulevard and away from the single dwellings to the south by creating a 15m wide landscaped buffer zone between the residences and the development, then a 4 to 6 storey commercial buildings, an internal pedestrian street and then a residential tower as far away from the single residences to the south as possible.

- Create an internal pedestrian street as a circulation spine that activates the ground floor plane while restricting vehicular traffic to Brookhollow Avenue away from Norwest Boulevard.

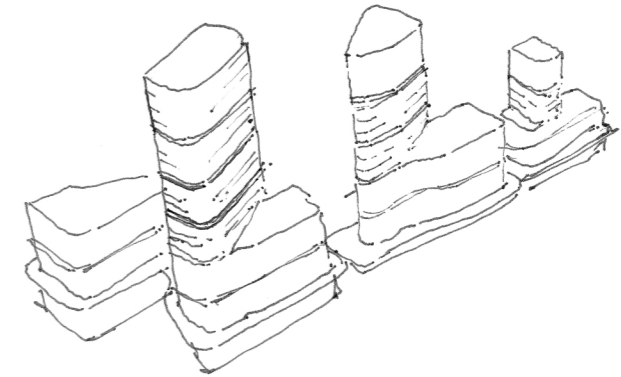
- Maximise solar access to the south of the site, as well as to the residential tower of the development.



- Slender tower structures with larger distances between them provides better solar and daylight access, visual privacy, better natural ventilation, smaller circulation cores in each tower and better energy efficiency as required for ADG compliance.
- Provide narrow floor plate commercial podium levels to facilitate natural light and cross ventilation, allowing for a reduction in energy costs and air conditioning use.



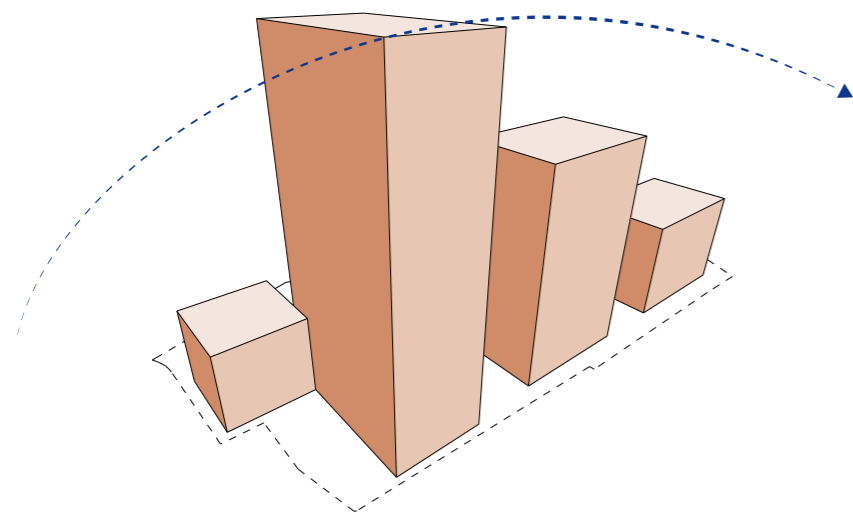
- Using facade treatment to accentuate every third floor of the three residential towers provides the towers with a better proportion and more human scale.



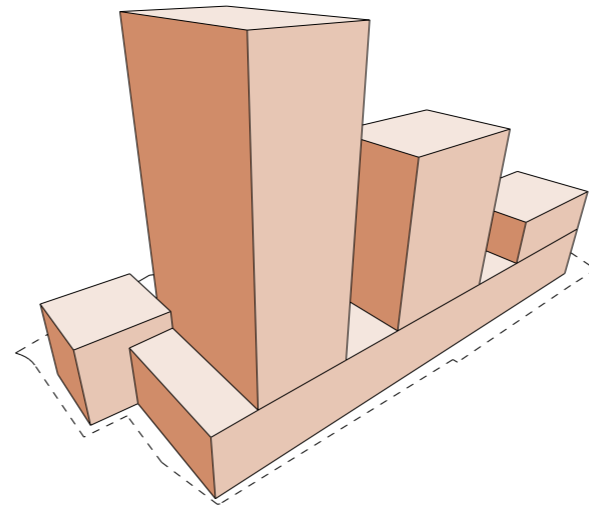
- Subtle fluid curved connections and edges of the facades provide a transition between the podiums and the towers and a softening its edges and promotes a sense of slenderness.
- Curved facade treatment together with the vertical external sunshading devices provide an aerodynamic wind calming effect for both apartment occupants and the ground plane environment.

DESIGN CONCEPT

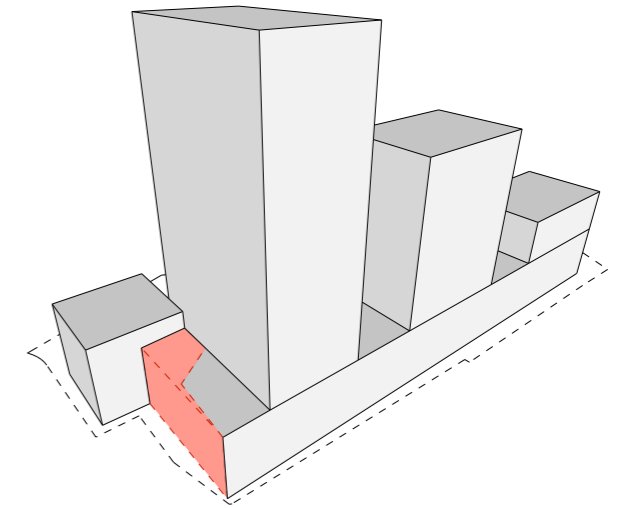
BUILT FORM



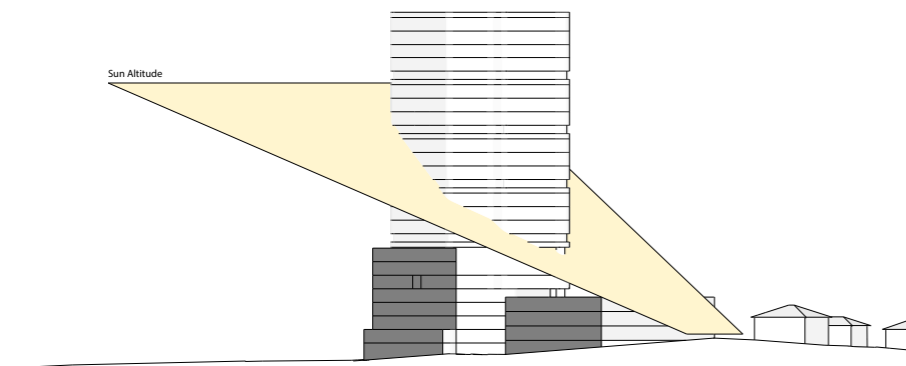
- Three main towers over three stage lots
- General Setback to Norwest Boulevard
- Building separation between each built form/relief
- Open Forecourt to NE corner adjacent to rail station and plaza



- Tower basic form with podium

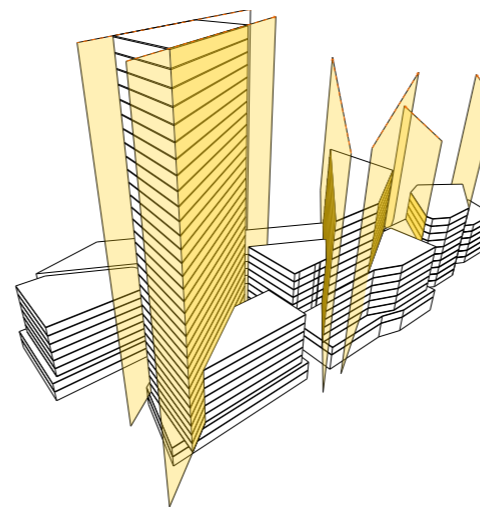


- Corner cut-out to encourage foot traffic from the Norwest Metro Railway Station as well as Marketown



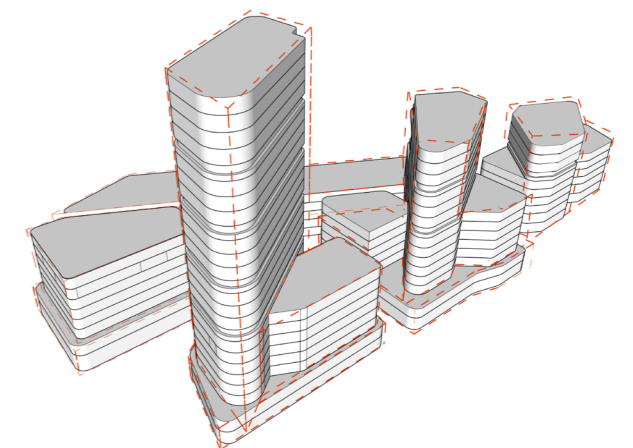
Solar Approach (1/2)

- Podium levels to fit within sun altitude panels

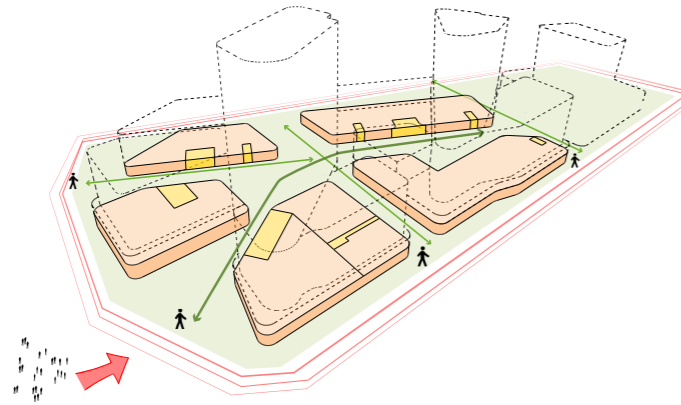


Solar Approach (2/2)

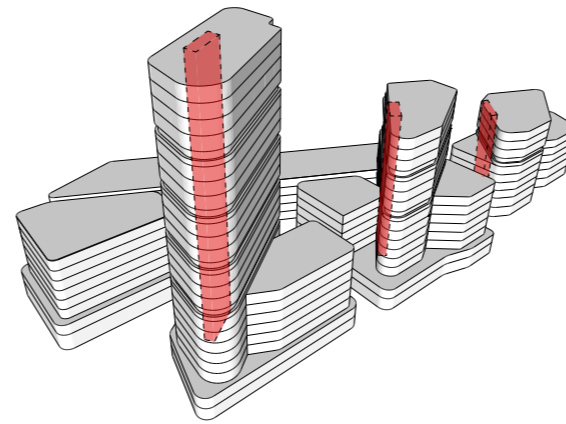
- Tower Component alignment dictated by relevant solar angles throughout the course of the day



- Subtle fluid curved connections and edges of the facades promotes a sense of slenderness

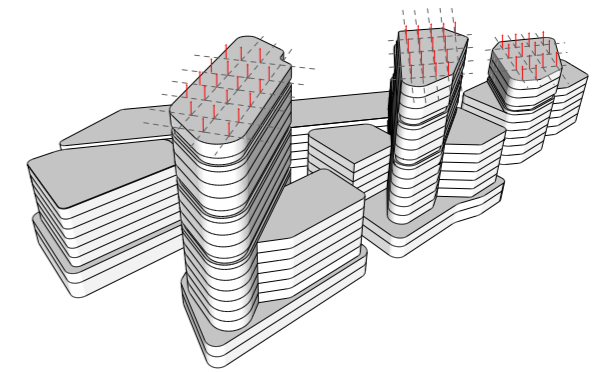


- Pedestrian and vehicular movement through each stage and development as a complex
- Commercial uses at ground level / maximised activation
- Encouraging lobby / building entry nodes
- Dual level commercial / retail use at NE entry / tower 1



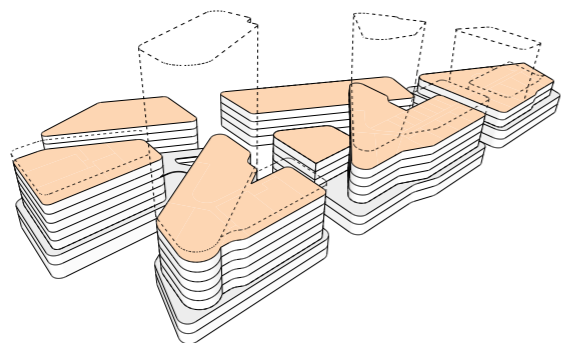
Core Location

- Core & stairs positioned in areas least capable of achieving solar access & cross ventilation
- Maximised efficiency of floor plate design

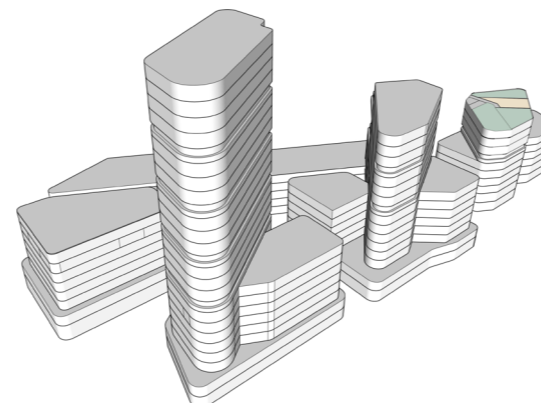


Structural Grid

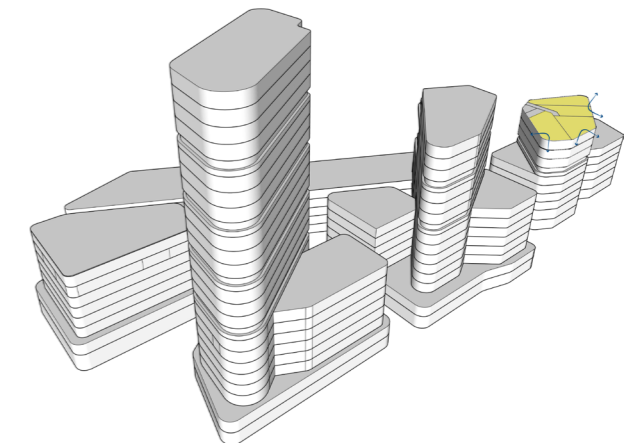
- No structural transfers
- Tower grid system through to the car park levels
- Columns aligned with primarily walls within apartments
- Three bay alignments generally within car park



- Narrow sleeved commercial levels to allow for natural light and cross ventilation

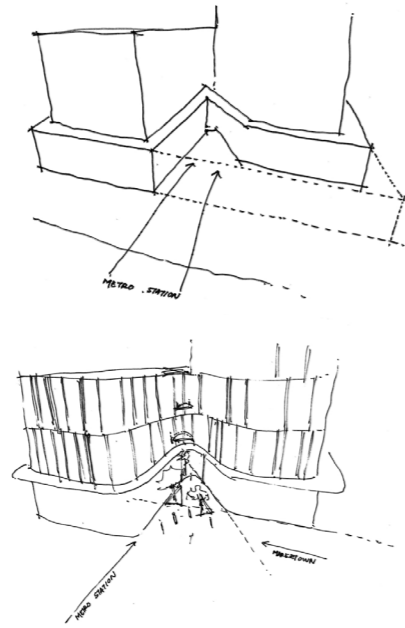


- Residential tower A
- Apartment configurations aligned with DCP guidelines
- Core locations in areas least capable of achieving high amenity
- Built form manipulated in conjunction with apartment layouts and configuration to ensure maximum solar access to proposed apartment



