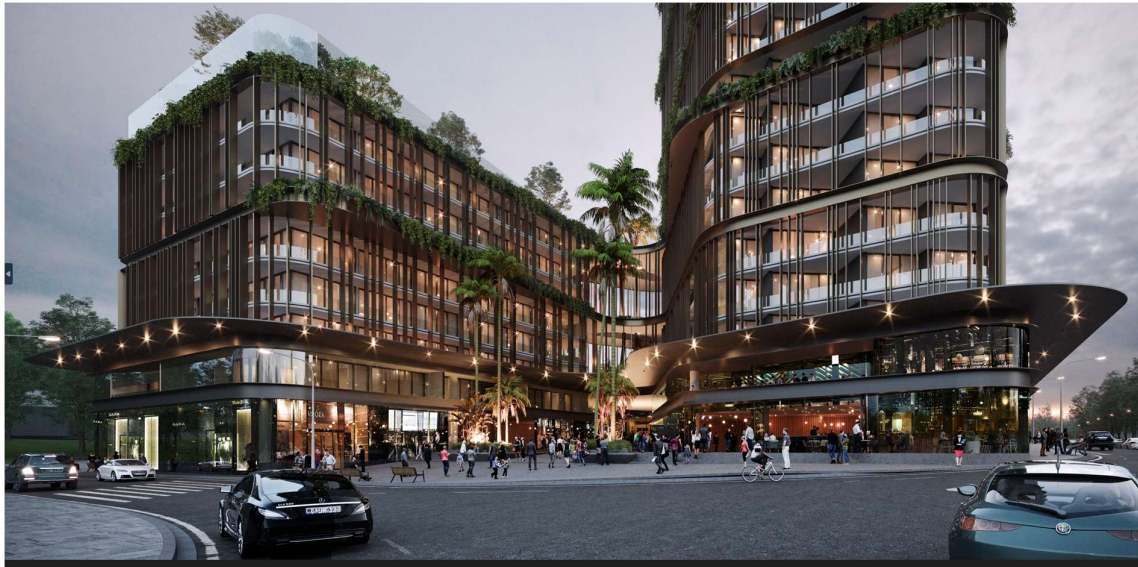


REVISED PLANNING PROPOSAL REPORT - 34-46 BROOKHOLLOW AVE, NORWEST



Prepared for the Owners of 34-46
Brookhollow Ave, Norwest

July 2023

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Executive Summary

The Planning Proposal has been prepared on behalf of the proponent and landowners of the Site to facilitate an amendment to The Hills Local Environmental Plan 2019 as it applies to the 15,960 sqm site at 34-46 Brookhollow Avenue, Norwest. The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and the Department of Planning and Environment's Local Environmental Plan Making Guideline.

PROPOSAL OBJECTIVES

The planning proposal aims to support the evolving role of Norwest from business park to strategic centre in the region and as an integrated precinct incorporating a wide range of business / employment, leisure and residential uses. The proposal is to reinforce the status of Norwest as a specialised centre and key employment destination in The Hills Shire Local Government Area (LGA). The objectives of the planning proposal are to:

- Strengthen the role of Norwest as a high profile, modern strategic employment centre that offers work-live-play opportunities
- Respond to Hills Future 2036, the Hills Shire Council's LSPS vision for Norwest to be a high-quality office-based destination, supported by limited residential uses on its periphery
- Contribute to the Greater Sydney Commissions vision for Norwest as a strategic centre
- Make a substantial contribution to the Greater Sydney Commission's job target of an additional 18,000 jobs in Norwest by allowing for over 2,150 net additional permanent jobs on the site beyond current uses
- Capitalise on the investment in the Sydney Metro Northwest and Norwest Station by delivering a high-density walkable neighbourhood adjacent to the new station, consistent with expectations for transit-oriented development in the mass transit corridor
- Contribute directly to affordable key-worker housing provision by dedicating 5 per cent of finished units for affordable housing
- Responding to changing trends, including recent COVID-19 responses that require improved work from home arrangements by outfitting 40 percent of units with dedicated study/work areas
- Establish suitable urban land uses and density for the site that is appropriate for its position adjacent to public transport infrastructure in a strategic centre and is sustainable over the long term, delivering optimum social, economic and environmental outcomes
- Deliver an urban design outcome that exhibits design excellence in built form; public domain and streetscape; consideration of its surrounds; high levels of amenity and aesthetics; quality working, living and public spaces; and environmental performance
- Amend The Hills LEP 2019 to achieve the above objectives and permit the proposed urban design concept for future redevelopment of the site.

INTENDED URBAN DESIGN OUTCOME

- The planning proposal seeks to achieve the development of a world-class employment-based precinct that offers a sustainable and balanced mix of commercial, residential and community uses. The uses will support a vibrant day and night-time economy, on a highly accessible site adjacent to Norwest Metro Station, on the Sydney Metro Northwest rail corridor.

- The intended urban design concept is described in the accompanying Urban Design Report prepared by PBD Architects and is the outcome of a competitive design process to achieve design excellence. The winning urban design concept by PBD Architects comprises dedicated podium and slender tower structures supporting commercial / employment uses across the majority of the land next to the rail station and separate residential building adjacent to the residential zone. Business uses include offices, convenience retail, an approximately 100-place childcare centre, a community co-working hub, and a Mulhane’s Norwest pub bistro at ground level. It includes internal streetscapes, common spaces and public plaza space at ground level with strong connections to the new Norwest Station. PBD Architects developed a design response to retain solar access standards to neighbouring development through the design of three slender towers above podiums.
- The urban design concept has a total 47,880sqm of gross floor area of which 38,304sqm is for commercial uses consistent with the business and employment targets for Norwest. 9,576sqm is designed for residential use offering high quality, high rise living choices consistent with The Hills Council requirements for unit mix and sizes in a location with excellent access to transport, jobs and services. A Central Plaza of 3,880 sqm is provided on ground level, as part of the total 7,520 sqm of public open space.
- The concept plans include soft / vegetated landscaped area of a total 3,800 sqm (23.8% cent of site area) of which 3,205 sqm is deep soil planting.
- The proposal is for predominantly commercial office/employment uses as the major component of the development. It includes a minor component of residential that provides a better planning and design outcome for the site compared to solely commercial use. The limited residential component activates the investment in commercial/employment development, balances trip generation throughout the day, increases activity and safety at the site day and night and makes better use of rail and infrastructure.

PROPOSED AMENDMENTS TO THE HILLS LOCAL ENVIRONMENTAL PLAN 2019

Table 3: Proposed amendments to The Hills LEP

	Current (LEP 2019)	Planning Proposal
Zone	SP4 Enterprise	No Change
Additional Permitted Uses (APU)	Nil	Residential Flat Buildings (Site A - max. GFA 9,576sqm)
Max. Height	RL 116 metres (7 storeys)	RL 112 - RL 182 metres (4 – 23 storeys)
FSR	Max. 1:1	Base: 2.4:1 Incentive: 3:1
Min. Lot Size	8,000 sqm	No change
Residential Yield	Nil	9,576sqm (76 units) FSR: 0.6:1

Employment Yield	15,960 sqm (806 jobs)*	38,304sqm (1,886 jobs)* FSR: 2.4:1
	Total GFA	15,960 sqm

Based on the HillPDA Economic Impact Assessment report which is based on net lettable area.

NEED FOR THE PLANNING PROPOSAL

The planning proposal is a result of the NSW Government’s North West Rail Link Corridor Strategy and the elevation of Norwest from business park to a ‘strategic centre’ in the Greater Sydney Region and Central City District Plans as well as The Hills Shire Council’s LSPS and Corridor Plan. The plans all identify Norwest as suitable for increased urban density, employment and diversity of land uses nearby the metro rail station. There is a need for the planning proposal and an amendment to The Hills LEP in the following respects:

- Achieve the strategic planning goals, objectives and priorities of the NSW Government and The Hills Council for Norwest as a Strategic Centre in the region;
- Realise the greater strategic potential of an underutilised site arising from its strategic location at the gateway of Norwest and being within the walkable catchment of the new Norwest Metro Station;
- Provide a development that will make a significant contribution to employment growth in Norwest as well as improving amenity, liveability and community infrastructure;
- Attract and facilitate investment in the growth of business uses, employment and housing on the site and at Norwest;
- Achieve development outcomes that will contribute to and strengthen Norwest’s long term role as a major employment centre in north western Sydney.

CONSISTENCY WITH THE STRATEGIC PLANNING FRAMEWORK

The planning proposal is consistent with the strategic planning goals and objectives in Greater Sydney Region Plan and with the strategic objectives and priorities in the Central City District Plan for productivity, liveability, sustainability infrastructure and collaboration. It is consistent with these strategic objectives and priorities in the following respects:

- **Productivity** is improved by increasing the number and diversity of business uses and jobs on the site in an accessible strategic employment centre adjacent to major public transport infrastructure. This is consistent with the goal for 30-minute travel between work and home.
- **Liveability** is optimised with uses for live-work-play and with the provision of some 91 apartments next to existing housing contributing towards meeting housing supply targets and additional housing choices. The mix of apartment sizes and prices, in an accessible location that has access to jobs, services and transport further supports the liveability objectives. The urban design concept delivers design excellence in urban amenity, public domain, streetscape, common open space, neighbourhood facilities and social opportunities.
- **Sustainability** is achieved with a modern development form exhibiting design excellence with public domain and landscape amenity adjacent to public transport in a strategic centre with

high level of access to services. This minimises travel demands and associated energy use of transport and the environmental impacts of car use. Current standards of performance for environmental and social sustainability, including water and energy efficiency, accessibility, safety and security, community opportunities, and waste management will be met.

- **Infrastructure** including transport infrastructure, social infrastructure and utility services are available in the immediate locality and at the site.

SEPPs and Ministerial Directions

The Planning Proposal is also consistent with applicable State Environmental Planning Policies (SEPPs) and Section 9.11 Ministerial Directions as explained in this report.

The Planning Proposal, and in particular its increase in business and employment land uses, additional housing choices for the population, public domain, adjacent public transport infrastructure and urban design excellence, is consistent with the objectives and directions in The Hills Shire Council's strategic plans including the Hills Future 2036 LSPS and supporting planning directions.

Local Strategic Planning Statement

The Planning Proposal is consistent with The Hills Shire Council Local Strategic Planning Statement (LSPS) in the following respects:

- contributes to meeting the LSPS target for increased employment floor space at Norwest with a substantial increase in the amount of commercial employment floor space on the site by around double that permitted in current planning controls, and which more than meets the minimum FSR of 1.5:1 commercial floor space identified for the site in The Hills Corridor Strategy;
- maintains a commercial core to Norwest at the Metro Station;
- contributes to variety in building heights to facilitate a varied and interesting skyline without impeding on existing significant view corridors or access to sunlight;
- enhances connections with a public domain area and pedestrian links through the site;
- upgrades the streetscape with an urban design and building architecture exhibiting design excellence.

ECONOMIC EFFECTS

A specialist Economic Impact Assessment (EIA), prepared by HillPDA, is submitted with this Planning Proposal and includes the following findings. The proposed development would provide additional business, retail, entertainment and employment uses on the site, encouraging Norwest to grow into a strategic centre and providing impetus for further investment consistent with the objectives and priorities in the State and local government strategic planning framework. The proposal more than meets the business and employment floor space and jobs targets recommended in government plans for Norwest. The proposal also provides a mix of uses including housing, community uses and quality public domain adjacent to public transport infrastructure, which are all mutually supportive with the business uses and increased productivity.

The Planning Proposal will allow for the realisation of the following economic benefits:

- A capital investment of approximately \$290 million

- Gross value added to the economy of a net additional \$264.2 million/year, over \$220 million/year beyond existing business uses
- Operational employment generation of over 1,886 jobs, a net additional 1,080 jobs beyond current uses.
- Construction employment of 703 job-years directly in construction on the site, with a further 1,943 job-years across Australia through production and consumption induced multiplier impacts.