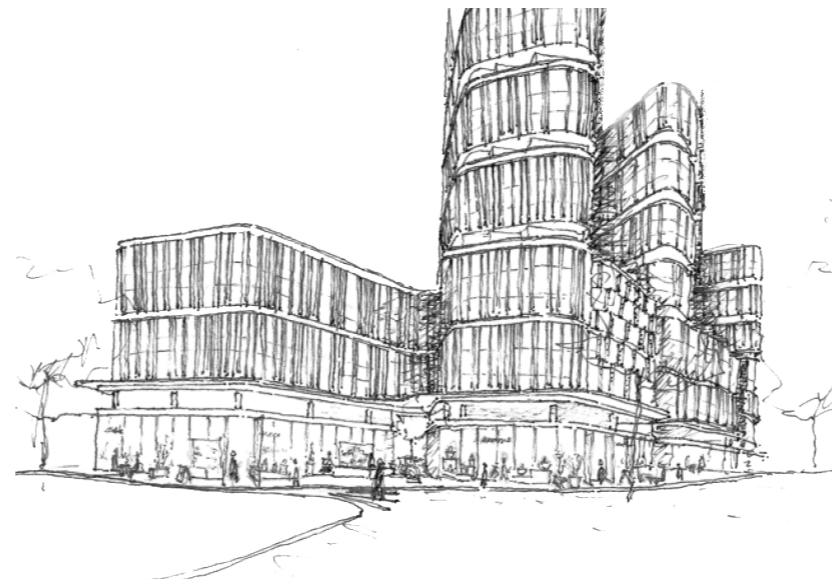
Solar and Cross Ventilation

- Maximized apartment orientation to adhere to minimum 2 hours solar access
- Minimize south / single orientated apartments maximize corner apartments



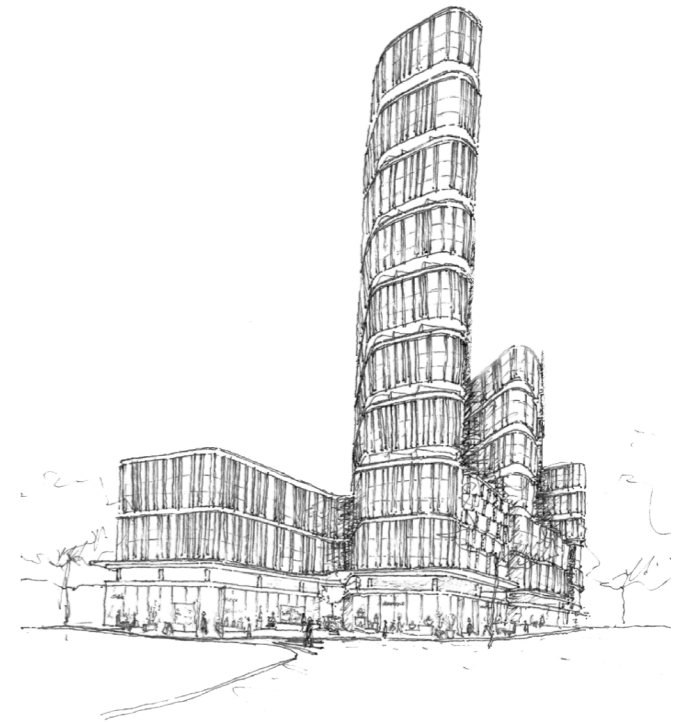
Conceptual sketch

- Coner cut-out to accentuate entrance plaza to the development promoting pedestrian movement from Metro Railway Station
- Link over plaza entrance creates access and movement between buildings with oculus penetrations to bring in light and greenery from the upper levels



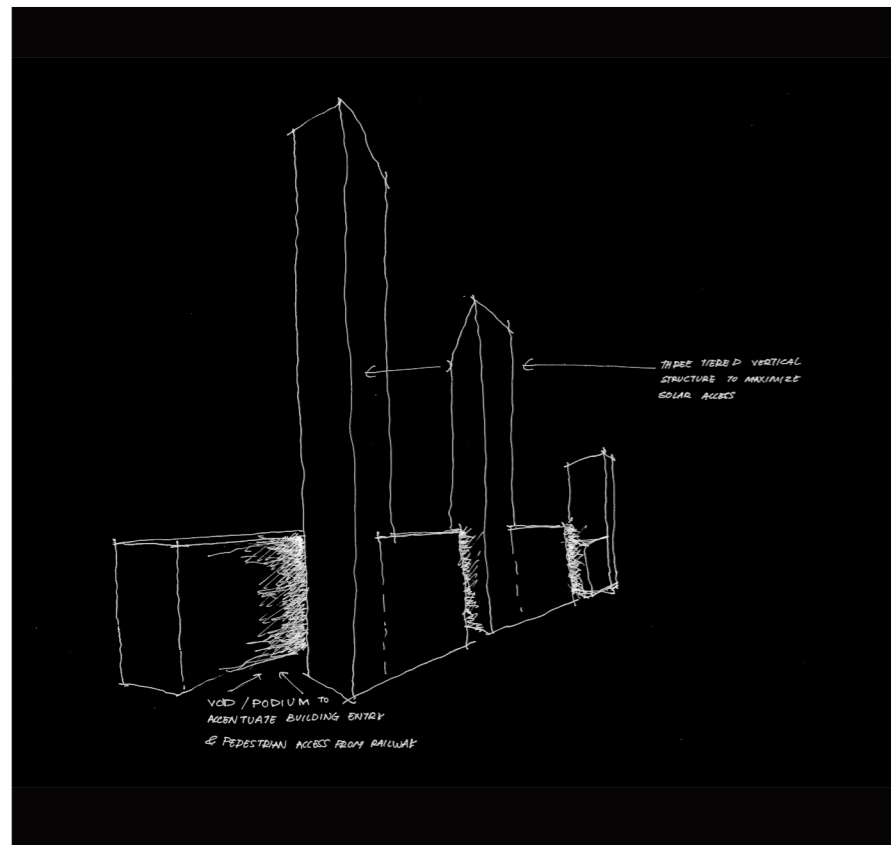
Perspective Sketch

- Double volume coner to emphasize plaza
- Corner plaza also functions as meeting point / node to create urban character to the precinct



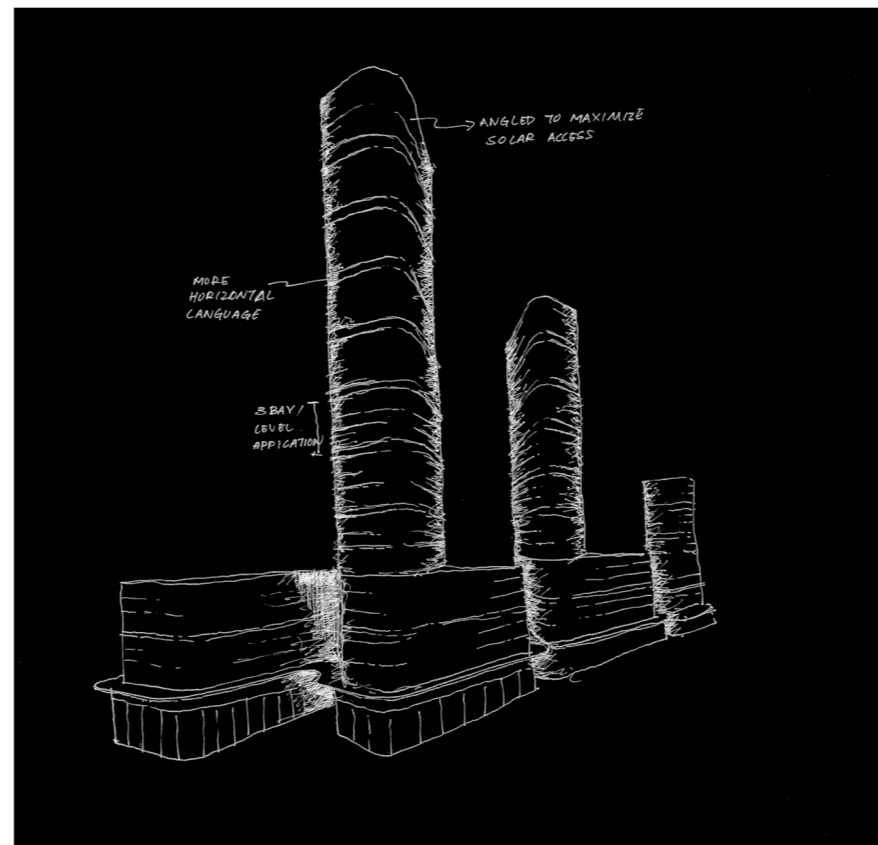
Perspective Sketch

- Development composition showing positive and negative horizontal and vertical language



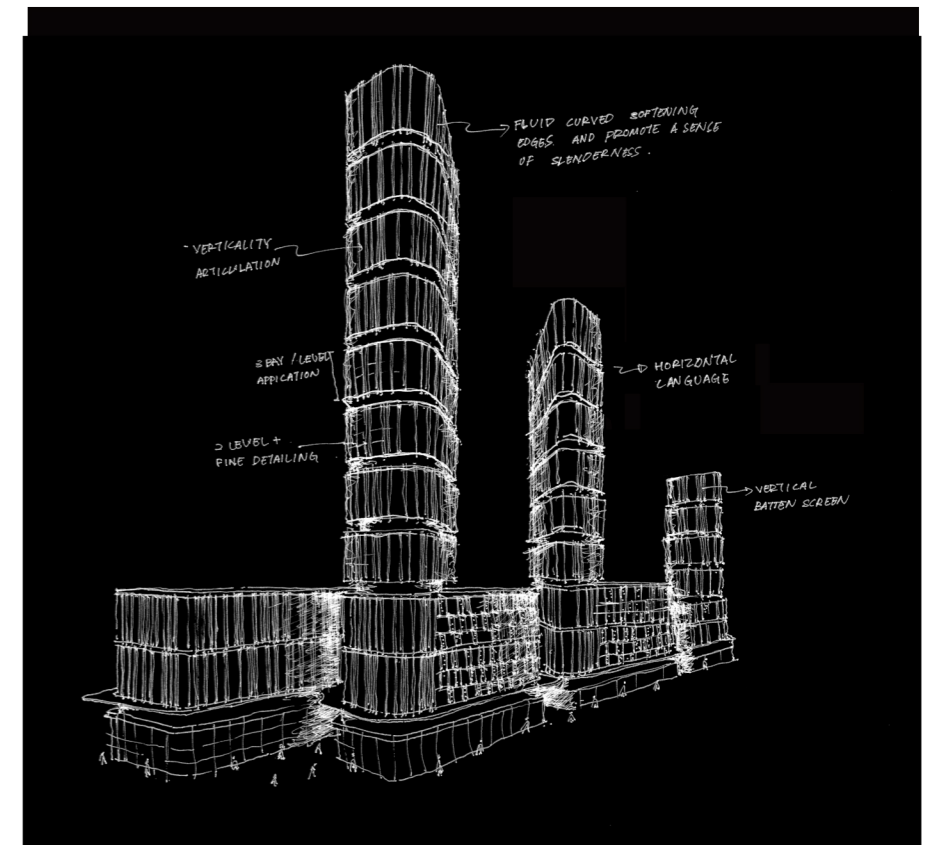
Primary Form

- Accentuate three towers
- Open thoroughfare facing towards Metro Railway Station and Marketown to promote foot traffic and urban streetscape



Secondary Elements

- More horizontal design language
- Promote verticality and slenderness
- Direct access from Metro Railway Station and Marketown
- Create visual interest with indoor greenery, plaza and seating area



Architectural Detail

- Primary horizontal podium and retail language with positive and negative space
- Accentuate every third floor provides the towers with a better proportion and more human scale
- Vertical screening facade feature for solar access control



BUILT FORM

The design proposal introduced a forecourt and 2-storey commercial presence on the NE corner of the site, engaging directly with the future plaza and rail station on the opposing side of Brookhollow Avenue. This in turn becomes a primary pedestrian connection through the site and to each building within the development.

The built form facing Norwest Boulevard takes a two-tiered approach, a commercial podium of 6 to 8 storeys topped by three towers topping out at 23 storeys. The shape of the slender envelopes of the three towers is derived by sun angles used to maximise solar access to the single dwellings to the south of the proposed development.

The proposed commercial buildings to the south of the site are restricted to 4 storeys with a 15m landscaped buffer zone to the single dwellings to the south to provide adequate solar access as well as a transition in scale of built form. They are dedicated to commercial use due to the lack of solar access required by the ADG for residential use.

The cores of the residential tower has been located to the south facade in order to achieve maximum solar access as prescribed within the ADG for all proposed apartments (a minimum of 2 hours as per the Hills DCP).

In order to find a harmonious connection between the commercial podiums and the residential towers above them, certain corners where the tower meets the podium are aligned vertically to form a natural sinuous connection between the two. Facade details in the tower accentuate every second storey to create a better sense of proportion to the tower, maintaining an enhanced sense of verticality. Subtle fluid curved connections and edges of the facades provide a transition between the podiums and the towers and a softening its edges. Connecting secondary screening elements to every second level of the tower promotes a sense of verticality whilst visually reducing the scale of the built-form.

Aesthetically the design proposal uses curved balcony edges to soften the edges of the towers and promote a sense of slenderness. The material palette will likely consist of a mixture of metal screens, composite aluminum panels, feature glazing and textured highlights.

Apartment sizing, configuration and layouts have been carefully considered to respect both the minimum sizing set out within Councils guidelines and the ADG, as well as a desire to achieve workable, efficient and furnishable floor plates. A structural grid setout from the tower levels is intended to be carried down through the podium levels and down to the basement car park levels in order to limit the needs for structural transfer beams.

INTEGRATION OF NEW HIGH-DENSITY MIXED-USE BUILDINGS

Transformed neighbourhoods can set a benchmark for integrating different types of buildings and structures and will promote a variety of uses.

Excellence in design quality include sensible transitions from taller buildings around stations down to existing one or two storey buildings.

Proposed development opportunities around train stations present an opportunity to create activity in areas where the amount of housing and jobs is relatively low.

PLANNING FOR PUBLIC BENEFIT

Commercial

This proposed development will be an attractive place to work, in close proximity to the Norwest Metro underground railway station and bus interchange as well as having a mixed-use environment allowing it to be an active part of the Norwest communities work/ life balance.

The development will provide 38,304 m² of commercial floor space between 4 buildings between 4 and 8 storeys to facilitate 1,556 jobs, providing a net increase of 1,256 jobs on site to the Norwest metro station precinct, at a 2.4:1 Commercial FSR.

Residential

The proposed residential tower development above the commercial use podiums complements the significant amount of required commercial floorspace by supporting a live where you work lifestyle, that is desirable from both a lifestyle as well as a sustainable living perspective.

A total of 76 dwellings are proposed in compliance with the ADG requirements. The apartments have been designed to maximise solar access and cross ventilation.

Community

There is provision in the development proposal for a co-working space of 756m² for local community start-ups and small business, a 100 child childcare centre, as well as the provision of café style retail and a hotel/pub (which currently has an approved DA for this location).

These facilities will activate the ground floor plane and will attract community activity to this important location.

The design intends to create a connection between the development and transit nodes and a "fine-grained" network of pedestrian routes through the precinct itself, highly permeable and rich in urban experience, creating a people-centred, pedestrian-friendly hub, providing enhanced connectivity and easy access to the train station.

PROPOSED DEVELOPMENT HEIGHT AND DENSITY

The proposed development height and density is required not only for the commercial viability of the project in order to maintain the required Commercial FSR of 2.4:1, but also to provide sufficient density to activate the ground floor plane both during and after hours for a site that is at the heart of the Norwest transit interchange and a short walk to its main retail hub.

PROPOSED BUILT FORM SETBACKS

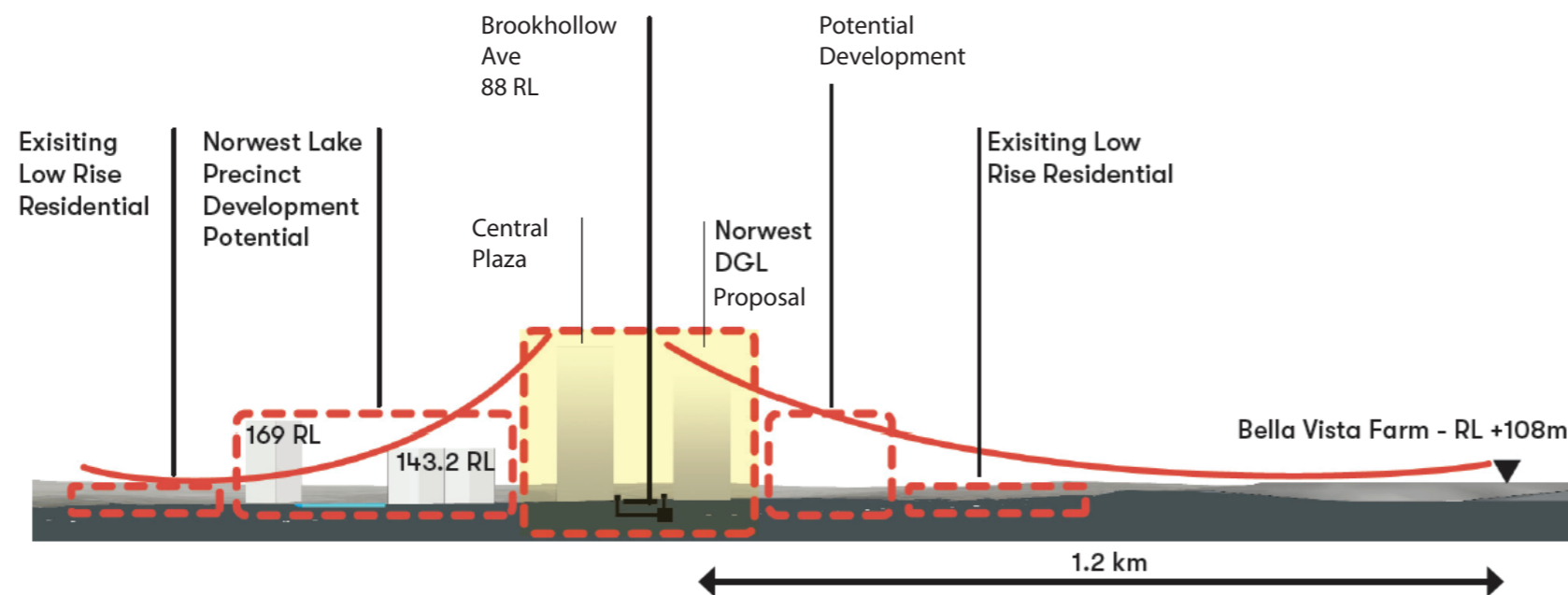
The construction of the new Norwest Metro Railway Station and bus interchange directly adjacent to the site subject to this proposal as well as the Norwest Marketown Shopping Centre across the road has extremely significant planning implications to the urban streetscape of Norwest Boulevard, making it the "High Street" of a future Norwest CBD.

This site on Norwest Boulevard cannot afford to be assessed as a Business Park set back behind landscaped hedges with carparking for every employee. These current planning controls will maintain the current status of Norwest Boulevard as a no man's land motorway.

This proposed development aims to look to the future of Norwest Boulevard as an activated pedestrianised urban space, a transit hub and the central spine of a diverse CBD supporting mixed use of commercial, residential, retail and community uses. This activation along Norwest Boulevard will also provide security to pedestrians by providing plenty of people and lighting along this major pedestrian thoroughfare during and after business hours.

As a result, the proposed development has been designed to form an urban street defining commercial use facade along Norwest Boulevard to a podium height of 6 to 8 levels. The three slender towers above them are slightly set back to create a definition between the podium and the towers above, without the towers losing the ability to maintain the definition of the streetscape of Norwest Boulevard. Compliance with The Hills Shire LEP setback of 5m will create a disconnection between the street defining podium and the towers above.

In relation to the neighbouring residences to the south of the site, the proposed development is set back from the southern boundary by 15m to create a landscaped buffer zone between them and the proposed development. The height of the buildings along the southern boundary are limited to 4 levels. By locating the three residential towers close to the Norwest Boulevard boundary, they will be furthest away from the southern boundary, providing more distance, in addition to their slender shape allowing a minimum of 4 hours of solar access to each of the residences to the south of the site, meeting the objectives set out in The Hills Shire DCP, as well as minimising the visual impact of the towers from these residences.



INDICATIVE CROSS SECTION OF NORWEST

FLOOR PLANS

Residential

Commercial

Commercial

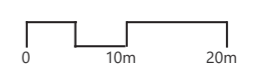
NORWEST BOULEVARD

BROOKHOLLOW AVE



ALL RESIDENTIAL PROPERTIES RETAIN MINIMUM 4 HOURS SOLAR ACCESS
 (refer to urban design study – solar analysis)

15M SETBACK TO
 RESIDENTIAL ZONE BOUNDARY

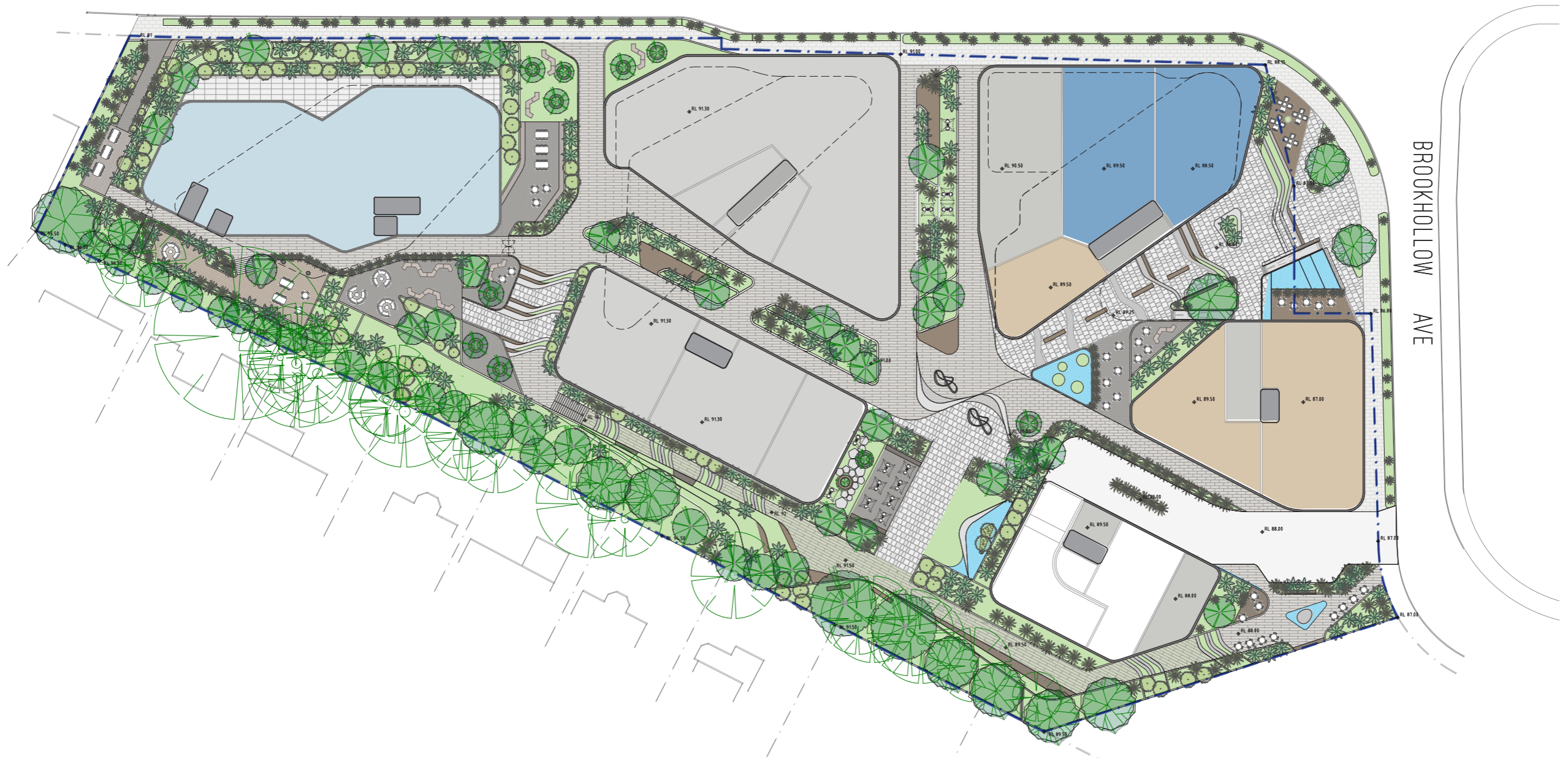


SITE PLAN
 scale 1:750 @ A3

Residential

Commercial
NORWEST BOULEVARD

Commercial



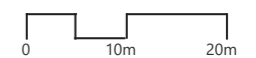
BROOKHOLLOW AVE

- Legend:
- Neighbourhood shop / food and drink premises
 - Hotel / Pub
 - Commercial / Office
 - Co-working Space
 - Residential

Key

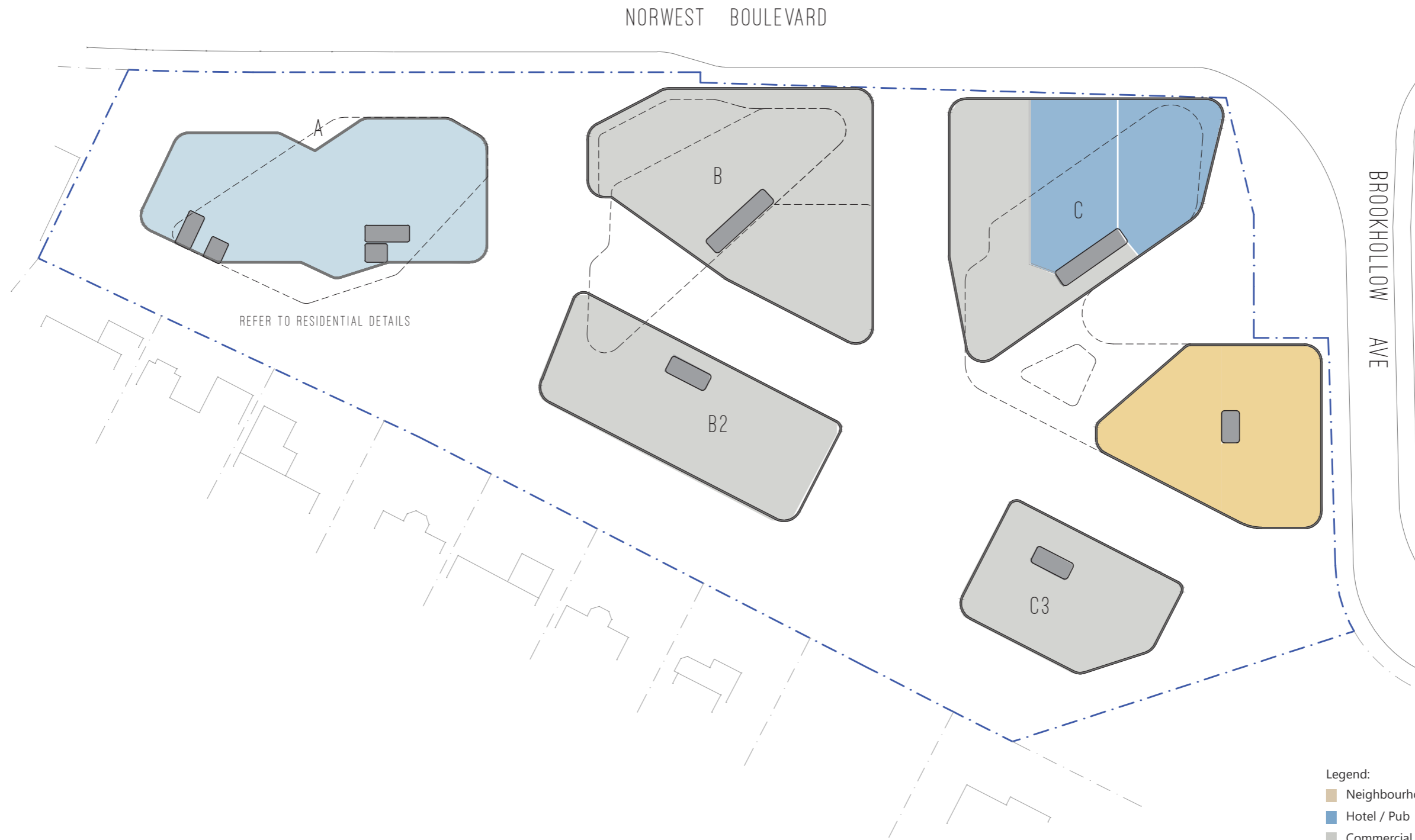


Existing trees

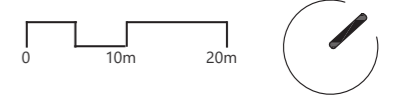


GROUND FLOOR PLAN

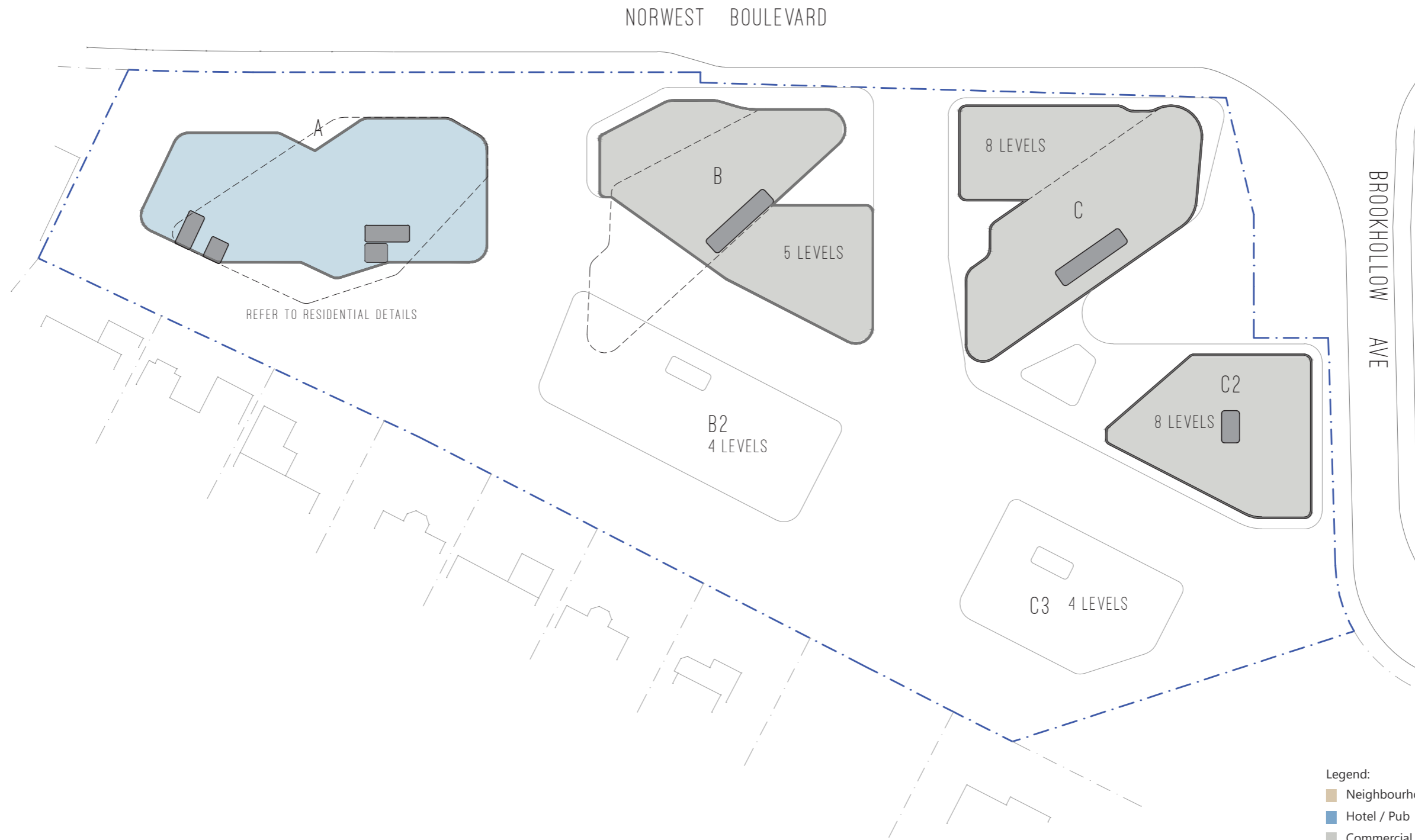
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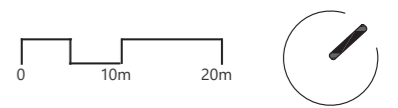
- Legend:
- Neighbourhood shop / food and drink premises
 - Hotel / Pub
 - Commercial / Office
 - Co-working Space
 - Residential