Table 3A: Summary of quantified economic impacts (\$m/ann in constant 2020 dollars)

	Jobs on site	Staff remuneration	Gross Value Added	Residents and Workers Spend
Existing offices	300	\$24.8	\$43.6	\$1.0
LEP allowable	806	\$62.1	\$107.5	\$2.7
Planning Proposal	1,886	\$151.1	\$264.2	\$8.4
Above LEP	1,080	\$89.0	\$156.7	\$5.7
Above existing offices	1,586	\$123.3	\$220.6	\$7.4

Source: Hill PDA

SOCIAL EFFECTS

A specialist Social Impact Assessment (SIA) prepared by HillPDA is submitted with this planning proposal. The SIA concludes that overall, the planning proposal will have positive social impacts including:

- Delivery of jobs and homes in a highly accessible location with good access to services and public transport
- Provision of community facilities on site including a public plaza space, large childcare centre, community co-working hub, and contribution to funding of traffic management, pedestrian and cycle improvements in the area
- High level of amenity with land uses and facilities generating activity and vibrancy, and with design excellence in the built form and public domain achieved through a competitive design process
- Increased housing diversity and choices including an increase in the supply of more affordable dwellings for couples and young families
- Social cohesion with land uses and facilities providing day and night social activity and interaction including with community focused facilities
- Employment growth and the potential to catalyse the revitalisation of Norwest as a high-profile employment area
- Potential to reposition Norwest as a modern workplace with a stimulating day and night-time economy.
- The SIA finds the locality is well served by existing social infrastructure including education and childcare facilities, health facilities, parks and recreational space, community and cultural facilities to support the proposal.

ENVIRONMENTAL EFFECTS

Urban form and character

The proposal will transform the character of urban development on the site to a higher density urban form suitable for the role of Norwest as a strategic centre and consistent with other planning proposals and approved developments on nearby lands at Norwest. The urban design concept has been the subject of a competitive design process and exhibits design excellence and an optimum urban form outcome.

Visual landscape

The proposal is not within the significant view corridor between Bella Vista Farm and the central lake at Norwest.

Public domain

A high quality public domain and series of common spaces are included in the urban design concept at ground and lower levels including plaza spaces and streetscapes that have active retail and commercial uses frontages complementing the adjacent rail station, a high level of pedestrian accessibility, weather protection, activation, amenity, design aesthetic, passive surveillance and safety.

Relationship with surrounding development

The urban design concept has the following interface with surrounding development:

- **Norwest Marketown and Hillsong Church to the north:** The planning proposal has a scale and density of development and land use that complements the plans for the Norwest Marketown shopping centre site. It will not have any significant adverse effect on Norwest Marketown or The Hillsong Church property in terms of views, visual and acoustic privacy, solar access or traffic due to the substantial separation distance.
- **Norwest rail station to the east:** The proposal provides for an appropriate scale and density of development and land uses for the efficient use of the adjacent Sydney Metro Northwest Station at Norwest. The urban design concept includes ground level public plaza spaces, pedestrian access paths and convenience retail uses that complement the rail station.
- **Maintain office-focus of Norwest Core:** The proposal will increase the employment-focused capability with commercial only development across the majority of the subject land adjacent to Norwest Station aligning with Council's priorities for high quality office and employment uses in the core of the Norwest Area.
- **Residential zone to the south and west:** Limited residential use is proposed on the westernmost part of the subject site where it is surrounded on two sides by the adjacent residential zone. This forms a transition to the adjacent residential zone which is also the subject of planned increase in density as outlined in planning strategies. Several key design measures are included in the urban design concept plans for the site to respect the adjacent residential zone to the south. These measures include:
 - positioning of low-rise four-storey podium buildings with a 15 m landscaped boundary setback along the southern side of the site adjacent to the residential zone
 - positioning the towers on the northern side of the site at the furthest possible distance from the residential zone

- designing slender non-bulky tower forms with large separation allowing for sunlight penetration to achieve a minimum four hours solar access to all adjacent residential properties
- no direct vehicular access connection to adjacent residential streets.

Access, transport and traffic

A specialist Transport Assessment prepared by Stantec consultants is submitted with this planning proposal and makes the following findings:

- The planning proposal has strategic merit in providing high-density development within a strategic centre adjacent to major public transport infrastructure (rail and bus corridors) giving access to major centres of employment and services across the region, and in providing for co-location of jobs and housing, trip containment, minimisation of external travel demands, and two-directional traffic flows through the day for a balanced efficient use of transport infrastructure.
- Pedestrian access and a walkable neighbourhood at ground level in the urban design concept has merit in being permeable, legible, weather protected, safe, and with a high level of amenity.
- Vehicle access in the urban design concept has merit with an internal spine road off the existing driveway at Brookhollow Avenue and excluding direct vehicle access off Norwest Boulevard, a number of basement access driveways off the internal spine road, and a roundabout at the end of the spine road, all of which provide capacity for vehicle queuing distances on site and catering for vehicle traffic associated with the proposed land uses.
- Car parking is proposed consistent with the parking rates used for station precincts in The Hills Council area. The car parking in the urban design concept is in basement levels below ground for better amenity and above-ground uses. This provides an appropriate balance in the number of car spaces to meet the needs of the land uses in The Hills locality adjacent to public transport infrastructure and mass transit corridor.
- Traffic generation from future development under the planning proposal could generate around 320 vehicle trips in the weekday morning and afternoon, which potentially involves a net increase of approximately 216 to 232 vehicle trips in any peak hour over the existing development. The proposal for commercial use with a component of residential on part of the site splits the direction of additional traffic flows to around 113 to 147 inbound vehicle trips and 69 to 119 outbound vehicle trips in peak hours.
- This represents a more balanced and significantly less ‘tidal’ traffic flow compared to commercial only development on the site. An assessment of the traffic implications for the road network will be subject to broader modelling currently planned to be undertaken by Council and State transport authorities, with specific consideration of the new Sydney Metro Northwest rail service and associated reductions in car travel in the area.

Water management

A stormwater management plan that manages the quantity and quality of water in future development is proposed to be prepared at a future stage of the planning process either later in the planning proposal stage or at Development Application stage. Water use efficiency would be required in the

future development of the site with commercial components meeting The Hills Shire Council guidelines and residential components meeting BASIX regulation water targets.

Energy efficiency

The proposal for high-density development with more than one use in a strategic centre adjacent to public transport infrastructure is an energy efficient form of urban development that minimises travel demand and the high energy use associated with transport use and private vehicles.

Energy use efficiency would be required in future development of the site with commercial components meeting The Hills Shire Council guidelines and residential components meeting BASIX regulation energy efficiency targets.

Vegetation

There is no vegetation of significant biodiversity value on or adjacent to the site that would be significantly affected by the proposal. Existing trees along the southern boundary of the site would be retained where practicable or replaced in the future development of the site.

Air quality

The proposed density of development facilitates effective use of adjacent public transport infrastructure and reduces demand for car use and associated air pollution. The proposal does not include any significant air polluting activity.

Waste management

It is expected that future land uses on the site would be subject to the same Council and commercial waste management arrangements as existing at Norwest, and construction activities would be subject to Council's standard requirements for managing construction waste.

Environmental hazards

There are no known environmental hazards on the site or surrounding lands related to the planning proposal.

Geotechnical

Geotechnical engineering investigations are proposed to be prepared at a future stage of the planning process either later in the planning proposal stage or at Development Application stage.

Environmental sustainability

The planning proposal is for a high-density form of urban development with several uses in a strategic centre adjacent to public transport infrastructure, which is a highly sustainable form of development that provides the optimum outcome for social, economic and environmental sustainability. The proposal is particularly sustainable in its efficient use of transport infrastructure and in minimising the high energy use and environmental impacts of travel demands and car use. Future development design and construction would be required to meet contemporary high standards of environmental performance.

STATE AND COMMONWEALTH INTERESTS

Environment

There are no State or Commonwealth listed items of heritage, biodiversity or environmental significance on or adjacent to the site.

Social infrastructure

The locality is well served by existing social infrastructure including education and childcare facilities, health facilities, parks and recreational space, community and cultural facilities to support the proposal as described in the accompanying Social Impact Assessment.

Public transport

The site is located adjacent to the Norwest Station on the Sydney Metro Northwest rail corridor and adjacent to the Norwest Boulevard, which services public and active transport infrastructure including the bus network and pedestrian/cycle pathways. The existing public and active transport networks provide a relatively good level of accessibility for the site and would support the proposed future redevelopment of the site. This planning proposal would increase demand on the adjacent bus routes and nearby rail station, however there is anticipated to be sufficient capacity to accommodate the increased demand. Overall, the surrounding public and active transport networks are considered adequate to service the public and active transport needs arising from the proposed redevelopment of the site.

Classified roads

The site adjoins Norwest Boulevard, which is a classified road. Vehicle access is proposed off Brookhollow Avenue and excluded directly off Norwest Boulevard. Internal vehicle access arrangement provides for vehicle queuing all on site. An assessment of the traffic implications for Norwest Boulevard needs to be subject to broader modelling by transport authorities that takes account of travel on the new Sydney Metro Northwest rail service and associated reductions in car travel in the area.

Utility services

The full range of utility services infrastructure – water, sewer, gas, telecommunications, NBN and stormwater drainage – are available at the site and in the Norwest locality. Utility services investigations of capacity and any augmentation of services needed is proposed to be carried out at a later stage in the planning process. Consultation

It is anticipated that community consultation on the Planning Proposal will be carried out in accordance with the statutory requirements in the EP&A Act and Regulations and in Council's Community Engagement Strategy and Community Participation Plan. The specialist consultant team of the proponent would be available to assist with the community consultation as needed.

CONSULTATION

It is anticipated that planning authorities responsible for the assessment and processing of this planning proposal would carry out consultation with the community and relevant public authorities in accordance with statutory requirements. HillPDA and the specialist consultant team of the proponent would be available to assist with the community consultation as needed.

CONCLUSION

The planning proposal is considered to have strategic planning merit and The Hills Shire Council is requested to forward it to the NSW Minister for Planning for a gateway determination in accordance with Section 3.34 of the EP&A Act, enabling the proposal to proceed to public exhibition and then finalisation and gazettal of the proposed amendment to The Hills LEP 2019.

1. INTRODUCTION AND OVERVIEW OF PLANNING PROPOSAL

This submission to The Hills Shire Council is made on behalf of the strata owners of the subject properties at 34-46 Brookhollow Ave Norwest in relation to Council’s precinct planning for Norwest and our Planning Proposal (9/2019/PLP) for these properties.

This submission provides the following information:

- An overview of the Planning Proposal;
- A brief description of the subject land;
- Background information including the resolutions of Council made at its meeting on 27 July 2021 to give initial approval of a Planning Proposal on the subject properties and to review Council’s planning strategy and FSRs along the metro rail corridor;
- The proposed plan for the subject properties at 34-46 Brookhollow Ave Norwest submitted for inclusion in Council’s precinct plan for Norwest, and the planning justification and merits of it; and
- A request for a briefing workshop with Councillors on the proposed plan for the subject properties preferably before the precinct plan for Norwest is reported to a Council meeting.

This submission is provided to assist Council with its precinct planning for Norwest and in particular with a review of the FSR for the site at 34-46 Brookhollow Ave next to Norwest rail station as resolved by Councillors in the Council meeting of 27 July 2021.

INTENDED URBAN DESIGN OUTCOME

Table 1 sets out the principal features of the Planning Proposal.

Table 1: Planning Proposal features

Planning proposal features	
Property / Site	<ul style="list-style-type: none"> • 34-46 Brookhollow Avenue, Norwest, Lot 1 in DP 270106 • Located adjacent to Norwest Metro Station in strategic centre of Norwest • Site area is 1.596 ha.
Proposed Zoning	<ul style="list-style-type: none"> • SP4 Enterprise retained for commercial / employment uses. • Schedule 1 Additional Use for residential apartments to a maximum GFA of 9,576 sqm (76 apartments) on Site A (subject to meeting incentives requirements below and The Hills Council unit mix and sizes). • Alternative option is to rezone Site A to R4 High Density Residential
Proposed Floor Space Ratio (FSR) Limits	<ul style="list-style-type: none"> • Base FSR of 2.4:1. • Incentive FSR of 0.6:1 (subject to meeting incentive requirements for whole site in a DA, minimum 38,304 sqm GFA for commercial / employment use, provision of public plaza comprising minimum 3,880 sqm).