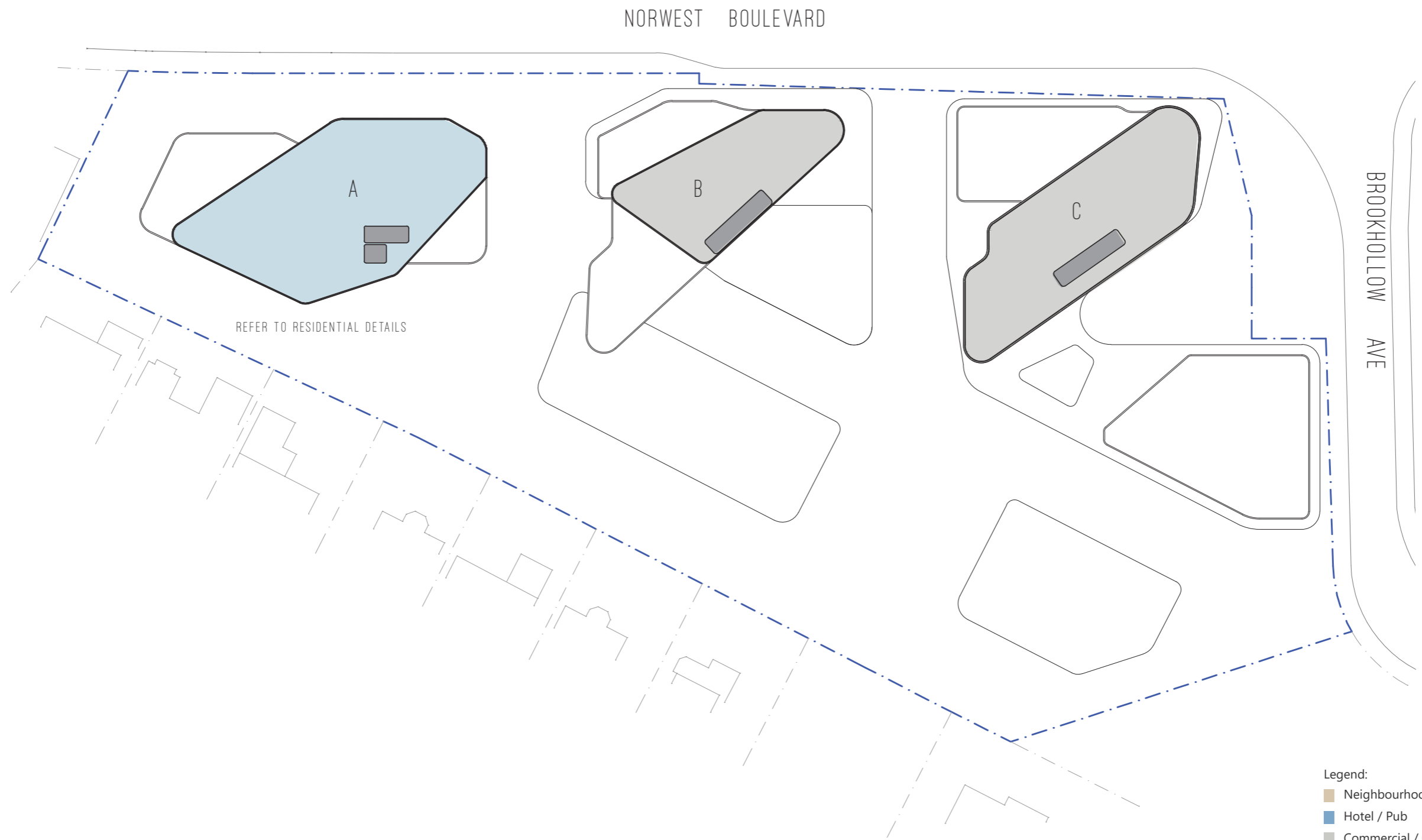
LEVEL 1
scale 1:750 @ A3



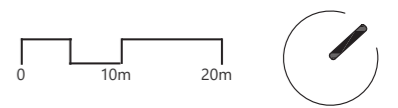
- Legend:
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 - Hotel / Pub
 - Commercial / Office
 - Co-working Space
 - Residential



LEVEL 4
scale 1:750 @ A3



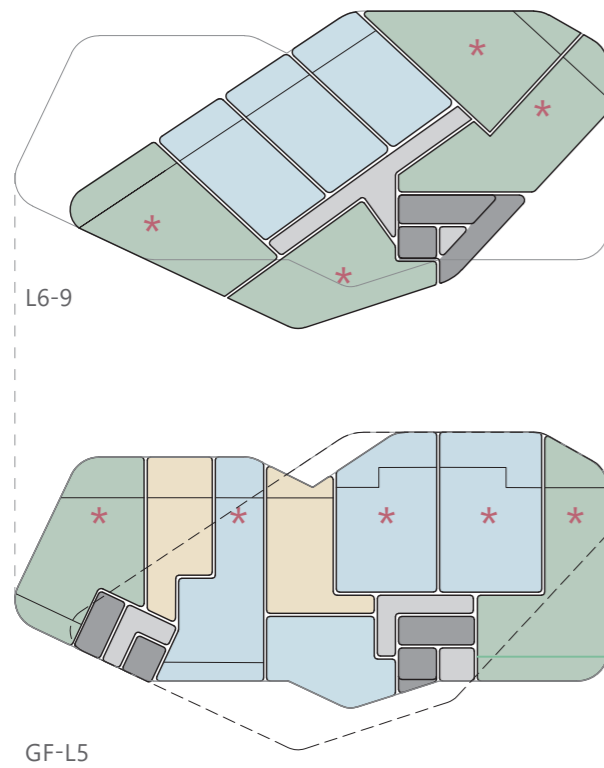
- Legend:
- Neighbourhood shop / food and drink premises
 - Hotel / Pub
 - Commercial / Office
 - Co-working Space
 - Residential



TOWER LEVELS

scale 1:750 @ A3

SITE A
RESIDENTIAL FLOOR PLANS



SITE A

Unit mix per floor

	1 Bed	2 Bed	3 Bed	Total
Ground Level	2	4	2	8
Level 1-5 (5 storeys)	2(10)	4 (20)	2 (10)	8 (40)
Level 6-9 (4 storeys)	0	3 (12)	4 (16)	7 (28)

Total Unit Mix

	1 Bed	2 Bed	3 Bed	Total
Total	12	36	28	76
percentage	15.8%	47.4%	36.8%	100%

18 x 2 Bed @ 110 sqm - 50%

28 x 3 Bed @ 135 sqm - 100%

Total number of units - 76

Complies with The Hills LEP unit mix and sizes s as follows:

- 1 Bed @ 55sqm, max 25%
- 2 Bed @ 80-110 sqm (min 40% @ 110sqm)
- 3 Bed @ 110-135 sqm (min 40% @ 135sqm) and min. 20% of development

Solar access Summary

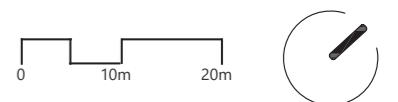
Total number of units =76
 Total number of units to achieve 2hr solar access = 66
 Total number of units to achieve 3hr solar access = 66
 Percentage = 86.8%

Key

- * 2 Bed Apartment @ 110sqm
- * 3 Bed Apartment @ 135sqm

Legend:

- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment



SITE A RESIDENTIAL

scale 1:750 @ A3

BASEMENT FLOOR PLAN



Car parking is to comply with the rates in the following table:

Land Use	Minimum Parking Rate
Commercial (office)	1 space per 60m ² GFA
Commercial (retail)	1 space per 100m ² GFA
Residential	In accordance with Clause 7.11 of The Hills LEP 2019

Table 1: Minimum Parking Rates

Recommended basement parking

Refer to details outlined in the Traffic Report prepared by STANTEC consultants - included as part of the submission, for required and proposed parking spaces

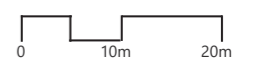
Commercial	= 494 spaces
Residential	= 94 spaces
Retail	= 76 spaces
TOTAL	= 664 spaces

TO BE UPDATED

Potential basement parking

Upper Basement level	= 120 spaces
Basement level 1	= 290 spaces
Basement level 2	= 290 spaces
Basement level 3	= 90 spaces
TOTAL	= 790 spaces

Subject to future Structure and Services coordination.



TYPICAL BASEMENT PARKING PLAN

scale 1:750 @ A3

TOTAL AREAS

BUILDING A

A

Ground	Residential
Lv 1-5 Podium (6 storeys)	Residential

Tower

Level 6- 9 (4 storeys)	Residential
------------------------	-------------

Ground Floor GBA	= 1,265sqm
Ground Floor GFA (50%)	= 633 sqm
Level 1-5 GBA (per floor)	= 1265 sqm
Level 1-5 GFA (85%)	= 5376 sqm
Level 6-9 GBA (per floor)	= 1050 sqm
Level 6-9 GFA (85%)	= 3567 sqm
TOTAL GFA	= 9,576 sqm

Total Unit Mix

	1 Bed	2 Bed	3 Bed	Total
Total	12	36	28	76
percentage	15.8%	47.4%	36.8%	100%

BUILDING B

B1

Ground	Commercial / Office
Lv 1 Podium	Commercial / Office
Lv 2-6 Podium (4 storeys)	Commercial / Office
Lv 7 Podium (1 storeys)	Childcare

B2

Ground	Commercial / Office
Lv 1-3 Podium (3 storeys)	Commercial / Office

Tower

Level 8- 15 (8 storeys)	Commercial / Office
-------------------------	---------------------

B1 - Commercial/Office	
Ground	= 1,130 sqm
Level 1 Podium	= 1,130 sqm
Level 2-6 Podium	= 4,420 sqm
Level 7 - Childcare (Interior)	= 639sqm
Level 5 - COS (Exterior)	= 260sqm (Excluded from GFA)
Level 7 - Childcare (Exterior)	= 440 sqm (Excluded from GFA)
Tower Levels - Commercial/Office	
GFA (per floor)	= 408 sqm
Level 8-15 (8 storeys)	= 3,264 sqm
B2 - Commercial/Office	
Ground	= 717sqm
Level 1-3 Podium	= 2,438 sqm
GFA (commercial/office)	= 13,098 sqm
GFA (Childcare)	= 639 sqm
TOTAL GFA	= 13,737 sqm

BUILDING C

C1

Ground	Commercial, Hotel/Pub & Retail
Lv 1 Podium	Commercial & Hotel/Pub
Lv 2-7 Podium (6 storeys)	Commercial / Office

C2

Ground	Neighbourhood shop / food and drink premises
Lv 1 Podium	Coworking Space
Lv 2-7 Podium (6 storeys)	Commercial / Office

C3

Ground	Commercial / Office
Lv 1-3 Podium (3 storeys)	Commercial / Office

Tower

Level 8 - 22 (15 storeys)	Commercial / Office
---------------------------	---------------------

C1 - Commercial/Office & Hotel/Pub	
Ground Commercial/Office	= 316 sqm
Ground Hotel/Pub	= 581 sqm
Ground Retail	= 146 sqm
Level 1 Podium Commercial/Office	= 462 sqm
Level 1 Podium Hotel/Pub	= 581 sqm
Level 2-7 Podium Commercial/Office	= 5,568 sqm
C2 - Commercial/Office & neighbourhood shop / food and drink premises	
Ground Retail	= 757 sqm
Level 1 Mezzanine Commercial/Office	= 420 sqm
Level 1 Podium Coworking Space	= 756 sqm
Level 2-7 Podium Commercial/Office	= 3,560 sqm
C3 - Commercial/Office	
Ground	= 25 sqm
Ground Retail	= 100 sqm
Level 1-3 Podium	= 1,696 sqm
Tower Levels - Commercial/Office	
GFA (per floor)	= 640 sqm
Level 8-22 (15 storeys)	= 9,600 sqm
GFA (commercial/office)	= 22,402 sqm
GFA (hotel/pub)	= 1,162 sqm
GFA (retail)	= 1,003 sqm
TOTAL GFA	= 24,567sqm

Total

Lot size : 15,960 sqm

Incentive FSR 3:1 (comprising 0.6:1 residential FSR)

GFA (commercial)	= 38,304sqm
FSR 2.4:1	
GFA (residential)	= 9,576sqm
FSR 0.6:1	

TOTAL GFA = 47,880 sqm

TOTAL FSR 3:1

AREA SUMMARY

ELEVATION AND SECTIONS

CENTRAL PLAZA PROPOSAL

4 STOREYS
BUILDING B2
RL 110.20

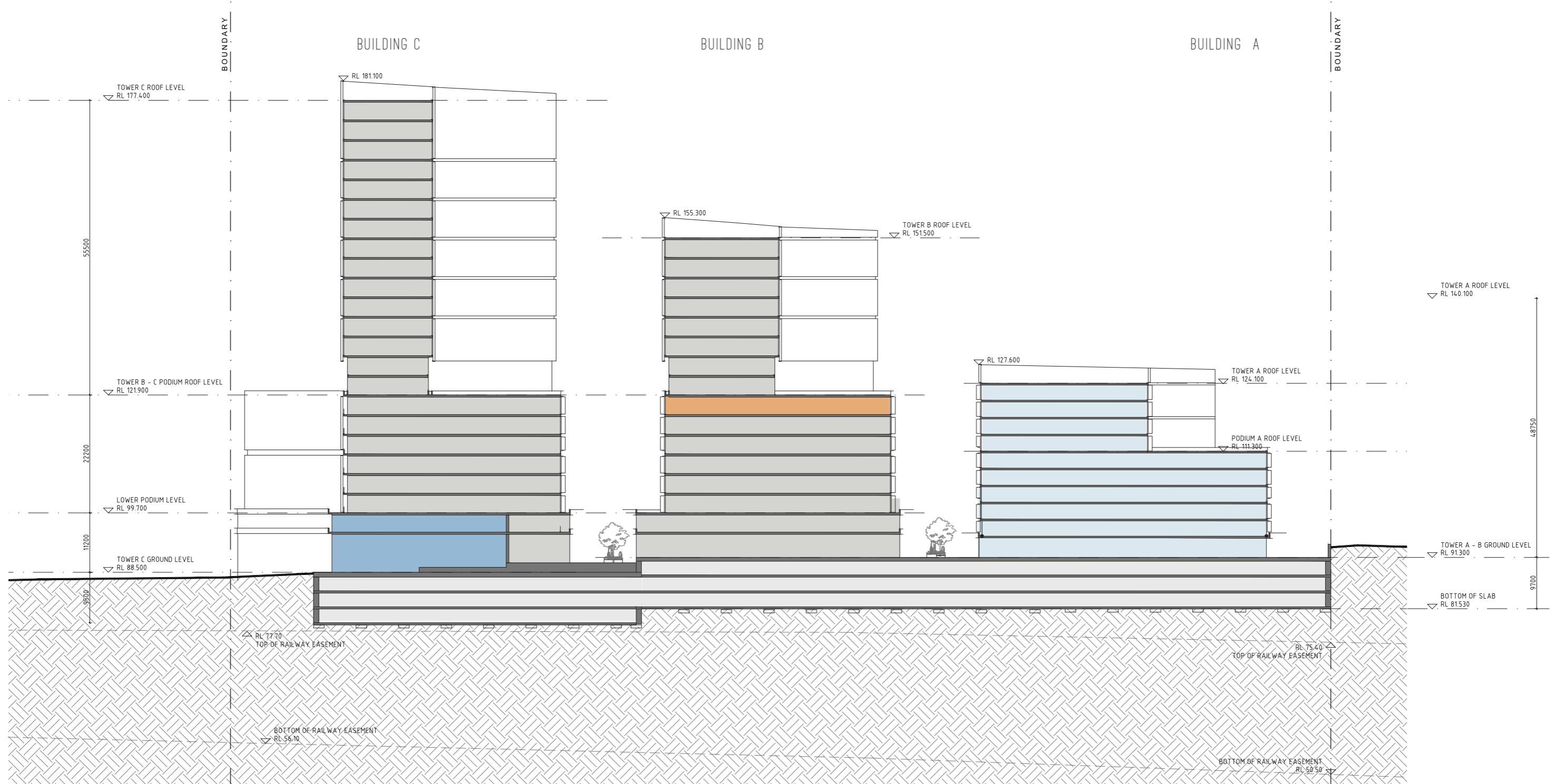
23 STOREYS
RL 181.10

16 STOREYS
RL 155.30

10 STOREYS
RL 127.60

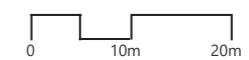


OVERALL SITE

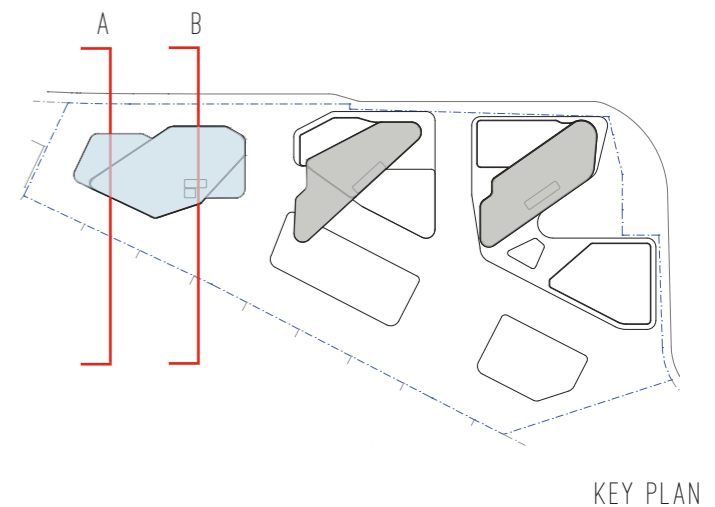
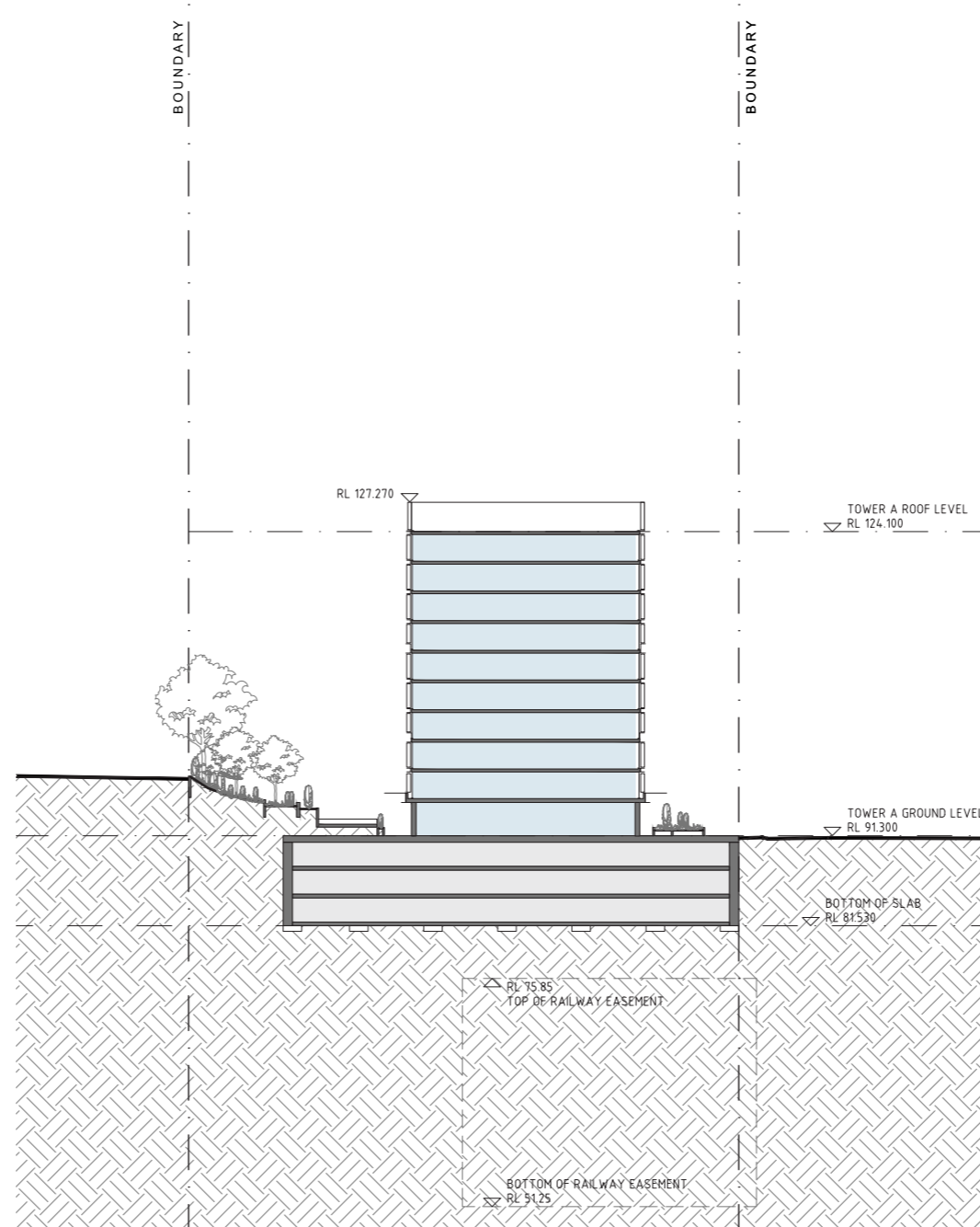
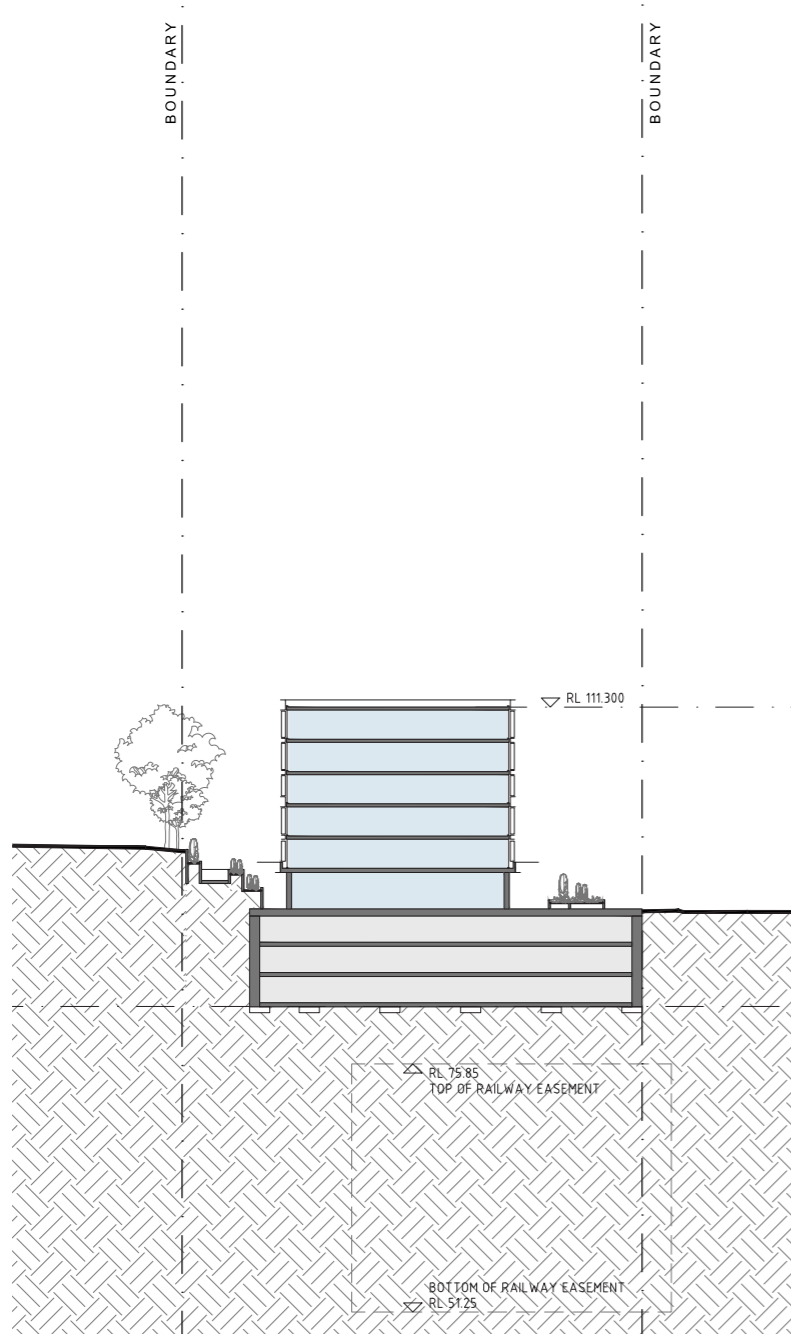


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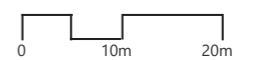
- Residential
- Hotel / Pub
- Commercial
- Childcare
- Basement Parking



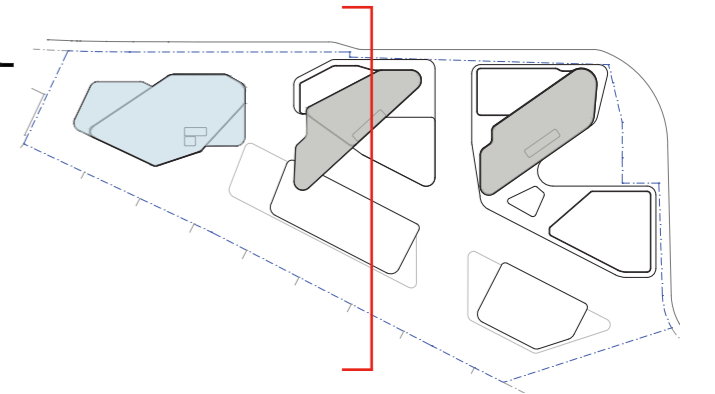
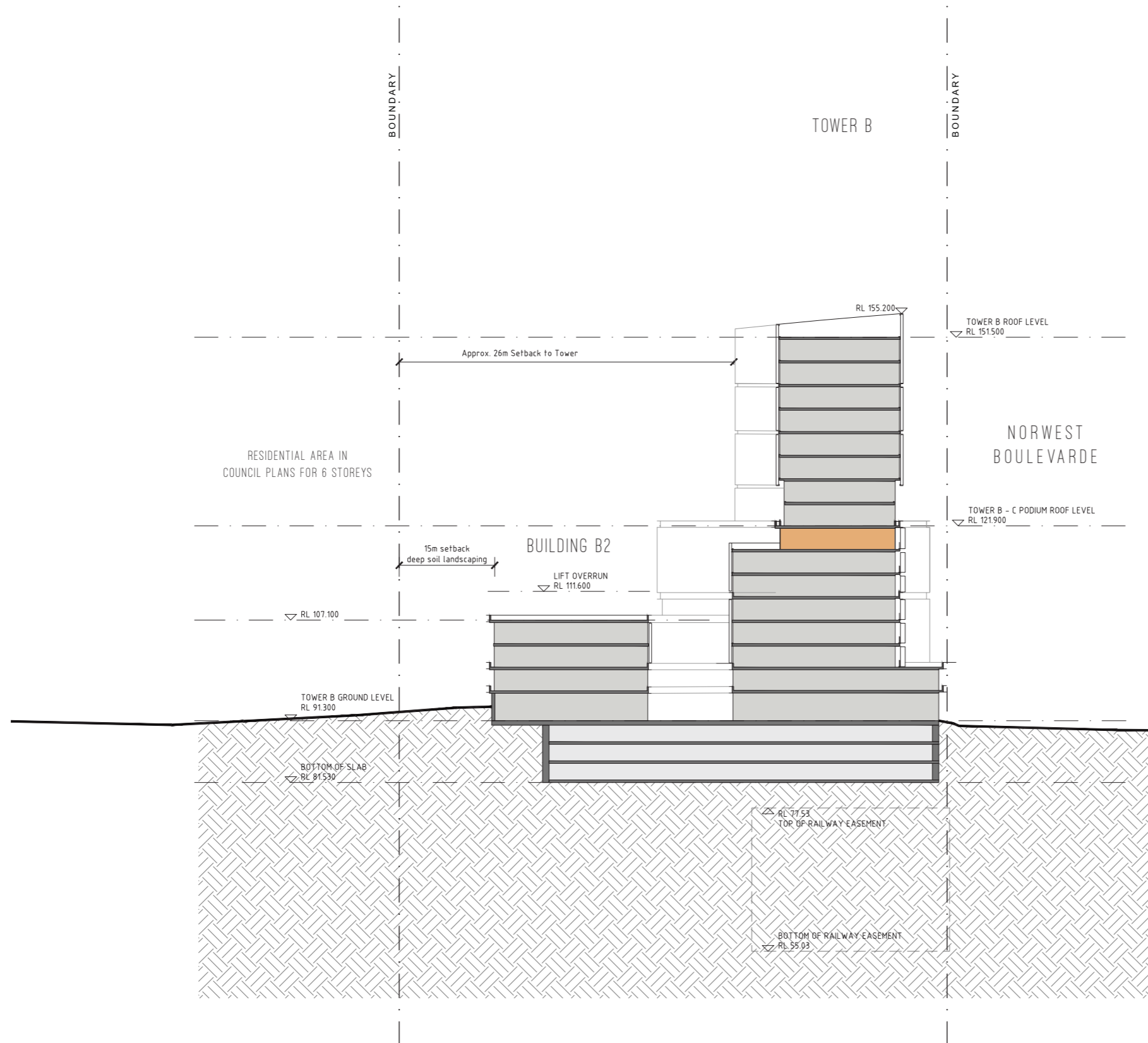
SECTIONS
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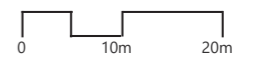
- Legend:
- Residential
 - Hotel / Pub
 - Commercial
 - Childcare
 - Basement Parking