Proposed Height Limits	<ul style="list-style-type: none"> • RL 155.3 to RL 181.1 (16 to 23 storeys) along north side of site on Norwest Boulevard. • RL 110.2 (4 storeys, including lift access to roof-top green space) along south side of site next to residential zone. • (Note: The proposed RL 181.1 is lower than the RL 184.25 (25 storeys) height approved for the Landcom proposal over the station.
Development Concept	<ul style="list-style-type: none"> • Two commercial / employment development sites adjacent to Norwest Station (Buildings B and C) and one residential site adjacent to the residential zone (Building A) • Built form of slender towers on podiums • Commercial uses covering 38,304sqm GFA (approximate FSR of 2.4:1) • Residential apartments (76) (FSR of 0.6:1, GFA 9,576sqm) • Public plaza space covering 3,880 sqm • Childcare centre with up to 100 childcare places • Basement car parking with up to 790 car spaces (based on The Hills car parking rates) • Soft / vegetated landscaped areas covering 3,800 sqm (23.8% of site area) on ground level (including 3,205 sqm deep soil planting)
Social Benefits	<ul style="list-style-type: none"> • Provision of 5% of apartments as affordable key-worker housing (5 apartments) • Incorporation of dedicated 'study/work areas' in 40% of apartments
Economic Benefits	<ul style="list-style-type: none"> • \$290 million in capital investment value • Over 1,195 permanent jobs on site in completed operational development • 703 direct construction job-years on site and 1,943 indirect job-years from construction • Additional gross value added to the economy: \$264 million per year • Worker expenditure from site: \$6.6 million per year • Resident expenditure from site: \$2.9 million per year.
Interface with neighbouring housing	<ul style="list-style-type: none"> • Proposal has low rise four storey buildings with 15m landscaped setback along southern boundary of the site to provide suitable interface • Four hours of solar access retained to every house to the south • Residential zone to south is earmarked for increased density and height • Residential building includes 6 to 9 metre setback to western boundary, meeting or exceeding Apartment Design Guidelines • Many residents to the south have expressed support for the proposal.
Other issues	<ul style="list-style-type: none"> • No other sensitive environmental issues.

Figure 1: The Central Plaza (PBD Architects)



Figure 2: Ground level view of site (PBD Architects)



Figure 3: Perspective sketches (PBD Architects)

CENTRAL PLAZA

4 Storeys
RL 110.2

23 Storeys
RL 181.1

16 Storeys
RL 155.3

10 Storeys
RL 127.6

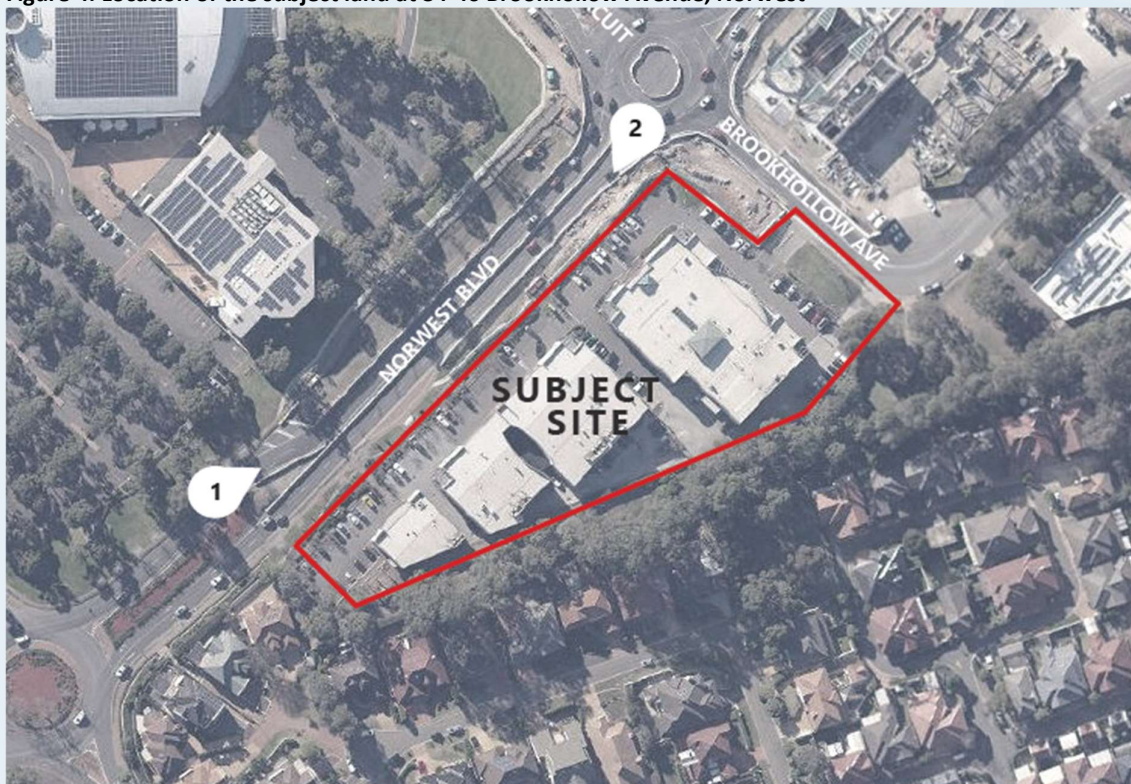


2. DESCRIPTION OF SUBJECT LAND AT 34-46 BROOKHOLLOW AVE NORWEST

The subject land is located at 34-46 Brookhollow Ave Norwest adjacent to the Norwest metro rail station as shown in the aerial photo image below. The land is currently developed for three office buildings of 2-3 storeys in height.

The subject land is currently zoned SP4 Enterprise with a Floor Space Ratio (FSR) of 1:1 and building height limit allowing 5-7 commercial storeys.

Figure 4: Location of the subject land at 34-46 Brookhollow Avenue, Norwest



Source: PBD Architects

The Survey Plan attached as Appendix A to the Urban Design Report identifies the site area as 1.596ha, or 15,960sqm.

The site does not include portions of land immediately adjacent to the site which are identified on the Survey Plan as follows:

- Lot 1 DP1213271 –part of the public road; and
- Lot 187 DP 1180966 –owned by Sydney Metro.

3. BACKGROUND TO COUNCIL RESOLUTIONS ON PLANNING PROPOSAL AND REVIEW OF PLANNING IN METRO CORRIDOR AND NORWEST

COUNCIL RESOLUTIONS OF 27 JULY 2021

Council resolved at its meeting on 27 July 2021 (Item number 387) to approve a Planning Proposal for the subject land at 34-46 Brookhollow Avenue as recommended in the Council report to proceed to Gateway to allow residential on part of the land, increase the floor space ratio (FSR) from 1:1 to 3:1 (comprising a base FSR of 2.4:1 with a residential bonus of 0.6:1), and increase building heights to allow heights from 4 to 23 storeys.

3.2 Review of Floor Space Ratios at Metro Corridor Station Precincts

The comparison of FSRs in Table 2 below shows the overall FSR of 3:1 in the plan approved by Council on 27 July 2021 for the subject land at 34-46 Brookhollow Avenue adjacent to the metro rail station in Norwest strategic centre is very low in comparison to land next to metro stations along the Sydney Metro Northwest.

In particular, an FSR of 3:1 on the subject land at 34-46 Brookhollow Avenue next to Norwest Metro Station is:

- less than half the 6.4:1 FSR applying to land next to the metro station in Castle Hill strategic centre;
- almost half the average 5.5:1 FSR approved for the neighbouring Landcom proposal at 25-31 Brookhollow Avenue next to Norwest Station;
- far lower than the 5:1 FSR applying to land next to the metro station in Showground local centre;
- much lower than the 4:1 FSR next to the metro stations in Kellyville and Bella Vista local centres;
- the same as the 3:1 FSR approved for the Norbrik and Circa precinct which is located at a distance of approximately 2km from Norwest and Bella Vista metro rail stations.

Table 2: Comparison of FSRs approved on land next to Sydney Metro rail stations and at other land at Norwest

Northwest Metro Rail Stations	Floor Space Ratio to Rail Station	Next
STRATEGIC CENTRES		
Castle Hill station	6.4:1	
Norwest station		
- 25-31 Brookhollow Ave	Part 4.1:1 Part 6.5:1	
- 34-46 Brookhollow Ave (subject land next to station)	3:1 approved	
LOCAL CENTRES		

Showground station	5:1
Bella Vista station	4:1
Kellyville station	4:1
OTHER LAND AT NORWEST AT FURTHER DISTANCE FROM METRO STATION	
- Norbrik & Circa precinct	3:1 (approx. 2km from metro stations)
- 40 Solent Circuit	2.9:1 (approx. 600m from Norwest station)

INTRODUCTION

INTRODUCTION

This planning proposal has been prepared on behalf of the Owners of the Site to seek an amendment to The Hills Local Environmental Plan 2019 (The Hills LEP 2019) as it applies to a site known as 34-46 Brookhollow Avenue, Norwest (the Site). The planning proposal has been prepared in accordance with s.3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the Department of Planning, Industry and Environment's (Department) Guide to Preparing Local Environmental Plans and A guide to preparing planning proposals.

The planning proposal is required to facilitate an employment-based development, Central Plaza, that will deliver approximately 38,300 sqm of commercial floorspace, 9,576 sqm of residential floorspace, public plaza space and associated parking. The planning proposal arises from delivery of the Sydney Metro Northwest line, with Norwest Station being located immediately adjacent to the site. This catalytic infrastructure will underpin the elevation of Norwest, in government planning strategies, from a traditional business park to a strategic centre.

The design concept for the site has been prepared by PBD Architects. This planning proposal is the outcome of a competitive design process to achieve design excellence and optimum social, economic and environmental outcomes. The design offers a high-quality development while minimising impacts to adjoining and neighbouring development.

In accordance with Section 3.33 of the EP&A Act, this planning proposal seeks to explain the intended effect of the proposed amendment to The Hills LEP 2019 and sets out the justification for the proposed amendments.

The planning proposal is a revision of earlier planning proposals for the site dated March 2019, and April 2020 and subsequent reporting.

Council's report to the Local Planning Panel meeting dated 19 June 2019 raised concerns regarding the height and scale of the planning proposal, density of residential uses, and height transitions to residential uses to the south of the site. Further, the report recommended that the enabling of any residential uses be sought via additional permitted uses, rather than rezoning to B4 Mixed Use, therefore ensuring significant commercial development in future development applications. The April 2020 proposal addressed these concerns and was submitted to Council for consideration.

Additional comments were provided in Local Planning Panel meeting minutes, dated 18 June 2020 regarding the April 2020 proposal. Comments related to scale of future buildings and associated impacts, the strategic merit of residential uses and consistency with former B7 Business zone objectives, potential conflict with future commercial intensification and the scale of public benefit provisions associated with the proposal.

The planning proposal also incorporates feedback from a Councillor Workshop held on 3 March 2020 and subsequent consultation with Council staff on proposed planning controls.

The planning proposal has been revised to address these concerns, as follows:

- A step down in height from the approved Landcom proposal at RL 184.25 (25 storeys) over the station to between RL 181.1 and RL 155.3 RL (23 to 16 storeys) then RL 127.2 (10 storeys) along Norwest Boulevard and to RL 112 (4 storeys) along the southern residential interface.
- An overall FSR of 3:1, if the whole site is included in development plans, commercial components are delivered to Council requirements, public plaza space is delivered,

apartments meet The Hills unit mix and size controls and parking controls, and subject to competitive design process.

- Revised layout of land uses across the site for majority of site to be commercial only development with residential (76 Apartments) limited to the western end of the site which are surrounded on two sides by the adjacent residential zone.
- Increased setback of residential building to western boundary, complying with Apartment Design Guideline provisions
- A generous public plaza and common open space with good solar access

These changes meet the Council's resolution of 27 July 2021, while ensuring the social and economic benefits associated with increased commercial capacity and mixed-use development are realised for the site and surrounding area.

The planning proposal is supported by:

- Concept Design by PBD Architects (Appendix A)
- An Economic Impact Assessment prepared by HillPDA dated August 2020 (Appendix B)
- A Social Impact Assessment prepared by HillPDA dated August 2020 (Appendix C)
- A Traffic Assessment prepared by GTA Consulting dated August 2020 (Appendix D)
- An urban design report by PBD Architects has been provided under separate cover.