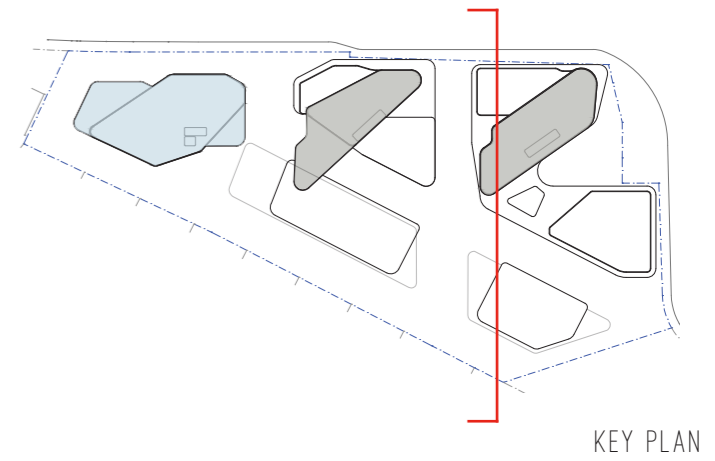
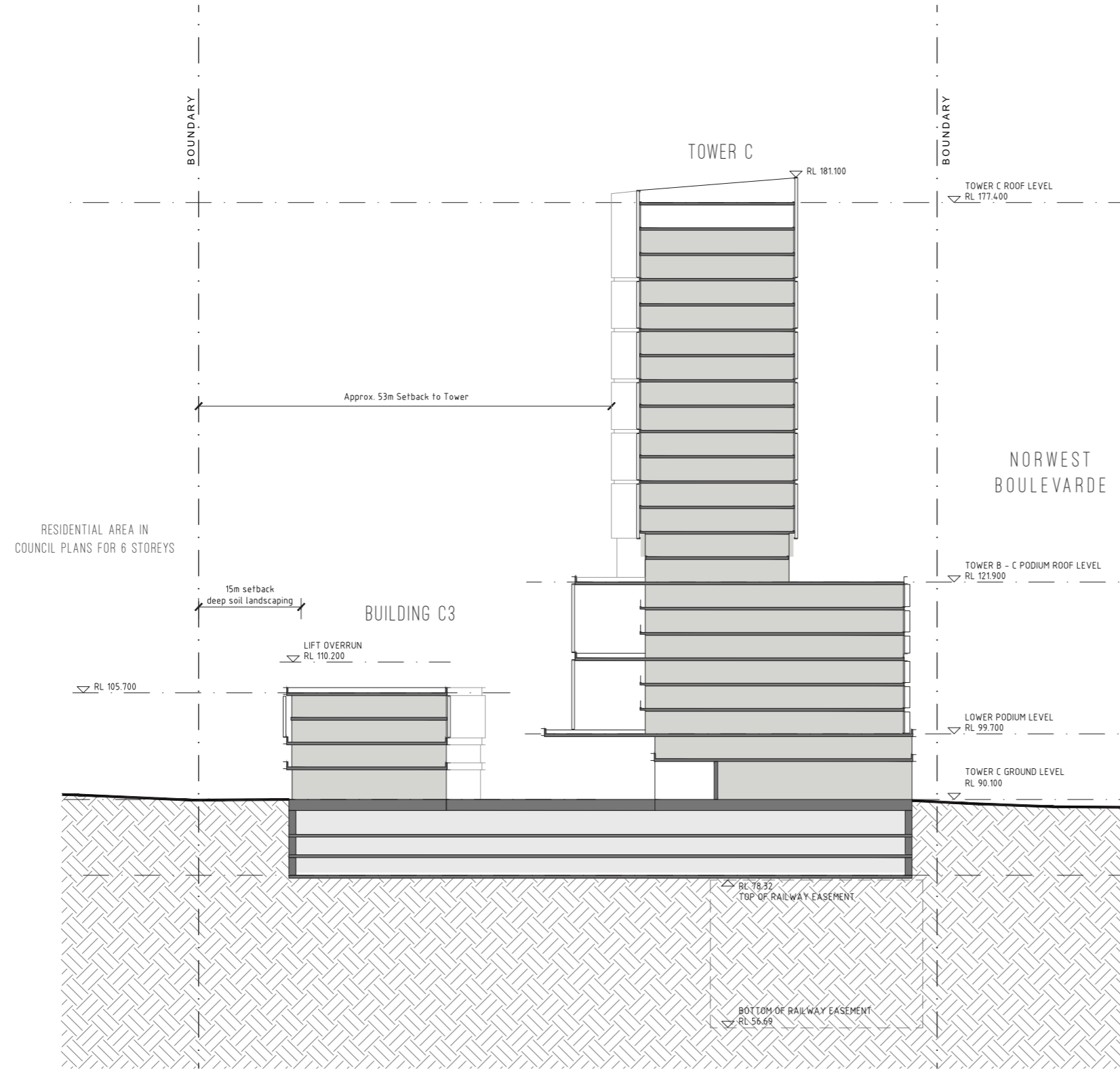
SECTIONS
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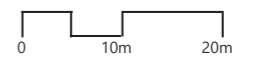
- Legend:
- Residential
 - Hotel / Pub
 - Commercial
 - Childcare
 - Basement Parking



SECTIONS
scale 1:750 @ A3



- Legend:
- Residential
 - Hotel / Pub
 - Commercial
 - Basement Parking



SECTIONS
scale 1:750 @ A3

COMMUNAL SPACES

NORWEST BOULEVARD



Landscaped Area (Includes Hard and soft landscaping)

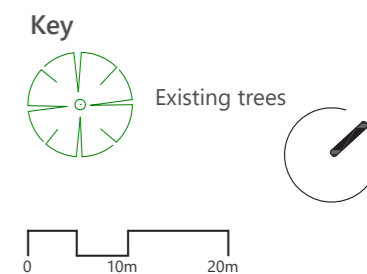
	Ground Level	Total	Site %
Total landscaped area	8,700 sqm (incl. 3,205 sqm deep soil)	8,700 sqm	54 %

Landscaped Area (excludes road and footpath)

	Ground Level	Site %	Podium Building Roof Terraces	Total
Soft landscaping	4,000 sqm	25%	1,570 sqm	5,570 sqm

Commercial and Residential Common Open Space Areas


	Ground Level	Podium Building Roof Terraces	Total
Residential private open space	600 sqm	N/A	600 sqm
Residential common open space	1,200 sqm	320 sqm	1,520 sqm
Commercial open space (incl. 3,880sqm plaza)	6,900 sqm	1,900 sqm	8,800 sqm (incl. 3,880sqm plaza)
Total	8700 sqm	2,220 sqm	10,920 sqm



AREA SUMMARY - LANDSCAPE
scale 1:750 @ A3

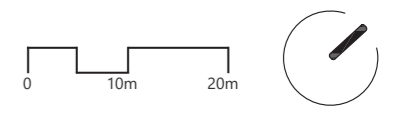
GROUND LEVEL



Key
 Landscaped Area (Including soft and hard landscaped area)

Site area: 15,960 sqm
Ground floor Landscaped Area (Including soft and hard landscaped area)

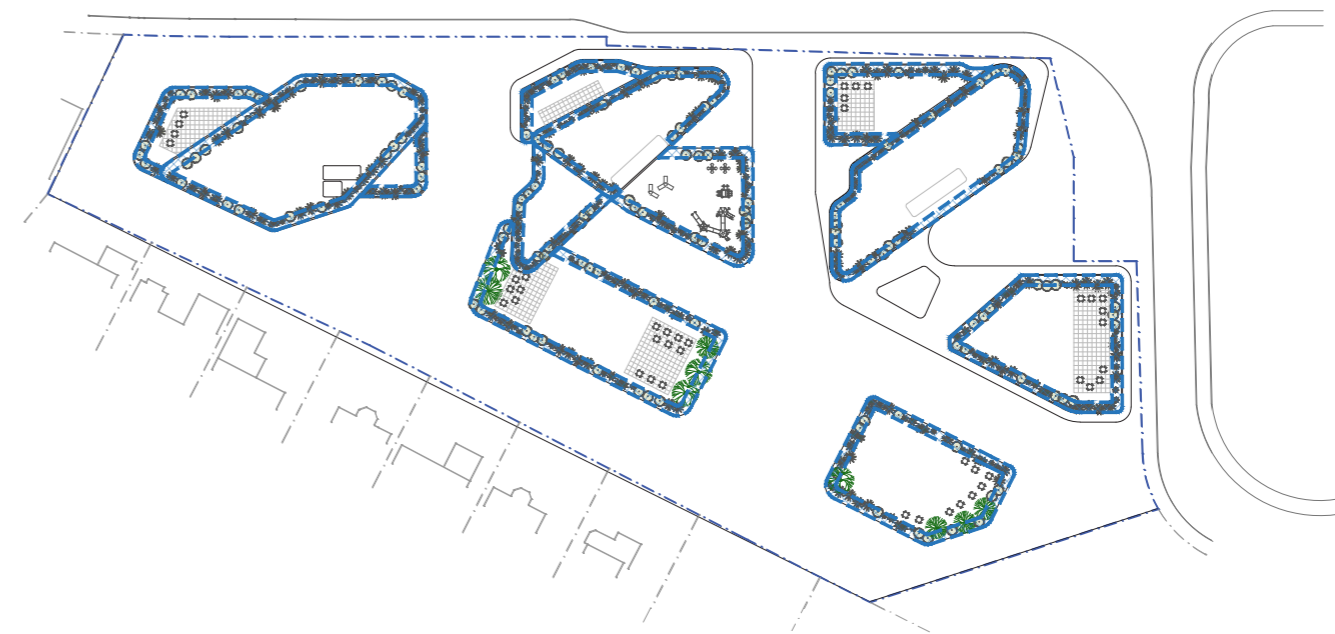
	Ground Level	Total	Site %
Total landscaped area	8,700 sqm	8,700 sqm	54 %



AREA SUMMARY - LANDSCAPED AREA
 scale 1:750 @ A3

GROUND LEVEL

PODIUM BUILDING ROOF TERRACES



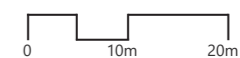
Key

 Soft landscaped area

Site area: 15,960 sqm

Landscaped Area (excludes road and footpath)

	Ground Level	Site %	Podium Building Roof Terraces	Total
Soft landscaping	4,000 sqm	25%	1,570 sqm	5,570 sqm



AREA SUMMARY - SOFT LANDSCAPED AREA

scale 1:1500 @ A3

GROUND LEVEL

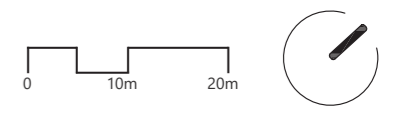


Key

 Plaza Area

Site area: 15,960 sqm
Plaza Area

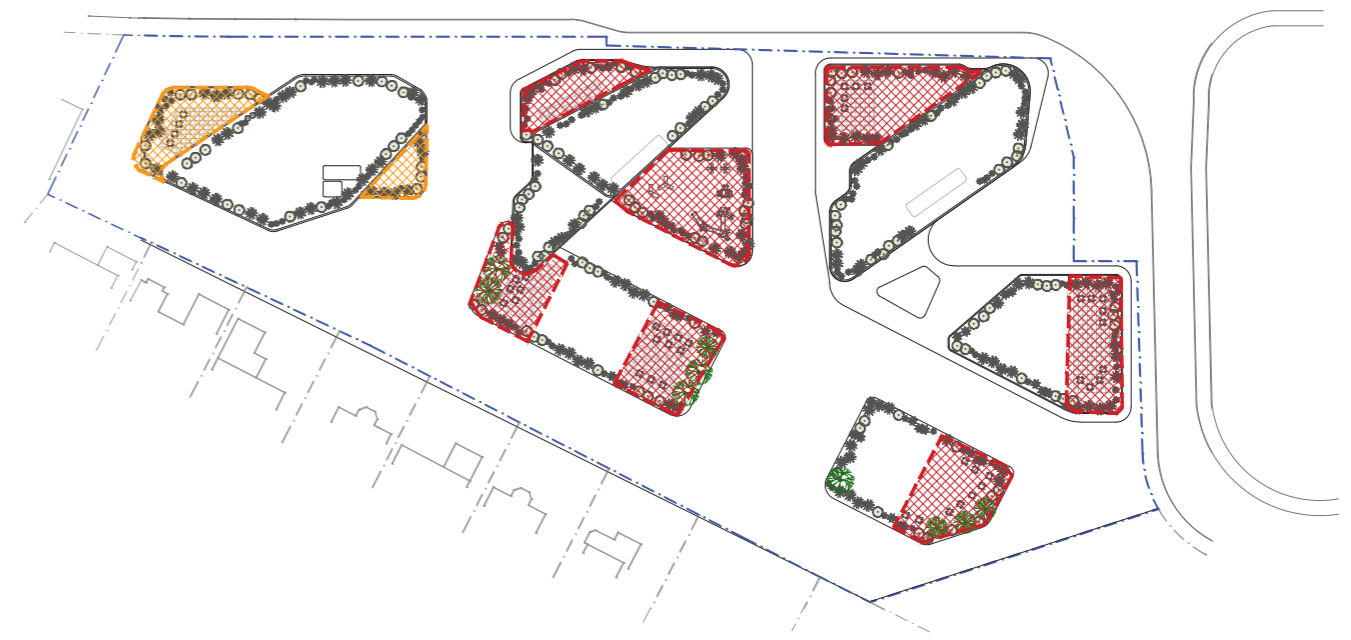
	Ground Level
Plaza Area	3,880 sqm






AREA SUMMARY - PLAZA AREA
scale 1:750 @ A3

GROUND LEVEL

PODIUM BUILDING ROOF TERRACES



- Key**
-  Residential private open space
 -  Residential common open space
 -  Commercial open space

Total Residential dwelling= 76 units
 Min. Residential common open space= 20sqm per dwelling
 Min. Residential common open space= 20sqm x 76 units= 1,520sqm

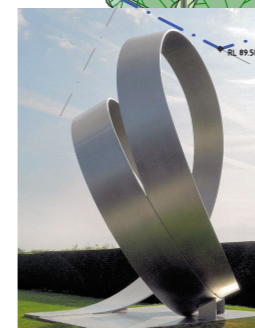
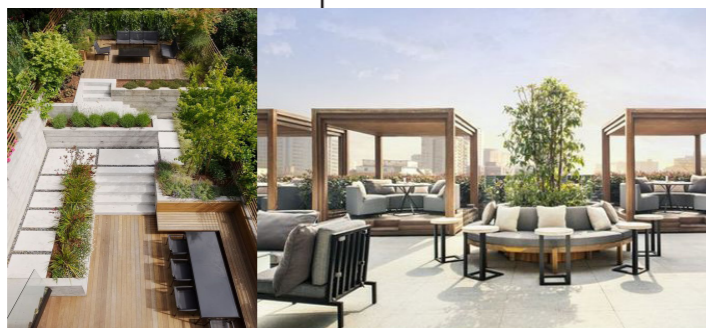
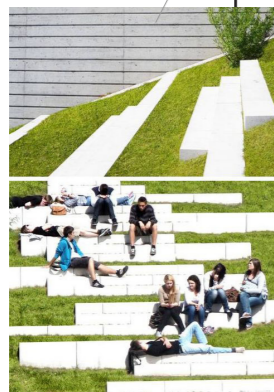
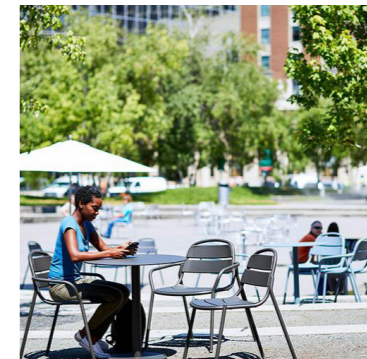
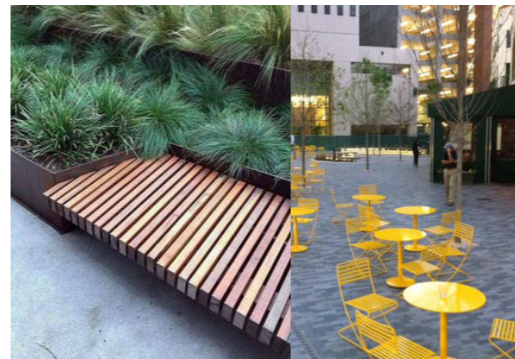
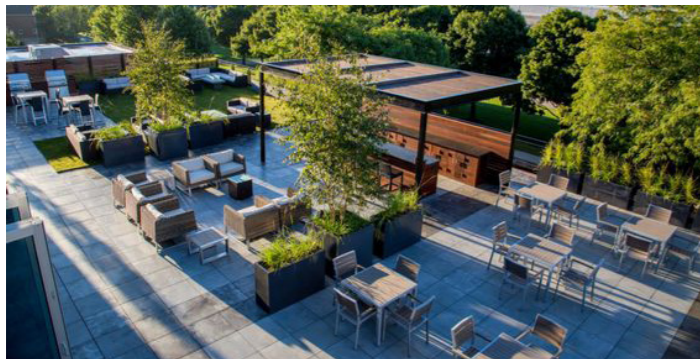
Site area: 15,960 sqm

Commercial and Residential Common Open Space Areas

	Ground Level	Podium Building Roof Terraces	Total
Residential private open space	600 sqm	N/A	600 sqm
Residential common open space	1,200 sqm	320 sqm	1,520 sqm
Commercial open space	6,900 sqm (incl. 3,880sqm plaza)	1,900 sqm	8,800 sqm (incl. 3,880sqm plaza)
Total	8700 sqm	2,220 sqm	10,920 sqm