THE SITE AND SITE CHARACTERISTICS

LOCATION AND CONTEXT

The site is known as 34-46 Brookhollow Avenue, Norwest and is identified in Figure 3. The site is located within the Norwest Business Park on Norwest Boulevard, a main thoroughfare in Norwest Business Park that connects to Windsor Road to the east and Old Windsor Road to the west.

The site is located adjacent the new Sydney Metro Northwest rail station, which underpins the elevation of Norwest from a business park into a strategic centre.

Figure 5: The subject site



Source: Nearmap adapted by HillPDA

DESCRIPTION

Real property description

This planning proposal relates to **Lot 1 in DP 270106**.

Zoning

The site was formerly zoned B7 Business Park under The Hills Shire LEP 2019 on 27 July 2021 when Council resolved to forward the planning proposal to the Gateway. Since then the zoning has changed to SP4 Enterprise, pursuant to the SEPP (Land Use Zones) No.2 2022 which took effect on 26 April 2023.

This Planning Proposal Report has been updated to reflect the new SP4 Enterprise zoning, while maintaining the concepts and principles underlying the Councils resolution of 27 July 2023.

Area and frontages

The site is irregular in shape and has an area of 15,960 sqm. The site has a western frontage of 180 m to Norwest Boulevard and a northern frontage of 700 m to Brookhollow Avenue with a slight fall across the site from the southeast to northwest.

Existing improvements

The existing improvements consist of two, three storey buildings and one, two storey building with at-grade and undercroft parking. The Capital Business Centre was constructed in 2000 and currently accommodates a broad range of businesses engaged in technology, nursing/home care agencies, medical innovations, real estate, strata managers, air conditioning, accountants, health centres, construction and research.

The Sydney Metro Northwest rail tunnel passes under part of the site, which will need to be avoided and considered in structural engineering of future development on the site.

Heritage

Neither the existing development on the subject site or the adjacent properties contains items of heritage significance.

Access

Vehicular access to the site is via Brookhollow Avenue.

Topography

The topography is generally level with a slight fall across the site from the southeast to northwest.

Vegetation

There is no known vegetation of significant biodiversity value located on or adjacent to the site. The site is generally cleared of vegetation. Existing vegetation on the site is limited to a mix of native and exotic trees. Mature trees line the southern perimeter of the site providing a buffer to the adjoining residential land and are also of some significance in the landscape along the southern boundary of the site.

Environmental constraints

No environmental hazards are known to occur on the site. There is no known flooding, land instability or bushfire hazard on or adjacent to the site.

Utility services

The full range of utility services. Water, gas, sewer, electricity, telecommunications and stormwater drainage are available to service development at the site.

THE SURROUNDS

The surrounding development in Norwest Business Park is predominantly commercial, with a mix of different uses including retail, government administration, food and beverage, education, transport and places of public worship.

The new Sydney Metro Northwest Norwest Station is immediately adjacent and to the north east of the site. Council has approved a planning proposal prepared by Landcom to proceed to gateway and exhibition for the development of the rail station site with building height up to RL 184 (25 storeys).

Norwest local centre is immediately to the north of the site and the Hillsong Church occupies a substantial site immediately to the north west of the site.

Residential development, which typically comprises detached dwellings, adjoins the site to the south. The residential zone is understood to be the subject of Council plans for increased density of development of around six storeys in height.

Figure 6: The site and its surrounds



Source: PBD Architets

Recent urban developments at Norwest

Recent development approvals and planning proposals for sites in the vicinity of the new Sydney Metro Northwest station indicate strong developer interest in the area. Planning proposals for adjoining sites are provided below in in Figure 7.

Figure 7: Surrounding planning proposals



ADJACENT DEVELOPMENT PROPOSALS

- | | |
|--|---------------------------------------|
| 1. High Density Residential - Spurway and 30 & 33 Fairway Drive, Norwest | 4. Mixed use - Markettown Proposal |
| 2. Mixed use - East Precinct - The Greens | 5. Mixed use - DGL at Norwest Station |
| 3. Mixed use - 11-13 Solent Circuit | 6. Mixed use - 34-46 Brookhollow |

The planning proposals in Norwest are indicative of strong developer interest and the impending transition of Norwest from a traditional business park to Strategic Centre, consistent with government intent.

SITE SUITABILITY FOR DEVELOPMENT

The suitability of the subject land for urban development in terms of its key site attributes, opportunities and constraints is summarised in Table 4.

Table 4: Site suitability for development

Site suitability for development	
Location and context	<ul style="list-style-type: none"> The site location in the strategic centre of Norwest adjoining a Sydney Metro Northwest rail station is suitable for high-density mixed-use development that best complements the rail station. The adjacent residential zone to the south is earmarked in planning strategies for increased urban density and its interface needs to be considered in any plans for the development of the site.
Size and dimensions	<ul style="list-style-type: none"> The site area of 1.596 ha with dimensions of approximately 180m in length and 35 m to 85 m in width is capable of accommodating high-density mixed-use development suitable for the centre of Norwest.
Topography	<ul style="list-style-type: none"> The gentle sloping topography of the site is suitable for higher density mixed use development.
Utility services	<ul style="list-style-type: none"> The full range of utility services – water, gas, sewer, electricity, telecommunications and stormwater drainage - are available to service development at the site.
Access	<ul style="list-style-type: none"> Vehicle road access is available at the site with two existing driveways off Brookhollow Avenue to support development on the site. Norwest Boulevard is a classified road that is restricted for vehicle access.
Existing development	<ul style="list-style-type: none"> Existing office buildings on the site with an FSR of approximately 0.5:1 are an underutilisation of the land and infrastructure, and capable of being demolished for the redevelopment of the site for higher density development. The Sydney Metro Northwest Rail tunnel under part of the site will need to be avoided and considered in structural engineering of future development on the site.
Vegetation	<ul style="list-style-type: none"> No vegetation of significant biodiversity value is located on or adjacent to the site. Existing vegetation on the site is limited to a mix of native and exotic trees of some significance in the landscape along the southern boundary of the site.

Heritage	<ul style="list-style-type: none"> • No known heritage items or matters of heritage significance are located on or adjacent to the site.
Environmental hazards	<ul style="list-style-type: none"> • No environmental hazards are known to occur on the site. There is no known flooding, land instability or bushfire hazard on or adjacent to the site.

EXISTING PLANNING CONTROLS

Existing zoning

The site is currently zoned SP4 Enterprise under The Hills LEP 2019.

The objectives of the SP4 Enterprise zone are:

- To provide for development and land uses that support enterprise and productivity.
- To encourage economic growth, business investment and employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To provide a range of office and light industrial uses.
- To make provision for high technology industries that use and develop advanced technologies, products and processes.

The Proposal is generally consistent with the above objectives, as it will support enterprise and productivity with office uses and employment opportunities. Limited retail and food and drink premises uses will also assist in meeting the day to day needs of workers in the area.

Residential uses are not explicitly referenced in the zone’s objectives. This is similar to business focused zones such as B2 Local Centre, where only employment uses are mentioned in the objectives, but residential uses are permitted. Therefore, residential uses are not inconsistent with the current zone objectives, particularly as part of an application for significant employment uses consistent with the objectives of the zone.

Existing permissible land uses

The permitted and prohibited land uses of the SP4 Enterprise zone are listed below.

Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Business identification signs; Business premises; Food and drink premises; Garden centres; Hardware and building supplies; Heliports; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Office premises; Oyster aquaculture; Plant nurseries; Self-storage units; Serviced apartments; Take away food and drink premises; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional

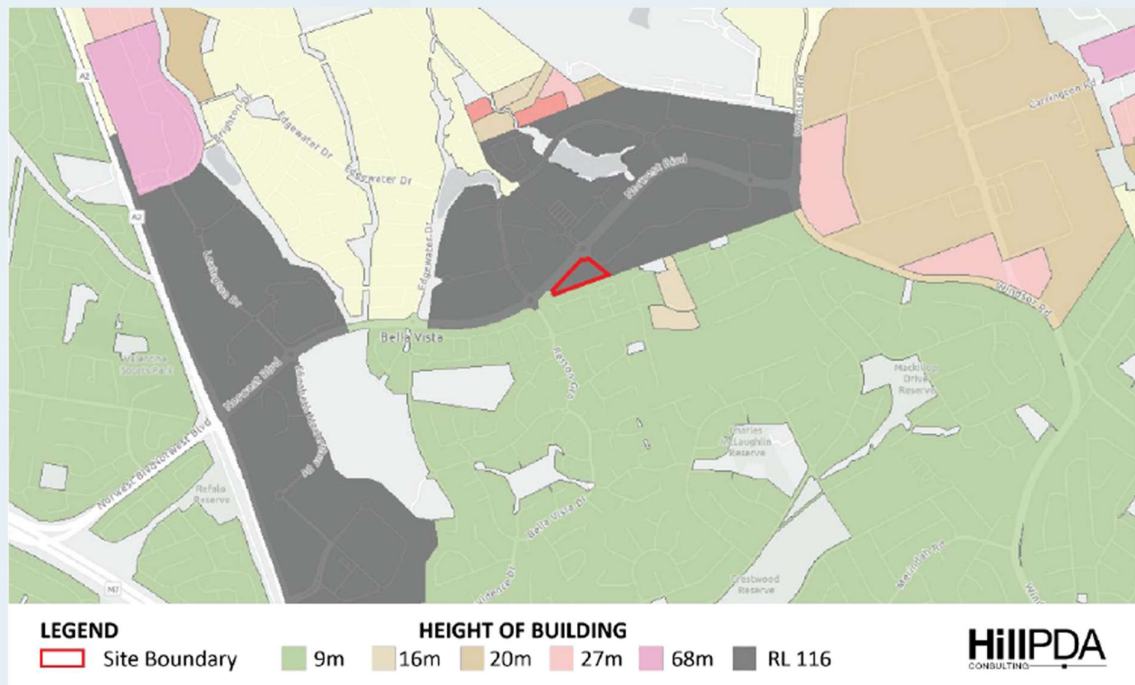
centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

Residential accommodation is not permitted under the current zoning.

Existing maximum building height

A maximum building height of RL 116 m applies under The Hills LEP 2019, as shown in Figure 8.

Figure 8: Maximum building heights for the subject site and surrounding areas under The Hills LEP 2019



Source: NSW Department of Planning and Environment, HillPDA

Existing floor space ratio

Clause 4.4 - Floor space ratio of The Hills LEP 2019 states as objectives:

- (a) to ensure development is compatible with the bulk, scale and character of existing and future surrounding development,
- (b) to provide for a built form that is compatible with the role of town and major centres.

The site currently has a maximum FSR of 1.0:1 under The Hills LEP 2019.

Development in the Sydney Metro Northwest Urban Renewal Corridor

Clause 7.11 of The Hills LEP 2019 establishes objectives and development standards for certain cities in the Sydney Metro Northwest corridor. The clause does not apply to the site. However, it provides a benchmark for development in the corridor as follows:

- (1) *The objectives of this clause are as follows:*
- (a) **to support the provision of increased housing around train stations forming part of the Sydney Metro Northwest at densities compatible with the future character of the surrounding area,**
 - (b) *to ensure the provision of a mix of dwelling types in residential flat buildings, providing housing choice for different demographics, living needs and household budgets,*
 - (c) *to promote development that accommodates the needs of larger households, consistent with the demographics and family household structures of The Hills Shire.*
- (2) *This clause applies to development that involves the erection of one or more buildings that contain dwellings on land identified as “Area A” on the Floor Space Ratio Map.*
- (3) *Despite clause 4.4, the consent authority may consent to development on land to which this clause applies with a floor space ratio that does not exceed the increased floor space ratio identified on the Floor Space Ratio Incentive Map, if the consent authority is satisfied that:*
- (a) *no more than 25% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be studio or 1 bedroom dwellings, or both, and*
 - (b) *at least 20% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be 3 or more bedroom dwellings, and*
 - (c) *at least 40% of all 2 bedroom dwellings contained in the development will have a minimum internal floor area of 110 sqm, and*
 - (d) *at least 40% of all 3 bedroom dwellings contained in the development will have a minimum internal floor area of 135sqm, and*
 - (e) *the following minimum number of car parking spaces are to be provided for the development:*
 - (i) *for each dwelling—1 car parking space, and*
 - (ii) *for every 5 dwellings—1 car parking space, in addition to the car parking space required for the individual dwelling.*
- (4) *In this clause:*
- internal floor area** *does not include the floor area of any balcony.*

These standards for development in the Sydney Metro Northwest rail corridor have been considered in formulating the proposal. The proposed residential apartments would be contingent on providing the apartment size and mix and car parking required in this clause.

PLANNING PROPOSAL

PART 1 - OBJECTIVES AND INTENDED OUTCOMES

This section of the planning proposal describes the objectives and intended outcomes of the proposed amendments to The Hills LEP 2019.

PLANNING PROPOSAL VISION

The planning proposal seeks to achieve the development of a world-class employment-based precinct that offers a sustainable mix of commercial, residential and community uses to support a vibrant day and night-time economy on a highly accessible site adjacent to the new Norwest Sydney Metro Northwest site.

The Urban Design Report by PBD Architects is provided under a separate cover. PBD Architects were successful entrants in a competitive design process for the site.

Figure 9: Artist impression – street as a place



Source: PBD Architects 2019

OBJECTIVES

The planning proposal aims to support the evolving role of Norwest from a business park to a strategic centre in the region and as an integrated precinct incorporating a wide range of business, leisure and residential uses. The proposal is to reinforce the status of Norwest as a specialised centre and key employment destination in The Hills Shire LGA. The objectives of the planning proposal are to:

- Strengthen the role of Norwest as a high profile, modern strategic employment centre that offers work-live-play opportunities;
- Contribute to the Greater Sydney Commissions vision for Norwest as a strategic centre;

- Make a substantial contribution to the Greater Sydney Commission’s job target of an additional 18,000 jobs in Norwest by allowing for approximately 2,150 net additional jobs on the site;
- Capitalise on the investment in the Sydney Metro Northwest and Norwest Station by delivering a high-density walkable neighbourhood with a mix of uses adjacent to the new station; consistent with expectations for transit-oriented development in the mass transit corridor;
- Establish a suitable urban land use mix and density for the site that is appropriate for its position adjacent to public transport infrastructure in a strategic centre and is sustainable over the long term, delivering optimum social, economic and environmental outcomes;
- Deliver an urban design outcome that exhibits design excellence in built form; public domain and streetscape; consideration of its surrounds; high levels of amenity and aesthetics; quality working, living and public spaces; and environmental performance;
- Amend The Hills LEP 2019 to achieve the above objectives and permit the proposed urban design concept for future redevelopment of the site.

COMPETITIVE DESIGN PROCESS

This planning proposal and the intended urban development outcome is the subject of a competitive design process, conducted by the proponent Visy Dior Pty Ltd, involving three highly respected architectural firms as described in the appended Competitive Design Process Statement. The purpose of the competitive design process has been to achieve design excellence and an optimum planning outcome in the intended urban form and development for the subject land, suitable for its central position in the strategic centre of Norwest and adjacent to the new Sydney Metro Northwest rail station. The objectives of the competitive design process were to:

- Realise the strategic potential of the property and build on the opportunity presented by urban planning and infrastructure developments at Norwest;
- Achieve a considered and inspiring design response to the prominent central strategic location of the site opposite the new Norwest Rail Station;
- Deliver design and aesthetic excellence in building forms;
- Present a high-quality streetscape presentation and a suitable interface with adjacent properties;
- Introduce functional and sustainable design initiatives;
- Provide for commercial space for employment, public spaces and a component of housing;
- Establish a design justification and merit for planning and development approvals;
- Present a feasible value for money development proposition that is attractive for investment.

The criteria used in the competitive design process in addition to the above objectives included the urban design rationale, response to site context and attributes, building massing, form and aesthetics, streetscape presentation, commercial building/employment viability, internal amenity and solar access, functionality, sustainable design initiatives, and development feasibility.

The successful winning urban design concept for the subject land is illustrated in the Urban Design Study prepared by PBD Architects provided under a separate cover. The intended urban form outcome in the Urban Design Study is considered to provide the optimum planning and design outcome for the development of the subject land.

LAND USE COMPONENTS

The proposal includes the following key components:

- **Commercial:** Approximately 38,300 sqm of commercial floorspace in in two dedicated podium and tower buildings at a commercial FSR of 2.4:1.
- **Residential:** A total of 76 dwellings are proposed on the western end of the site where it is surrounded on two sides by the adjacent residential zone, with a cap on maximum residential gross floor area proposed in the planning controls of approximately 9,576 sqm and FSR of 0.6:1. The apartments have been designed to accord with The Hills Council planning controls on apartment mix and sizes, and to maximise solar access and cross ventilation. All apartments meet the requirements of the Apartment Design Guide. Forty (40) per cent of apartments will have a study/work area. Five (5) per cent of apartments are to be provided as affordable key-worker rental housing for a period of ten years.
- **Community:** The proposal includes a 3,880 sqm civic plaza area, a community co-working hub of 926 sqm for local community start-ups and small business, a 100-child childcare centre, café style retail spaces and a hotel/pub that currently has an approved development application for this location.

The residential building is only permissible as part of a development application for the whole site that delivers the main commercial buildings and floor space in the development.

The proposed floorspace of the various uses on the site are as provided in Table 5.

Table 5: Floorspace

Building Reference	Use	Gross Floor Area (sqm)	Per cent
Building A	Residential	9,576	100.0
	Total GFA Bldg A	9,576	100.0
Building B	Commercial office	13,098	95.4
	Childcare	<u>639</u>	4.6
	Total GFA Bldg B	13,737	100.0
Building C	Commercial office	22,402	91.2
	Hotel/Pub	1,162	4.7
	Retail	<u>1,003</u>	4.1
	Total GFA Bldg C	24,567	100.0
Total precinct	Commercial	38,304	80 (2.4:1 FSR)
	Residential	<u>9,576</u>	20 (0.6:1 FSR)
	Total GFA	47,880	100.0

Proposed commercial uses

The concept plans include commercial only development over the majority of the subject land at its centre and eastern side adjacent to Norwest station. The proposed development will contribute towards meeting the employment projections for Norwest through the delivery of 38,304 sqm of commercial floorspace. This commercial floorspace consists of:

- Office suites: Contemporary workplace accommodation is presented in dedicated podiums and tower elements with the proposal delivering 35,500 sqm of office floorspace. The generous floorplates have been oriented to maximise daylight and respond to the site's topography.
- Boutique retailing and bistro: The 1,003 sqm boutique retail opportunity is intended to provide a diverse mix of hospitality and convenience retail options. The retail function is envisioned to support rather than compete with the proposed town centre. The 1,162 sqm bistro provides a family friendly dining opportunity that will stimulate a day and night-time economy.

Proposed residential use

The concept plans include one residential building on the western end of the site where it is surrounded on two sides by the adjacent residential zone. The permissibility of and is subject to meeting certain planning and design requirements such as the whole site being included in the DA with commercial development of 38,304 sqm GFA, meeting The Hills unit mix and size controls, delivery of public plaza space and competitive design process.

The proposed dwelling mix is indicated in Table 4 below. In accordance with Council's requirements in The Hill Shire Development Control Plan (The Hills DCP), the Hills Corridor Strategy, and the NSW Government's Northwest Rail Link Strategy, the proposal favours dwellings for couples and families. Almost 85% of dwellings will be two and three bedroom apartments. A proportion of two-bedroom apartments would be around 110 sqm and three-bedroom apartments around 135sqm, providing comfortable living arrangements, in compliance with The Hills DCP unit sizes.

Table 6: Proposed dwelling mix

1 bedroom	2 bedrooms	3 bedrooms	Total
12 (15.8%)	36 (47.4%)	28 (36.8%)	76

The Proposal includes 12 one-bedroom apartments that will assist in delivering housing choice to The Hills Shire LGA. These dwellings will be suited to lone person households such as older people who need to locate close to services or young people who are seeking affordable accommodation with good access to services and jobs. The high proportion of two and three bedroom units would help provide housing options for a mix of household types and sizes near employment and transit options.

The proposal aligns with the dwelling mix requirements outlined in The Hills LEP 2019, Clause 7.11.

40% of apartments are intended to have a home office. 5% of apartments are provided as affordable key-worker rental housing for a period of ten years.

Rationale and benefits of residential component

The Planning Proposal includes a component of residential on the western end of the site where it surrounded on two sides by the adjacent residential zone. The residential use on this western end of the site is considered more compatible with the adjacent residential zone compared to commercial development.

The planning proposal for an employment precinct with a mix of uses provides for a sustainable 21st century long term urban development that achieves the optimum social, economic and environmental outcomes. It has a balanced mix of uses where the split of commercial and residential uses on the site encourages activation and day and night-time economies. This approach has been successfully implemented internationally and in Australia on sites with good access to transport. Some examples include Blox in Copenhagen, Darling Quarter at Cockle Bay Wharf in Sydney, the Sony centre in Berlin, Battersea Power Station site in London, East Village in Zetland, Barangaroo in Sydney and Kingston Foreshore in Canberra. In each of these precincts, residential and non-residential uses have been delivered to achieve vibrant precincts that offer live-work-play opportunities. Centres with a mix of uses are also now being implemented in the city centres of Parramatta and Liverpool to replace the commercial only zones in these centres in order to achieve better planning outcomes. Mixed use precincts are also now being implemented in planned employment precincts in south west Sydney around the new airport at Badgerys Creek to achieve the best planning outcomes.

The proposal has been designed to deliver the benefits of a mixed-use precinct while also achieving the office employment-focused development of Norwest. This is achieved by having a SfP4 Zoning over the site and permitting commercial only development across the majority off the site at its central and eastern side next to the rail station and limiting residential use to the westernmost site which transitions into the existing residential interface. The eastern towers would be office/commercial focused, maintaining the core office precinct envisioned by Council. This allows for the complementary, civic and amenity benefits of a mix of uses while retaining the single-use commercial sites valued by Council. This is a similar approach to the Mulpha proposal approach at 40 Solent Circuit, Norwest, recently approved by Council.

The economic benefits of an employment precinct with a mix of uses include the following:

- Provision of commercial floor space for business to locate and generate increases in employment and productivity
- Land uses and a public domain that are mutually supportive of commercial uses and attract businesses and corporations to locate at Norwest and on the site
- Additional housing supply to meet market demand for housing and deliver a resident labour force attractive for businesses to locate at Norwest
- Increased consumer spending at businesses in the area from both residents and workers
- Better patronage and more efficient use of the investment in public transport infrastructure
- Greater diversity of uses that make a long-term high-density urban development viable and sustainable.
- The social benefits of an employment precinct with a mix of uses include the following:
 - An activated, safe and vibrant precinct day and night with a mix of uses, human activity and facilities for workers, commuters, visitors and residents

- Delivery of jobs and homes in a highly accessible location with good access to services and public transport
- Better work-life balance through delivering both jobs closer to home and homes closer to jobs
- Provision of community facilities on site including public spaces, childcare and a community co-working hub
- Increased housing diversity and choices including an increase in the supply of more affordable dwellings for couples and young families
- Social cohesion with a mix of land uses and facilities providing day and night social activity and interaction, attracting more families into the centre.
- The environmental benefits of an employment precinct with a mix of uses include the following:
 - A highly sustainable form of development with high density mixed use adjacent to public transport infrastructure (rail and bus)
 - Minimising travel and transport demands and associated carbon emissions by co-locating a mix of uses in a strategic centre
 - A secure and safe environment with increased passive surveillance from residential use and active frontages
 - A high level of environmental amenity with architectural design interest in built form, streetscape and public domain spaces
 - Ability to integrate environmentally sustainable urban design features including stormwater recycling and water sensitive urban design outcomes
 - Greater ability to achieve design excellence and high environmental performance standards with a more viable development.
 - Residential use on the site as a component of mixed-use development in this case is more compatible with the adjacent residential use to the south than all commercial use on the site.

The site-specific merits of an employment precinct with a mix of uses on this particular site include the following benefits generated from the residential component:

- Activation of investment into development of major commercial / employment buildings
- Reduced one-way peak hour car traffic generation by balancing inbound and outbound traffic between commercial and residential uses
- Increased activity and safety at the site and its surrounds outside business hours as well as in business hours
- More efficient use of rail services and infrastructure outside business hours as well as in business hours
- More compatible land use mix with adjacent housing to the south and west.