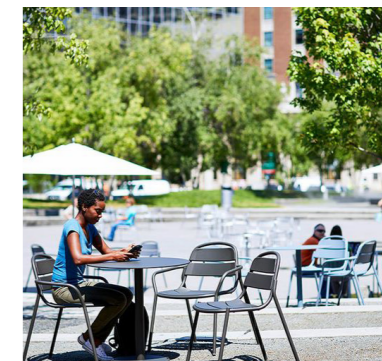
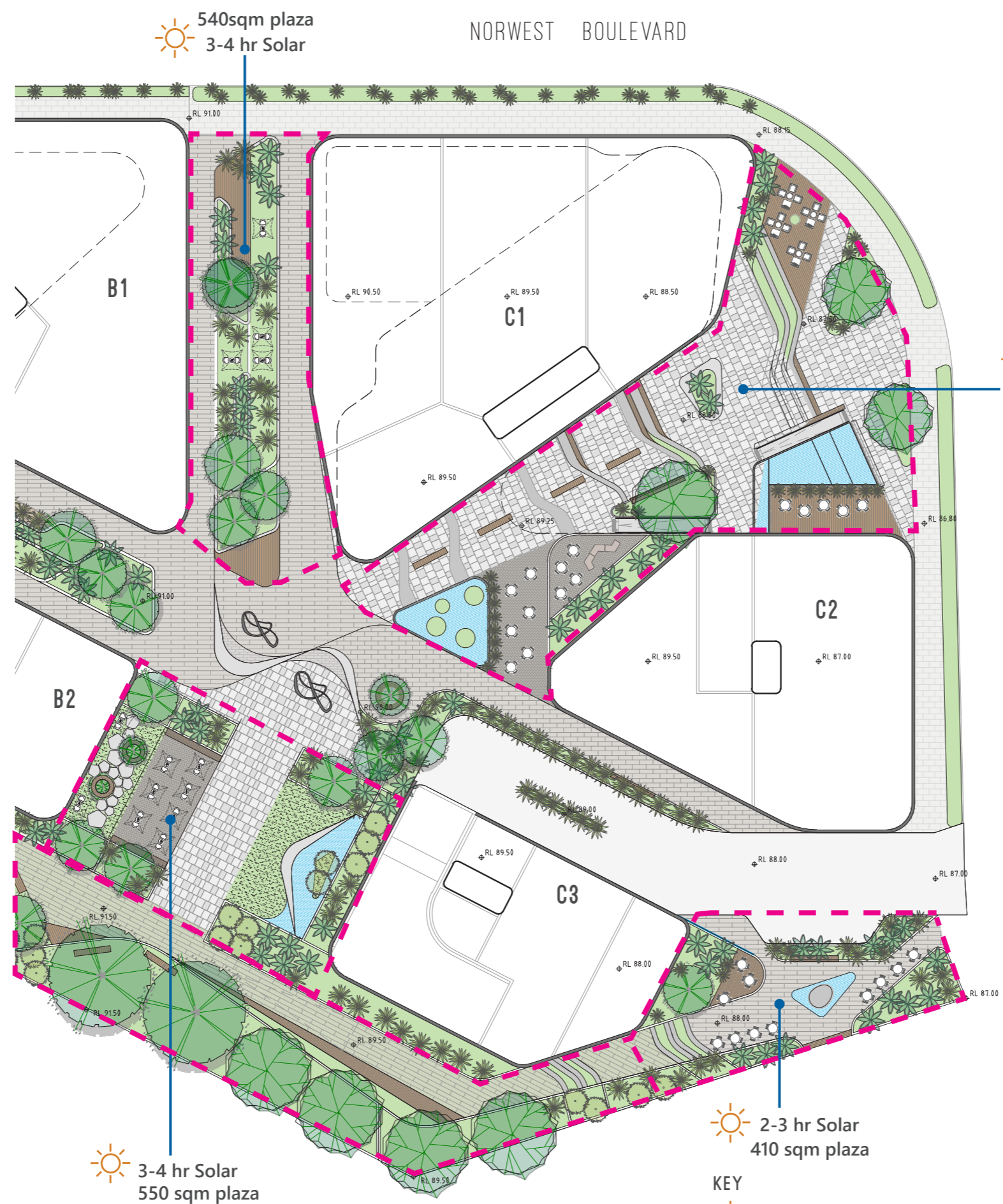


AREA SUMMARY - OPEN SPACE
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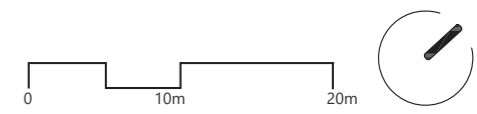


GROUND LEVEL SEATING PLAN

scale 1:750 @ A3

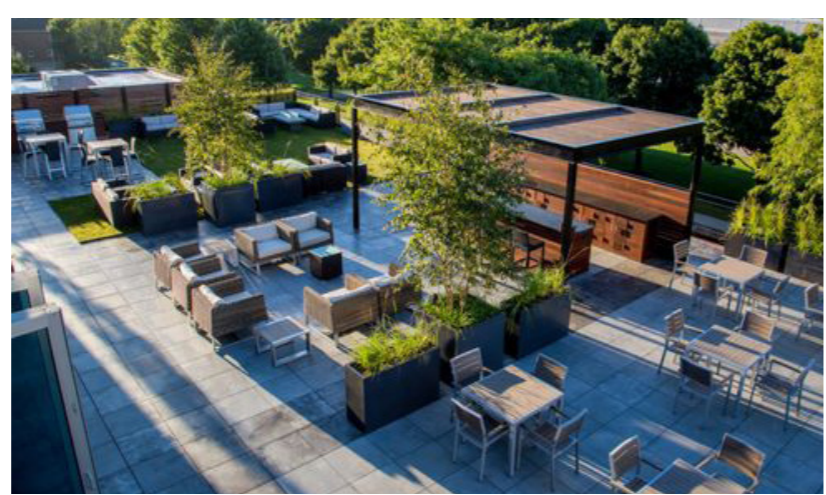
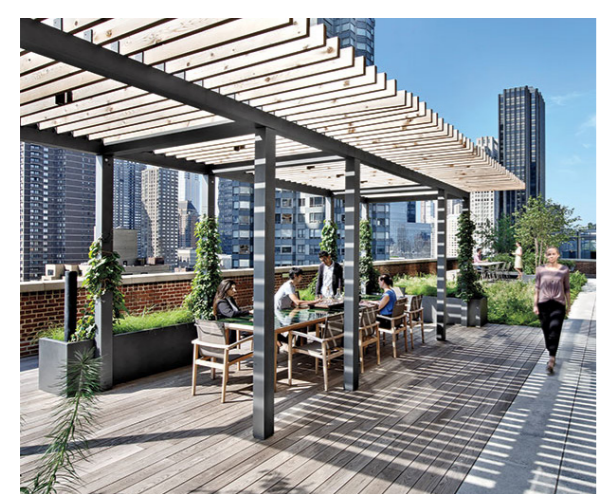
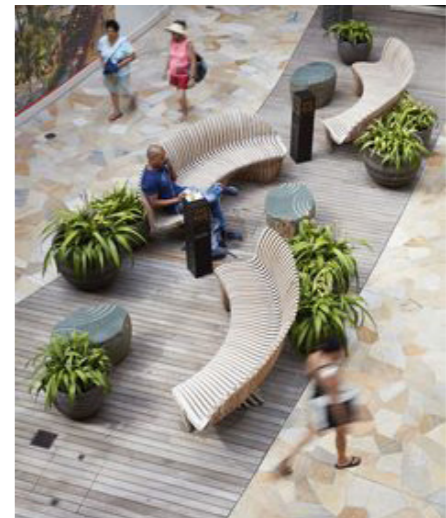
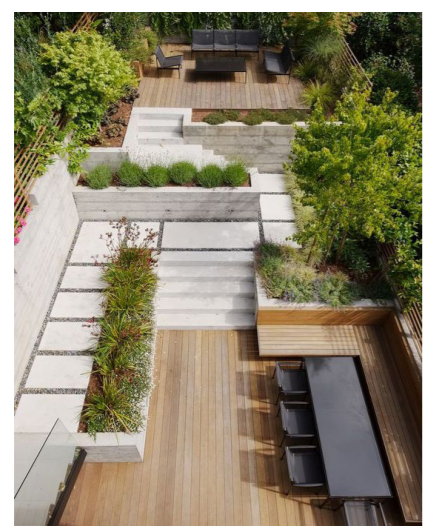
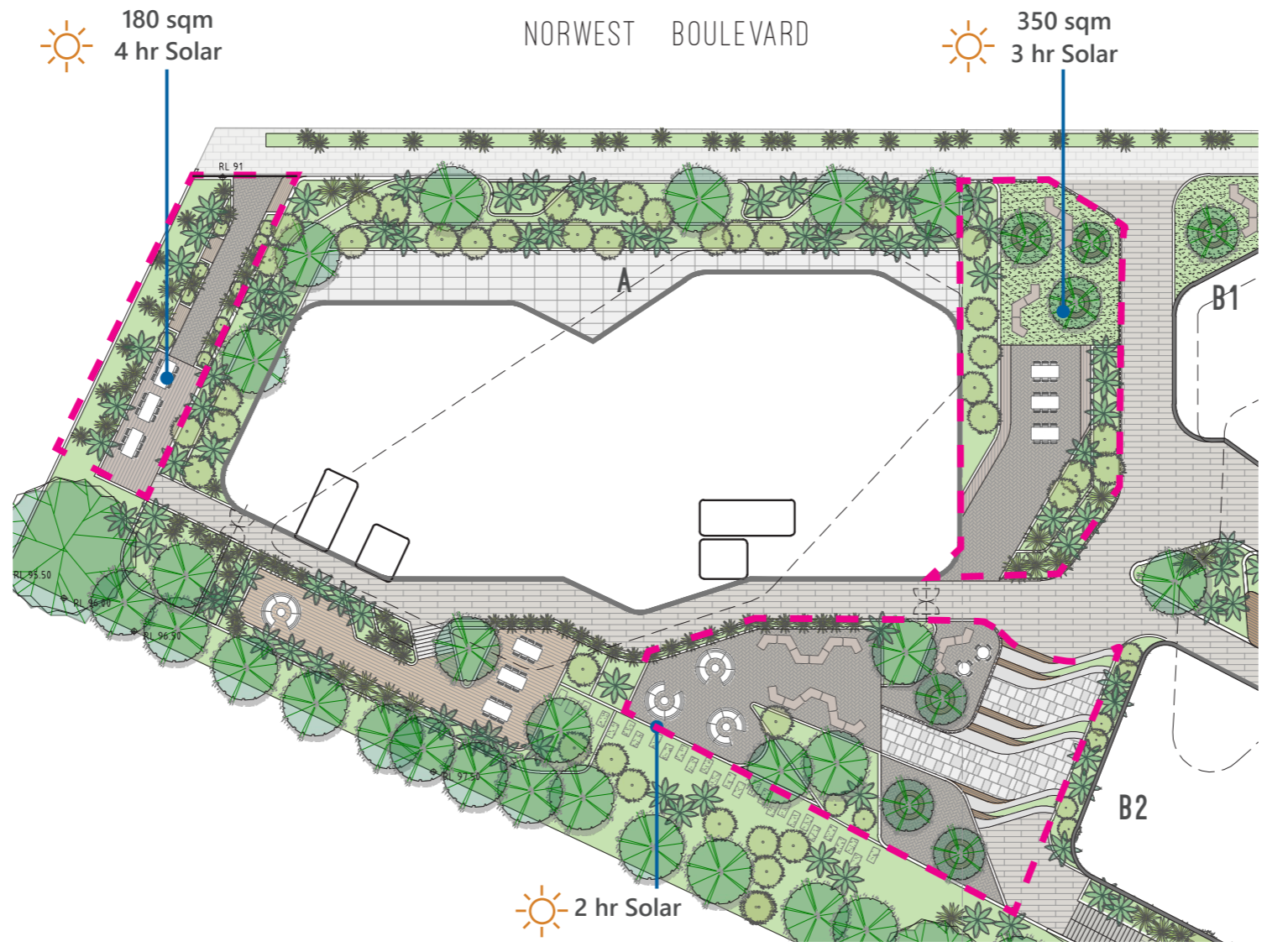



Total public plaza area = 3,880sqm



PLAZA AREA

The Hills Shire Council site-specific DCP: Development shall achieve direct sunlight to the principal usable part of the public plaza and other key public areas for a minimum of 2 hours between 9am and 3pm on 21 June. **-Complies**



KEY
 HOURS OF DIRECT SUNLIGHT IN THIS PUBLIC PLAZA AREA BETWEEN 9AM TO 3PM ON WINTER SOLSTICE



The Hills Shire Council site-specific DCP: Development shall achieve direct sunlight to the principal usable part of the public plaza and other key public areas for a minimum of 2 hours between 9am and 3pm on 21 June. **-Complies**

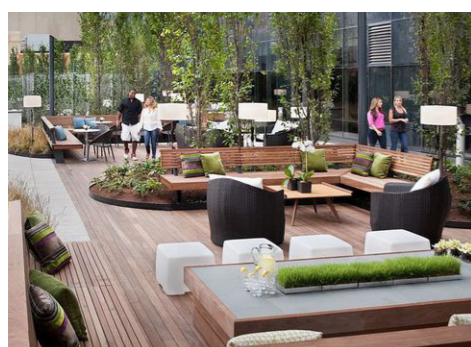
BUILDING A COMMUNAL AREA



NORWEST BOULEVARD



BROOKHOLLOW AVE



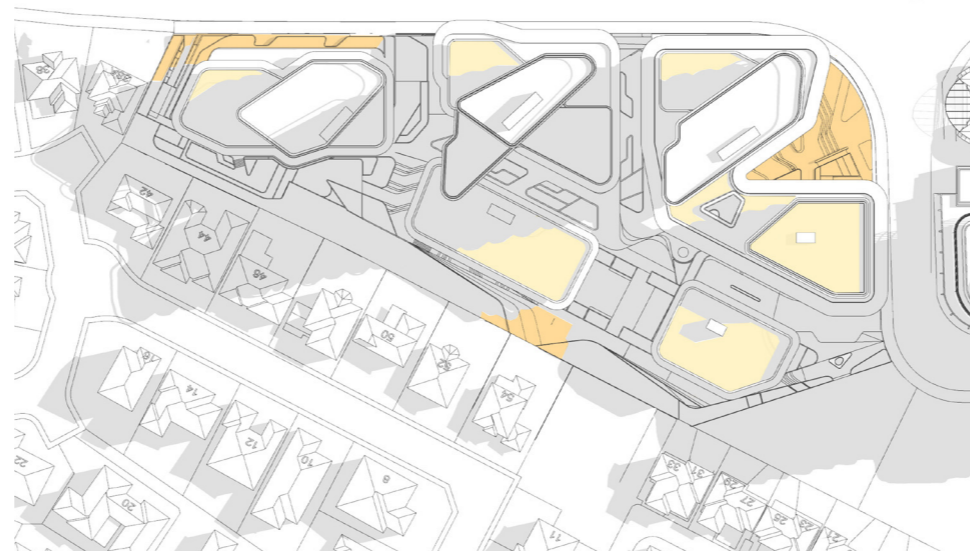
PODIUM ROOF COMMON LANDSCAPED AREAS

scale 1:750 @ A3

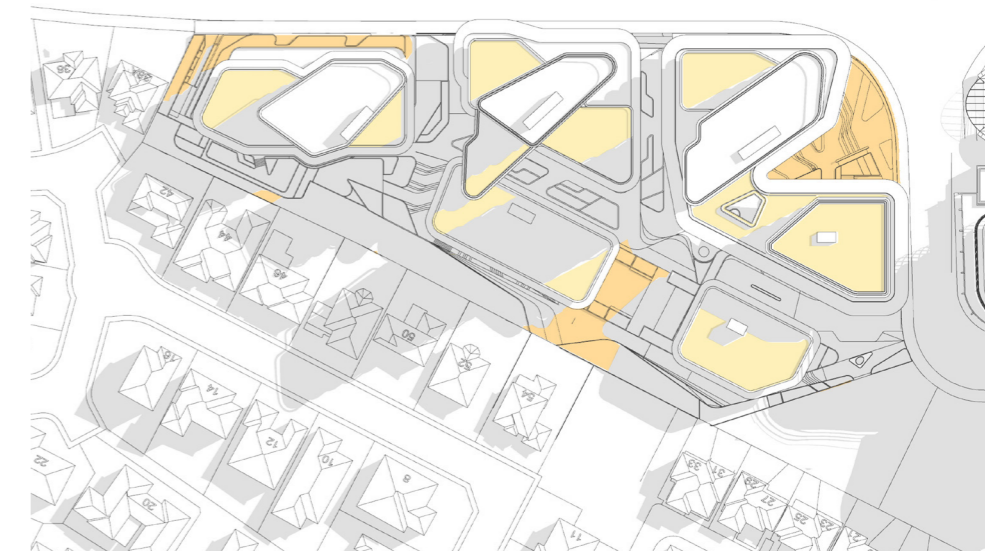
The Hills Shire Council site-specific DCP: Development shall achieve direct sunlight to the principal usable part of the public plaza and other key public areas for a minimum of 2 hours between 9am and 3pm on 21 June. **-Complies**