Overall, the proposal seeks to facilitate a vibrant employment-based development that will provide increased business opportunities through higher intensity commercial office uses, combined with a component of new high-density residential apartment building next to existing residential zone. The intended redevelopment seeks to realise the potential of the site, considering its strategic location while supporting the continued growth of the Norwest Business Park.

Community uses and public domain

The proposal aims to provide social infrastructure on site that supports the needs generated by the development and contributes to the local community. The proposed social infrastructure includes:

- A child care centre with approximately 100 places is strategically located in the development to provide indoor and outdoor space separated from other uses on the site
- A community co-working hub for local start-ups, small businesses and work-at-home residents to access office facilities and network with other businesses in the area
- A 3,880 sqm public plaza (see Figures 10 and 11) providing connections through the site and providing spaces for people to sit in the outdoors
- Public art at the entrance to the site opposite the Norwest Metro Station
- A contribution to improvements to the pedestrian and bicycle network.

Figure 10: Concept plan artist impression of public plaza spaces – view from exterior



Figure 11: Concept plan artist impression of public plaza spaces - internal view



Source: PBD Architects

PROPOSED BUILT FORM

The proposed built form outcome in this planning proposal has been the subject of a competitive design process to achieve design excellence and an optimum built form outcome as described in the appended Competitive Design Process Statement. The successful winning urban design concept and built form outcome proposed for the subject land is illustrated in the appended Urban Design Study prepared by PBD Architects.

The proposed urban design and built form concept in the appended Urban Design Study by PBD Architects is for a permeable podium and tower development with dedicated commercial, residential and public plaza uses, with slender towers transitioning to lower heights away from Norwest Station and adjacent to the residential zone, all supported by basement parking.

This urban design and built form outcome present the optimum design outcomes for the site. It has a density, scale and form suitable for the central location of the site in the strategic centre of Norwest adjacent to the Sydney Metro Northwest rail station. The relationship and interface of the proposal with its surrounds provides a high-quality streetscape and public domain, and high levels of activation, amenity, safety, aesthetics, functionality and feasibility.

The design responds to the immediate context, with the built form manipulated to retain four hours of solar access to adjacent residential housing. This has been achieved via a two-tiered approach of both tailoring podium heights to the sun altitude plane and working with a slender tower design approach with large separation distances in which sunlight penetrates through to the adjacent residential zone.

Design objectives seek to:

- Maximise site activation by delivering three main towers over podiums on with consideration of setbacks between towers, the open forecourt and the Norwest Boulevard
- Transition / step tower heights down from Norwest station towards the adjacent residential zone
- Restrict podium heights in response to sun altitude angle planes including a 4-storey height limit next to the adjacent residential zone;
- Position towers at Norwest Boulevard frontage and maximise separation to adjacent residential zone;
- Orientate tower envelopes in response to solar angles to achieve 4 hours solar access in mid-winter on residential properties to the south, in accordance with Hills DCP requirements (Part B Section 5).
- Integrate pedestrian and vehicle movement networks
- Maximise dedicated commercial component delivery adjacent to Norwest Station, promoting an office core environment
- Configure periphery residential components to respond to The Hills DCP guidelines, maximise solar access to individual apartments and comply with the Apartment Design Guide
- Provide public plaza and common open space across the site with good solar access between building forms at ground level and podium roof terraces.

The result produces three slender towers and podium buildings that are integrated with an internal road and connection network and ground floor activation to engage with the common spaces.

The proposal has a height and density that will provide for a commercially viable development and provide sufficient density to activate the ground floor plane both during and after hours. The proposal also seeks to meet Council’s desire, expressed in The Hills Corridor Strategy (2015), for a minimum commercial FSR of 2:1 by providing a commercial FSR of 2.4:1, with a bonus residential component of 0.6:1.

Building height

Building height varies across the site in response to site constraints including in particular to respect the adjacent residential zone by positioning towers on Norwest Boulevard frontage, imposing a 4 storey height limit adjacent to the residential zone, and designing a built form that maintains a minimum of four hours of solar access to neighbouring housing during the winter solstice. The proposed heights of buildings are set out in Table 7.

Table 7: Building height

Building	Low rise adjacent to residential to south	Norwest Boulevard frontage	
		Podium (RL)	Tower (RL)
Building A		RL 111.3 (6 storeys)	RL 127.6 (10 storeys)
Building B	RL 111.6 (4 storeys + lift overrun)	RL 121.9 (8 storeys)	RL 155.3 (16 storeys)
Building C	RL 110.2 (4 storeys + lift overrun)	RL 121.9 (8 storeys)	RL 181.1 (23 storeys)

Floorspace ratio

The proposed concept plans have an FSR of 3.0:1. This includes 2.4:1 for commercial uses and 0.6:1 for residential. The proposed commercial FSR is consistent with that proposed in The Hills Corridor Strategy.

Setbacks

The 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 a mix 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, with a defining commercial use facade along Norwest Boulevard and a podium height of six to eight levels. The three slender towers above them are slightly set back to create a definition between the podium elements and the towers above, without the towers losing the ability to maintain the definition of the streetscape of Norwest Boulevard. Compliance with The Hills LEP 2019 setback of 5m will create a disconnection between the street defining podium and the towers above.

As described in the Urban Design Report, the concept design’s setbacks to the west and south meet or exceed requirement outlined in the Apartment Design Guide.

Solar access

The design has been developed to comply with the Apartment Design Guide as shown in the compliance table in the accompanying Urban Design Report and in response to solar access requirements of both onsite residential and surrounding residential properties.

The Hills DCP Solar Access for Residential Flat Building requires at least 70% of residential units' living rooms and private open spaces to receive a minimum of three hours direct sunlight between 9am and 3pm in midwinter.

Solar access to residential units in the proposal are summarised in Table 8 below.

Table 8: Summary of solar access in Building A

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

Source: PBD Architects (2023)

PARKING, ACCESS AND PEDESTRIAN MOVEMENT

The proposal uses the existing access to the site from Brookhollow Avenue. No access is proposed from Norwest Boulevard.

A permeable pedestrian network is proposed comprising pedestrian links between Norwest Boulevard and Brookhollow Avenue and a proposed spine road which will increase connectivity through the site and establish a pedestrian friendly environment internal and external to the site. Minimal setbacks to Norwest Boulevard are proposed to activate the frontages, with security and weather protection to encourage pedestrian activity generally.

An assessment of parking requirements for the site has been undertaken by Stantec. This involved a review of current The Hills DCP controls, RMS Guidelines and a comparison with other strategic centres located on a rail line. Based on this review, the recommended provision of car parking is 776 spaces consistent with the parking rates used in The Hills LGA station precincts. Stantec Consulting (formerly GTA) report that the proposed parking provision will meet the anticipated transport requirements of future residents, employees and visitors alike, whilst also recognising the changing nature of the area made possible by the introduction of Sydney Metro Northwest service.

The built form enabled by the planning proposal, as per the urban design report, allows for provisioning of 980 spaces and would more than satisfy the requirements of The Hills LEP 2019 residential provision requirements. The recommended parking provision is set out in Table 8A along with the potential provision.

The comparison of parking rates and a summary of the parking to be provided is found in the report by Stantec dated 30 June 2023

The final distribution and provisioning of car parking across the separate basements will be informed by further traffic studies relating to Norwest and future development applications. Potential parking provision is adequate for the planning proposal.

Table 8A: Recommended parking provision

Use	Description	Size/ no.	Parking rate	Parking requirement
Commercial		35,500sqm	1 space / 60 sqm	592
Residential	1 bed	6	1 space / apartment	12
	2 bed	32	1 space / apartment	36
	3 bed	28	2 spaces / apartment	56
	Visitor	76 apartments	1 space / 5 apartments	15
Retail		1,032 sqm	1 space / 50 sqm	10
Childcare		100 children 14 employees	1 space / 6 children + one space/ employee	31
Licensed hotel		Consistent with approved DA		24
Total				776

Source: Stantec (2023)

LANDSCAPED AREAS, PUBLIC PLAZA SPACES AND COMMON OPEN SPACES

The concept plans accompanying the Planning Proposal include soft / vegetated and paved landscaped areas across the public domain spaces and common open spaces across the site that provide a relatively high level of site landscape amenity for the centre of the Norwest business centre adjacent to the rail station. These areas are described in Table 9 and Table 10.

Table 9: Landscaped Area (excludes road and footpath)

Area	Ground level	Podium terraces	building roof	Total
Soft landscaping	3,800 sqm (including 3,205 sqm deep soil)	1,570 sqm		5,370 sqm
Landscape paving	1,870 sqm	950 sqm		2,820 sqm
Total landscaped area	5,670 sqm	2,520 sqm		8,190 sqm

Table 10: Public open space, plaza and common areas

Feature	Ground level	Podium/roof terraces	Total
Public open space	7,520 sqm (incl 3,880 sqm plaza)	-	7,520 sqm (incl 3,880 sqm plaza)
Other public pedestrian connections	1,190 sqm	2,420 sqm	3,610 sqm
Total public plaza and common open space areas	8,170 sqm	2,420 sqm	11,130 sqm

Figure 12: landscape areas plan



Figure 13: Ground level and public open space plan



Source: PBD Architects

PART 2 - EXPLANATION OF PROVISIONS

This section sets out the means through which the objectives described in Part 1 will be achieved by means of amending The Hills LEP 2019.

PROPOSED AMENDMENTS

The proposed amendments to The Hills LEP 2019 are summarised in Table 11 below.

Table 11: Proposed amendments to The Hills LEP

	Current (LEP 2019)	Planning Proposal
Zone	SP4 Enterprise	No Change
Additional Permitted Uses (APU)	Nil	Residential Flat Buildings (Site A - max. GFA 9,576 sqm)
Max. Height	RL 116 metres (7 storeys)	RL 112 - RL 182 metres (4 – 23 storeys)
FSR	Max. 1:1	Base: 2.4:1 Incentive: 3:1
Min. Lot Size	8,000 sqm	No change
Residential Yield	Nil	9,576 sqm (76 units) Equivalent to 0.6:1
Employment Yield	15,960 sqm (806 jobs)*	38,304 sqm (1,886 jobs)*
Total GFA	15,960 sqm	47,880 sqm

* Based on the HillPDA Economic Assessment report which is based on net lettable area.

LAND TO WHICH LEP AMENDMENT APPLIES

The land to which the proposed amendments to The Hills LEP apply is shown on the map in Part 4 of this report.

ZONING

The Planning Proposal is to retain the existing SP4 Enterprise Zone on the subject land.

SCHEDULE 1 ADDITIONAL PERMITTED USE

The planning proposal seeks to amend Schedule 1 of The Hills LEP 2019 to allow for an additional permitted use of 'residential flat building' up to a maximum of 9,576 sqm on the western end of the site where it is adjacent to residential zoning on two sides.

Table 12: Proposed residential additional permitted use

Subject Land	Proposed Schedule 1 Additional Permitted Use
Building A	Residential flat building (max. 9,576 sqm)

The proposed amendment to Schedule 1 of The Hills LEP 2019 is below.

19 Use of certain land at 34-46 Brookhollow Avenue, Norwest

- (1) This clause applies to part of the land at 34-46 Brookhollow Avenue, Norwest, being part of Lot 1 in DP 270106 shown as “Item 25” on the Additional Permitted Uses Map.
- (2) Development for the purposes of a residential flat building is permitted with consent, but only if:
 - (a) the total GFA of residential components does not exceed 9,576m²;
 - (b) the development complies with the requirements in clause 7.19(2)(a) to (e);
 - (c) 40% of the total number of dwellings include a study area; and
 - (d) 5% of the total number of dwellings are provide as affordable rental housing for key-workers for a period of ten years.

The proposed Schedule 1 Additional Permitted Use for a residential flat building is limited to the western end of the site where it is more compatible with the medium density residential zoning adjoining on two sides. The residential component complements the employment based commercial uses over the majority of the subject land in this Planning Proposal. It activates the site and achieves better social, economic and environmental outcomes.

BUILDNG HEIGHT

The Planning Proposal is to amend The Hills LEP 2019 Height of Buildings Map and apply the building height limits in table 13 below to the subject land. The proposed Height of Buildings Map Amendment is in Part 4 of this report.

Table 13: Proposed Building Heights by RL

Subject Land	Proposed Building Height	
	Southern part of site next to residential area	Northern part of site on Norwest Boulevard frontage
Building A		RL 127.6
Building B	RL 111.6	RL 155.3
Building C	RL 110.2	RL 181.1

The proposed building heights are the outcome of a rigorous and competitive urban design process on built form. The building envelopes and heights provide for four hours of solar access to be maintained on every residential property in the adjacent residential zone, as required by The Hills DCP, Part B Section 5. The urban built form of low-rise podium buildings and slender towers results in minimal visual bulk, large separation distances and high levels of daylight and sunlight penetration.

The proposed building height of RL 112 along the southern part of the site provides for a lift and fire stairs to the roof top terrace on top of the four storey buildings. This is required by The Hills LEP’s

definition of building height, which includes all plant and lift overruns to be accounted for in the building height.

FLOOR SPACE RATIO

Floor Space Ratio

The Planning Proposal is to amend The Hills LEP 2019 Floor Space Ratio Map to apply a base floor space ratio of 2.4:1 across the entire subject land (Buildings A, B and C). The proposed Floor Space Ratio Map Amendment is shown in Part 4 of this report.

The proposal for a base floor space ratio (FSR) is consistent with other provisions in The Hills LEP for development along the Sydney Metro Northwest rail corridor which provide a base FSR and then an additional incentive FSR for development on key sites that delivers certain planning outcomes and meets certain requirements.

Incentive Floor Space Ratio

This Planning Proposal is for the introduction of a new clause 7.19 in The Hills LEP 2019 and an amendment to the Floor Space Ratio Incentive Map in the LEP to allow additional floor space in development on the subject land that delivers certain outcomes and meets certain requirements. The proposed incentive FSR is shown in the table below.

The proposed new clause 7.19 amendment to The Hills LEP is provided below.

7.19 Development at 34-46 Brookhollow Avenue Norwest

- (1) This clause applies to land at 34-46 Brookhollow Avenue, Norwest, being Lot 1 in DP 270106 that is identified as 'Area M' on the key sites map.*
- (2) Despite clause 4.4, the consent authority may consent to development on land to which this clause applies with a floor space ratio that does not exceed the increased floor space ratio identified on the Floor Space Ratio Incentive Map, if the consent authority is satisfied that:
 - (a) the entire area of land identified as 'Area M' on the key sites map is the subject of a development application;*
 - (b) a minimum of 38,304 sqm of gross floor area for employment purposes is included in the development;*
 - (c) a public plaza on ground level with a minimum area of 3,880 sqm is included in the development; and*
 - (d) the mix and size of dwellings and number of car parking spaces for dwellings complies with the standards in clause 7.11(3).**

The proposed Floor Space Ratio Incentive Map Amendment is in Section 4 of this report but equates to the residential component.

DEVELOPMENT CONTROL PLAN

It is noted that Council has endorsed a site-specific Development Control Plan to govern details of site development.

The revised Urban Design Report by PBD Architects demonstrates how the proposed scheme complies with the site-specific DCP that Council has endorsed for public exhibition.

In particular it is noted, under cl.4.8 Solar Access and Overshadowing:

- All private open space within neighbouring low density residential properties will continue to receive a minimum of 4 hours of sunlight access between 9am and 3pm on 21 June;
- The living rooms and private open spaces of at least 70% of apartments in Building A, the residential flat building on the site, and adjacent sites receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter, as per SEPP 65 and the NSW Government's Apartment Design Guide.
- The public open space areas will receive a minimum of 50% sunlight coverage between 12pm and 2pm on 21 June.
- Direct sunlight to the principal usable part of the public plaza and other key public areas will be received for a minimum of 2 hours between 9am and 3pm on 21 June.
- The proposed buildings, underground car parking structure and common open space areas follow the contour of the site to minimise overshadowing and the loss of privacy of adjoining private open space areas. Retaining walls and any fencing above will not exceed a total height of 1.8m above natural ground level.

PART 3 - JUSTIFICATION

SECTION A - NEED FOR THE PROPOSAL

The existing planning controls applying to the site are no longer appropriate due to the construction of the new Sydney Metro Norwest Station, with the current built form reflecting an under-utilisation of land adjacent major transport infrastructure.

Amendments to the current planning controls applying to the site are necessary in order to:

- Achieve the strategic planning goals, objectives and priorities of the NSW Government and The Hills Shire Council for Norwest as a strategic centre in the region
- Attract and facilitate investment in the growth of business uses, employment and housing on the site and at Norwest
- Realise the greater strategic potential of an underutilised site with its location at the centre of Norwest adjacent to the new metro station
- Deliver sustainable and viable long-term development outcomes consistent with Norwest's role as a strategic employment centre into the future and make a significant contribution to business and employment growth, amenity, liveability and community development.

Question 1 | Is the planning proposal a result of any strategic study or report?

A number of strategic studies and reports have been completed for the Sydney Metro Northwest over an extended period including:

- 2013: NSW Government has released the North West Rail Link Corridor Strategy
- 2015: Hills Shire Council adopted The Hills Corridor Plan.
- 2019: Hills Shire Council adopted Hills Future 2036, its Local Strategic Planning Statement (LSPS).

North West Rail Link Corridor Strategy

The NSW Government's Sydney North West Rail Link Corridor Strategy describes the Sydney Metro Northwest as a transformative project that will provide a once in a generation opportunity to fully integrate land use, transport and infrastructure planning in north-west Sydney. It indicates that the new rail line presents a unique opportunity for change and investment that is critical for the growth of Sydney. Further, investment in the NWRL will help drive a more diverse, competitive and sustainable economy and generate substantial and lasting economic, social and environmental benefits.

The strategy promotes development that will maximise the benefits of investment in the rail line including delivering increased employment and housing growth. The strategy aims to increase public transport patronage, improve access to public transport and grow communities in liveable centres and improve housing affordability.

The strategy includes a structure plan for Norwest Station which includes:

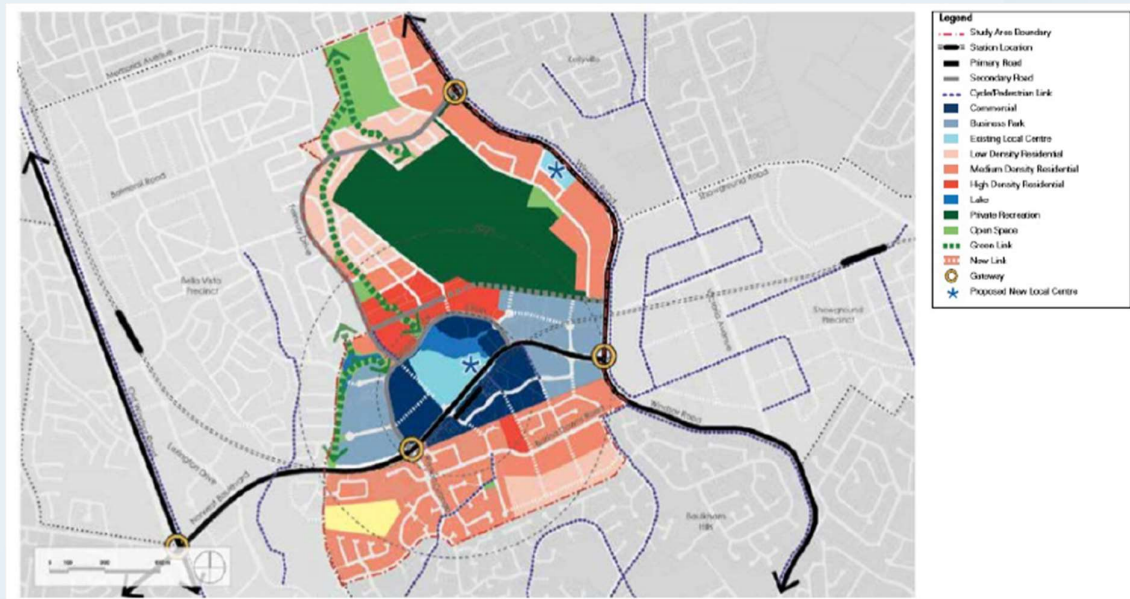
The introduction of the NWRL and a station at Norwest has the potential to further reinforce Norwest as a Specialised Precinct and the largest employment centre for Sydney's North West. A new station, located within the existing Norwest Business Park, will provide further impetus for Norwest to evolve 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.

Further,

*This vision will be achieved by: building on the Centre’s assets to enhance the competitiveness of **commercial office employment**, as well as **retailing**; identifying and assembling strategic sites within the Centre to attract public and private investment around a compact commercial core; and improving liveability and amenities within the Centre by providing a **diverse range of dwellings** and an **enhanced public domain**. (our emphasis)*

The planning proposal is consistent with the overall vision as outlined above.

Figure 14: Norwest Structure Plan



Source: NSW Department of Planning and Environment

The strategy sets targets for an additional 14,200 commercial jobs and 1,000 retail jobs. The Economic Impact Assessment prepared by HillPDA estimates that the planning proposal will result in over 2,450 jobs, approximately 1,650 more than could be achieved under the current planning controls.

The strategy also sets a target for an additional 4,350 dwellings in Norwest. The proposal would result in 76 dwellings on the site, where none can be developed under the current planning controls.

The consistency of the planning proposal with the relevant sections of the North West Rail Link structure plan is indicated in Table 14.

Table 14: Consistency with North West Rail Link Strategy (2013)

Strategy	Consistency	Response
3.2 Transit oriented development		
Housing growth will take place in centres of all sizes, assisting in an overall reduction in car dependence through increased active and public transport usage.	Consistent	<p>The mix of uses including housing on site will reduce the need for travel and provide for more efficient use of public transport infrastructure. Proximity to the train station will reduce car dependency and provide excellent access to jobs and services via public transport.</p> <p>Increasing population within easy walking catchment of the metro station will support</p>

		increased public transport patronage and maximise benefit from the Government's infrastructure investment.
Provide a mix of uses in the centre or core to facilitate a vibrant and active place that reduces the need for residents and workers to make additional trips to meet their daily needs;	Consistent	The proposal is for a mix of uses combining high quality public spaces with convenience retail, jobs and community services to meet the needs of workers and residents. This will minimise trips generated and more evenly distribute trips throughout the day and evening.
Deliver legible and permeable precincts that promote connectivity and access to the new rail stations, interchange facilities, and key activities and uses	Consistent	The proposal is legible and permeable and has excellent connections to the rail station.
Ensure a population density within walking distance of each station (generally within 800m) to provide an appropriate threshold to deliver a range of activities and uses	Consistent	The proposal will deliver 76 dwellings and over 1,886 jobs within 400m of Norwest Metro Station, while also contributing to the range of commercial and retail uses in Norwest.
Promote the use of public transport through the implementation complementary policies such as cycling strategies and parking strategies and that aim to reduce private car use	Consistent	Proposed parking provision is comparable to other strategic centres located on rail lines.
Facilitate well designed development that adds to the overall quality of existing centres while promoting a sense of place.	Consistent	The proposal has resulted from a competitive design process and will make an excellent contribution to the overall quality of Norwest. It will contribute to a vibrant and active public domain.
9.1 Norwest Study Area Vision		
The vision is to see the orderly expansion and intensification of the Business Park, in line with this increase in demand, by delivering commercial floor space with a focus on efficient, large floor plate, campus-style office spaces.	Consistent	The proposal will result in over 38,304 sqm of commercial office space with floorplates that are efficient and modern.
The NWRL will also provide opportunities to increase residential densities within walking distance of the station by introducing a variety of housing types to ensure there is affordability and appropriate housing for all members of the community.	Consistent	The proposal seeks to take advantage of the new metro station, by increasing residential densities within walking distance of the station by contributing to a variety of housing types to ensure there is affordability and appropriate housing for all members of the community.
The Study Area will provide opportunities for increased employment and housing capacities	Consistent	The proposal will result in a resident population of around 195 people and over 1,886 jobs,

within walking/cycling distance of the station and the Business Park.		approximately 1,080 more than can be achieved under the current planning controls. The site is immediately adjacent to a new metro station.
9.3 Residential Projections - 3-6 storey apartments 2,700 extra dwellings by 2036; 7-12 storey apartments 350 extra dwellings by 2036	Consistent	The proposed development will contribute around 76 dwellings towards these targets. The proposal envisages a higher building height than the strategy but has been designed to achieve optimum environmental outcomes.
9.4 Employment Projections (2036) - Commercial jobs growth: 14,200; Retail jobs growth: 1,000	Consistent	The proposed development will substantially contribute to this target, allowing for the delivery of approximately 1,080 jobs beyond current uses.