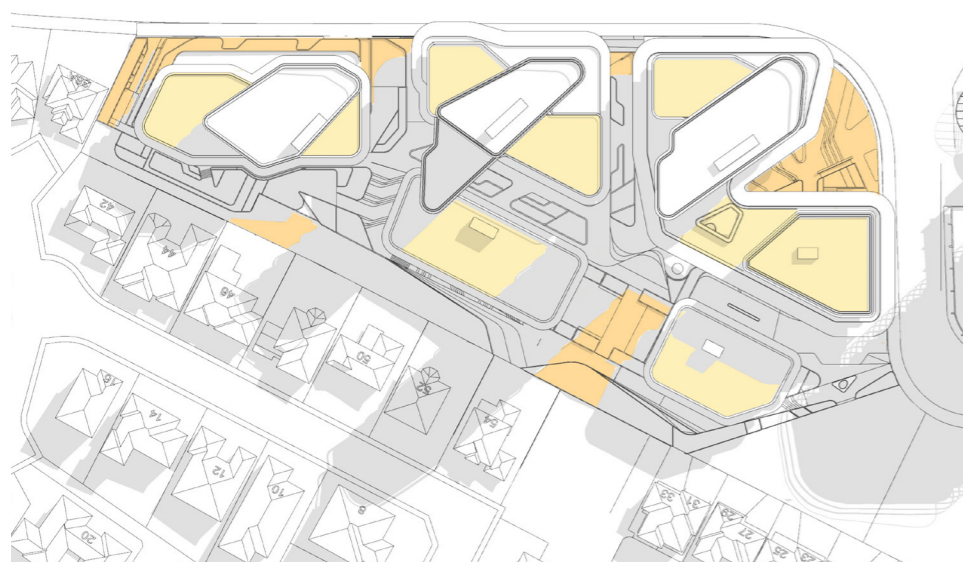
9am



10am



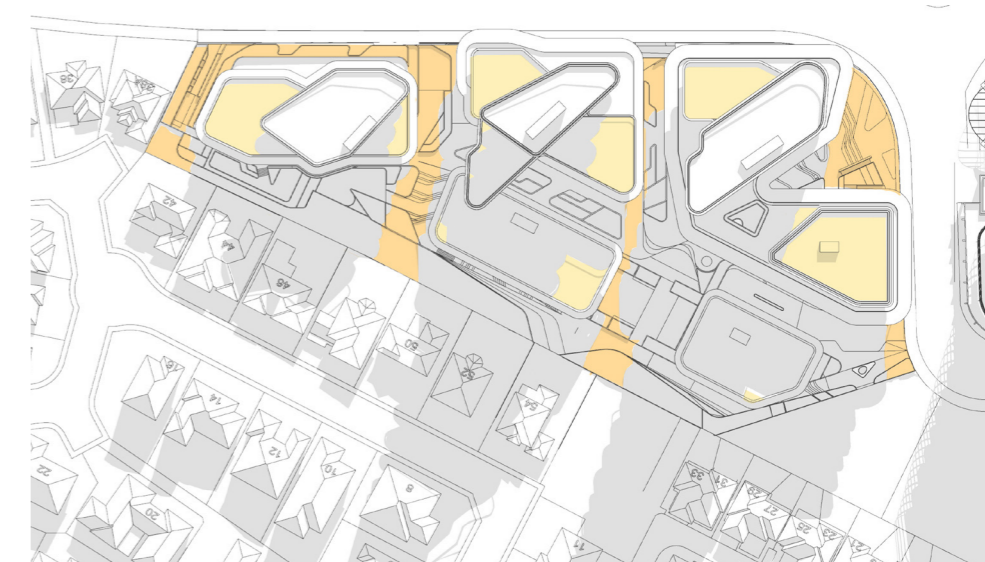
11am



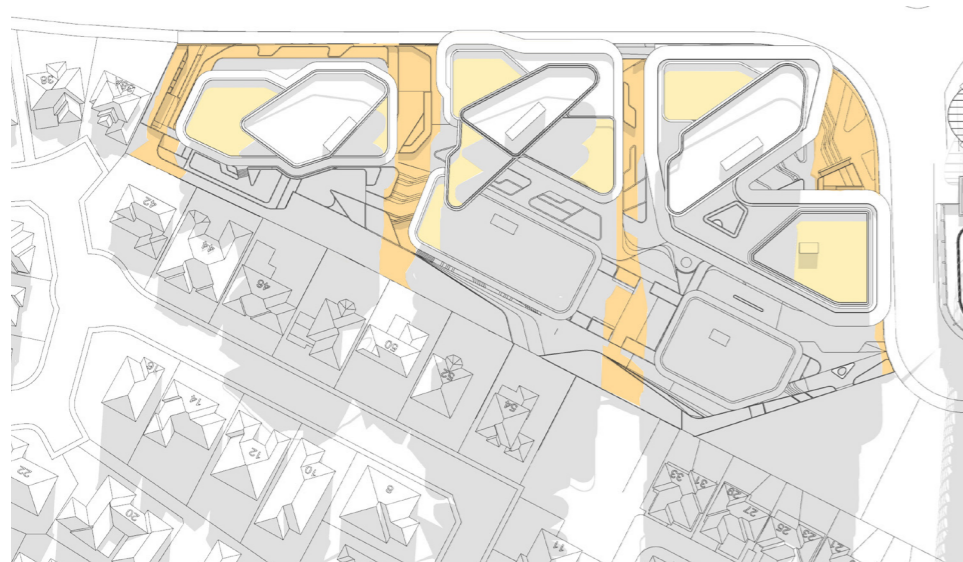
12pm



1pm



2pm



3pm

KEY
 Ground level public and common area achieving solar access
 Roof podium common area achieving solar access



SOLAR DIAGRAMS
 PUBLIC AND COMMON OPEN SPACE AREAS
 JUNE 21ST

The Hills Shire Council site-specific DCP: Development shall achieve direct sunlight to the principal usable part of the public plaza and other key public areas for a minimum of 2 hours between 9am and 3pm on 21 June. **-Complies**

PERSPECTIVES





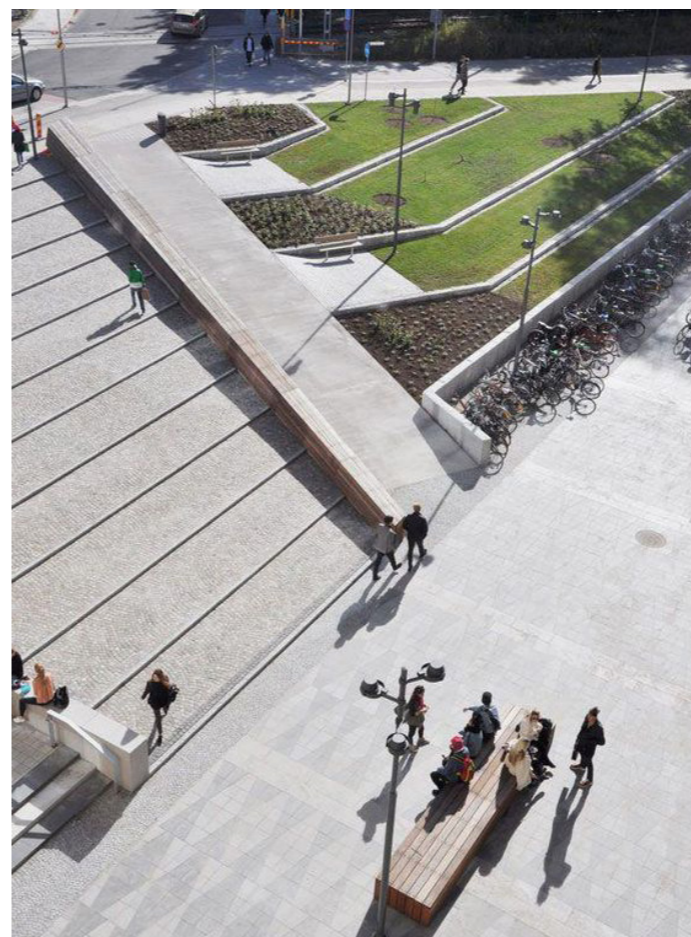
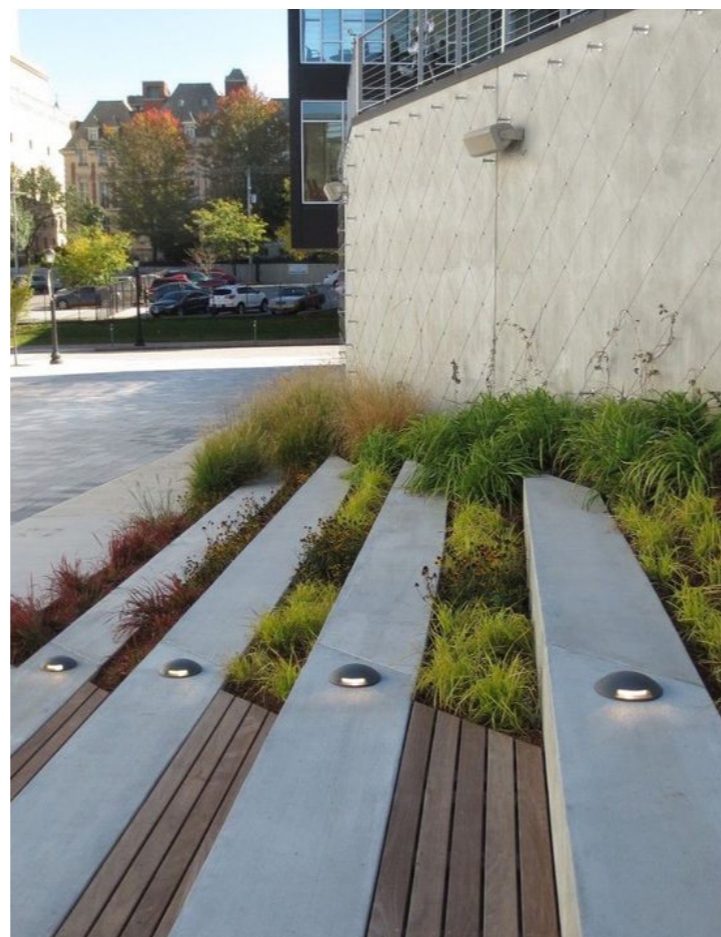
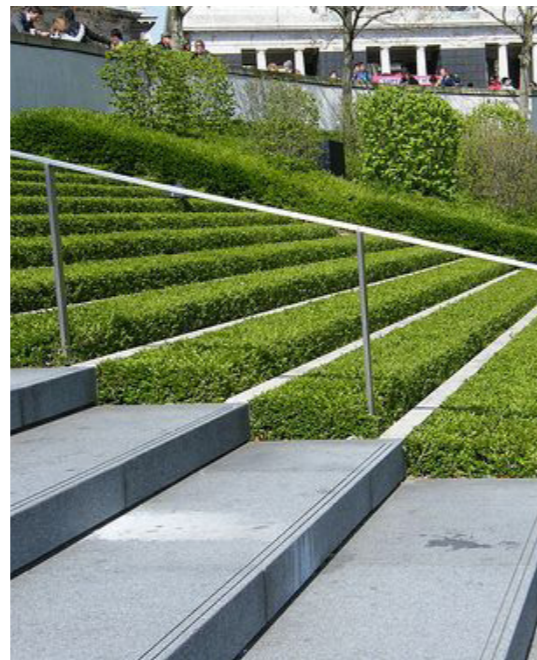




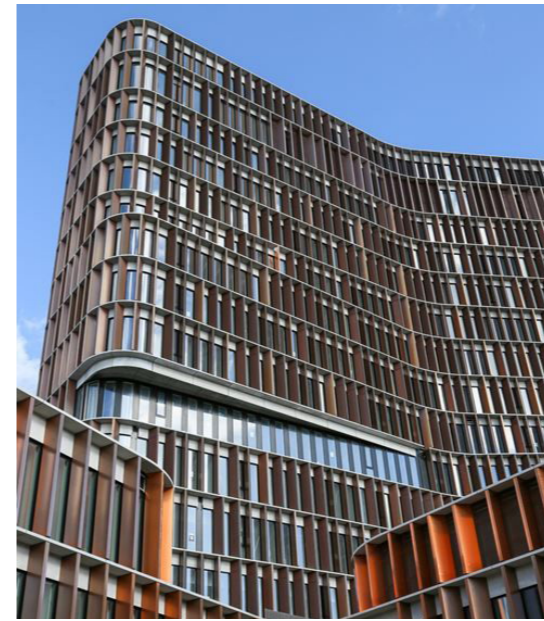


LANDSCAPE AND URBAN CHARACTER

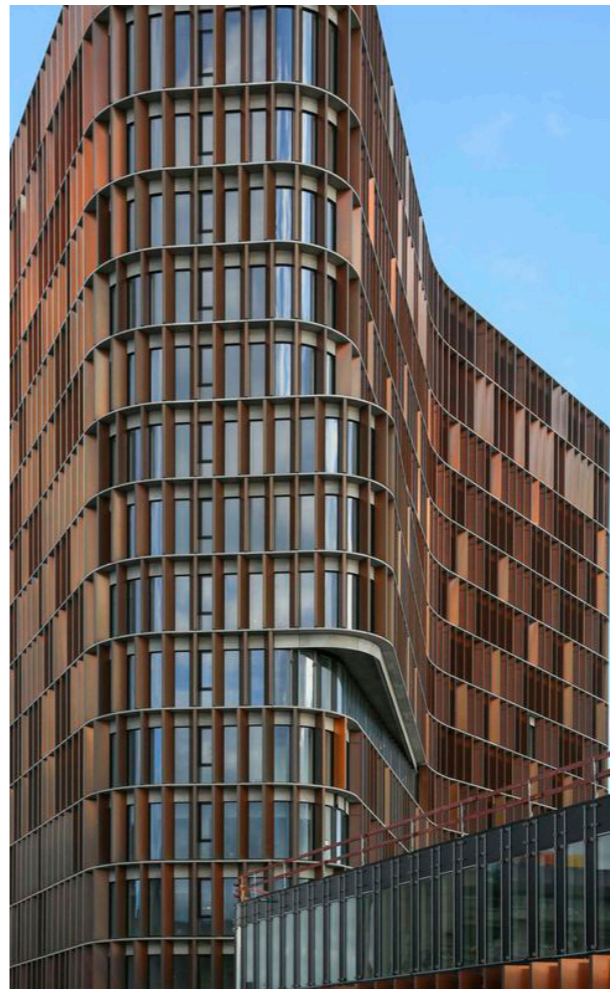
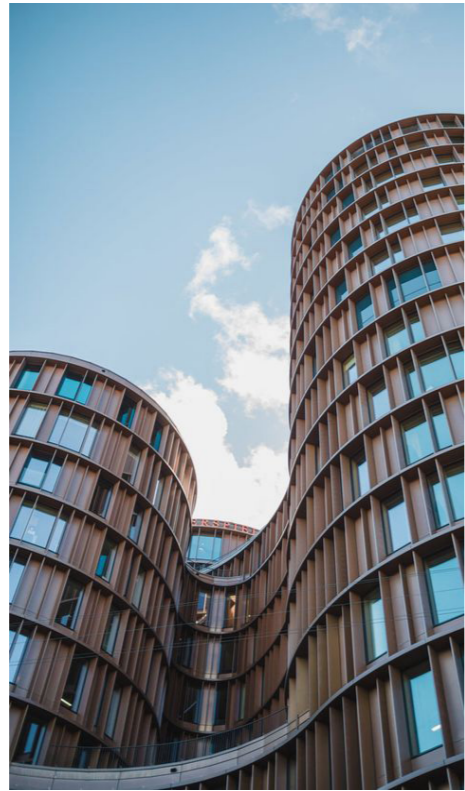
LANDSCAPE AND URBAN CHARACTER



Sample images from other projects that provide a mood reference to the landscape and urban character of the proposed development.



Sample images from other projects that provide a mood reference to the landscape and urban character of the proposed development.



Sample images from other projects that provide a mood reference to the landscape and urban character of the proposed development.

CENTRAL PLAZA
34-46 BROOKHOLLOW AVENUE, NORWEST



Merc Capital

PBD | ARCHITECTS