The Hills Corridor Strategy

The Hills Corridor Strategy was adopted by Council on 24 November 2015. The strategy articulates Council’s response to land use development over the next 20 years for each of the seven (7) new Sydney Metro Northwest stations within or adjacent to The Hills Local Government Area.

The Hills Corridor Strategy recognises that Sydney Metro Northwest is a transformational transport project, which will significantly impact on development in the LGA. The strategy recognises an opportunity to enhance the attractiveness of Norwest for businesses and residents. The strategy states “it is important that the land uses around the stations support each stations role, achieve housing and jobs targets, create vibrant safe, desirable places and reinforce the garden Shire character and lifestyle.” A basic premise is creating a hierarchy of zones with greatest densities closer to transport centres.

The Strategy identifies Norwest Business Park as major specialised centre and seeks to reinforce the centre as a key employment destination. The Hills Corridor Strategy identifies opportunity for 5,320 additional dwellings and 14,450 additional jobs within the Norwest Precinct by 2036.

The Strategy sees the desired future outcome for Norwest Precinct as shown in Figure 15 below. The site is indicated for commercial uses, and adjoins the area designated for high density residential.

Figure 15: Norwest Precinct Plans

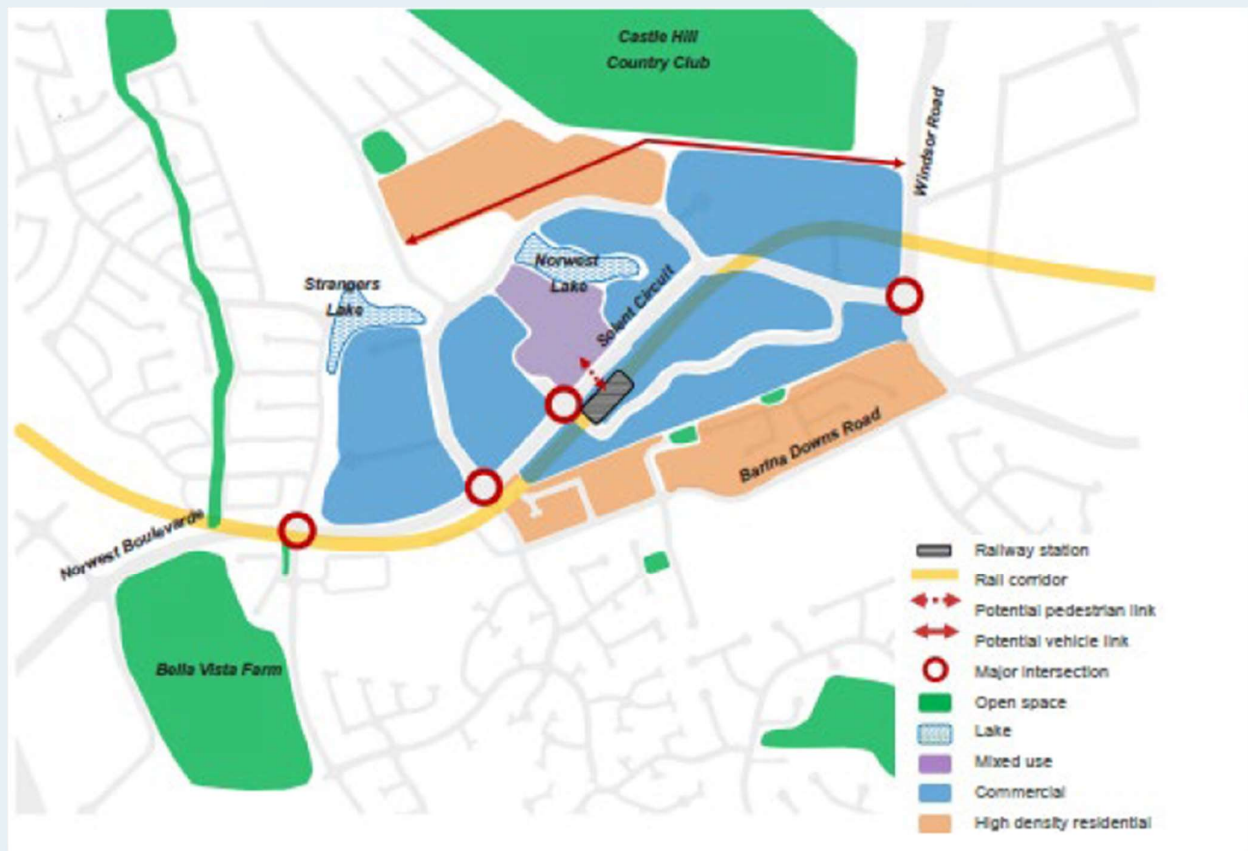


Table 15 below assesses the consistency of the planning proposal with the relevant sections of The Hills Corridor Strategy.

Table 15: Consistency with of The Hills Corridor Strategy

Section	Description	Consistency	Comment
4.2	<p>Guiding principle 2: Balance high- and low-density housing</p> <p>Higher density housing is in areas that have greatest potential for change, in easy walking distance to retail centres and the future stations, thereby enabling nearby low-density character to be retained.</p>	Consistent	<p>The site of the proposal, being adjacent to the new Metro station, has significant potential for change, is in easy walking distance to Norwest shopping centre and the station.</p> <p>A component of high-density housing on the western portion of the site would be consistent with this principle.</p>
4.3	<p>Guiding principle 3: Housing to match shire needs</p> <p>A diversity of housing options are to be provided to respond to future demand, with a particular focus on the delivery of viable and attractive apartment living for families.</p>	Consistent	<p>The proposal would increase the diversity of housing in The Hills Shire LGA and provide attractive apartments including a mix of dwellings sizes. The proposal emphasises dwellings suited to couples and families with approximately 80% of apartments being two and three bedrooms.</p>

4.5	<p>Guiding principle 5: Jobs to match shire needs</p> <p>A range of employment opportunities are made available that reflect the qualifications and skills of Shire residents and facilitate more jobs close to home.</p>	Consistent	<p>The proposal is predominantly for a business and employment focused development seeking to leverage the existing status of Norwest as a centre of business and to capture increased employment. Approximately 80% of the proposed floor space is for commercial uses</p>
4.6	<p>Guiding principle 6: Grow our strategic centres</p> <p>Reinforce the hierarchy of centres recognising the significance of Castle Hill and Rouse Hill as major centres and Norwest as a specialised centre.</p>	Consistent	<p>The proposal will reinforce Norwest’s role as a specialised centre by increasing employment, providing complimentary uses and social infrastructure to support workers and residents. The iconic design will contribute to the special character of the centre.</p> <p>The majority of the subject land will be dedicated to business and employment uses and provide a significant office-focused core for the centre.</p>
9.0	<p>Norwest Station Precinct</p> <p>Vision: A specialised employment, retail and entertainment centre with some opportunity for higher density residential living around the Norwest Lake precinct</p>	Consistent	<p>The proposal will provide predominantly commercial employment, neighbourhood retail, and a pub (entertainment) uses, and a component of higher density residential.</p> <p>The strategy proposed higher density around the lake. HillPDA submits that sites in closer proximity to the station are also suited to high density residential as they offer immediate access to the metro station.</p>

Overall, the proposal is consistent with the principles in The Hills Corridor Strategy.

Hills Future 2036

Hills Future 2036 (The Hills LSPS) endorsed by Council on 22 October 2019 and formally made on 6 March 2020. The Hills LSPS is a 20-year strategy that draws on the economic, social and environmental needs anticipated to 2036 and identifies planning priorities and actions to meet those needs. It is designed to facilitate the delivery of housing, jobs, social infrastructure and local services. The Hills LSPS focuses on delivery over the next five years, with longer term goals after that point.

The Hills LSPS recognises that the LGA has undergone significant change in recent years, with further growth and transformation anticipated. This is driven, in part, by infrastructure such as Sydney Metro Northwest and the growth of surrounding centres. The Hills LSPS anticipates between 2016 and 2036, there will be an additional 38,000 dwellings and 32,200 jobs in the LGA.

The Hills LSPS is divided into key themes, each with specific planning priorities. The themes relevant to this planning proposal are:

- Economy
- Shaping Growth
- Infrastructure.

Table 16 identifies the key elements of the relevant themes and planning priorities.

Table 16: Consistency with The Hills LSPS

Theme	Planning Priority	Consistency	Comment
Economy	Planning Priority 1: Plan for sufficient jobs, targeted to suit the skills of the workforce.	Consistent	<p>The planning proposal will enable the delivery of a net additional 1,886 jobs on the site than could be delivered under current planning controls.</p> <p>This is possible by allowing development of 76 dwellings, with potential for 178 new residents, providing a significant contribution to improving Council’s current 0.8:1 jobs to working resident ratio.</p> <p>This would involve conversion of employment land to part-residential purpose. It is justified by the significant increase in employment floor space and jobs that is made possible by the limited application of residential uses in an area where it is well suited.</p> <p>Further, the employment FSR exceeds Council’s anticipated FSR for commercial use in the Hills Corridor Strategy, meaning there is still a strategic gain in employment capability in this proposal.</p>
	Planning Priority 2: Build strategic centres to realise their potential	Consistent	<p>The planning proposal will enable the delivery of a net additional 1,886 jobs on the site than could be delivered under current planning controls.</p> <p>This is a significant contribution to the 16,600 to 20,600 additional job range outlined for the Norwest Centre.</p> <p>As noted above, the planning proposal requires residential development on land that is zoned SP4 Enterprise. The Norwest Central sub-precinct is identified as including some higher density housing.</p> <p>The residential component is justified in the terms of the planning priority as the limited residential component is positioned on a site that is on the periphery of the centre, transitions to a residential area, and is well positioned to take advantage of Norwest Station.</p> <p>Without delivery of the limited residential component on a small portion of the site, it is unlikely that the site would be able to deliver an employment and built form outcome that is required to meet targets and be sensitive to nearby existing residences.</p>
Shaping growth	Planning Priority 6: Plan for new housing to support Greater Sydney’s growing population	Consistent	<p>The planning proposal will provide 76 additional dwellings as part of a larger commercial-focused development.</p> <p>The site is well positioned to deliver housing in an area with appropriate social infrastructure, excellent public transport, and access to urban services. These are the key elements identified in the planning priority for successful higher density housing.</p>
	Planning Priority 7: Plan for new housing in the right locations	Consistent	<p>Norwest is a strategic centre with public transport infrastructure and has had significant infrastructure investment to support growth and development such as in</p>

			this planning proposal. As detailed in the SIA, the site is currently serviced by sufficient infrastructure.
	Planning Priority 10: Provide social infrastructure and retail services to meet residents' needs.	Consistent	<p>The concept plan includes the provision of limited boutique neighbourhood retail options to support the immediate needs of residents and workers. This would be designed to be secondary to the primary Norwest Marketown site.</p> <p>On-site provision of infrastructure would include a 100-place childcare centre and significant public plaza adjacent to Norwest Station. The development would also help fund the development of additional social infrastructure via development contributions.</p>
Infrastructure	Planning Priority 11: Plan for convenient, connected and accessible public transport	Consistent	<p>The site is located adjacent to Norwest Station, which provides excellent public transport options to established and growing centres, such as Rouse Hill, Castle Hill, Epping, Macquarie Park, Chatswood, St Leonards, North Sydney and Sydney City, and connecting services to the larger Greater Sydney rail network.</p> <p>Bus transitways at Norwest also provide connections to and from the centres of Parramatta, Blacktown and employment lands between.</p> <p>The site would also take advantage of Council's</p>
	Planning Priority 12: Influence travel behaviour to promote sustainable choice	Consistent	<p>The concept plan car parking rates are consistent with parking rates in The Hills LGA station precincts and have been designed to be consistent with Council's innovative one-car minimum rate for dwellings near centres. It has also been designed based on best-practice research by GTA, a leading transportation consultation firm.</p> <p>Final parking rates will align with Council</p>
	Planning Priority 15: Provide new and upgraded passive and active open spaces	Consistent	<p>The concept plan identifies the delivery of a total of 5,670 sqm of hard and soft landscaping on ground and podium terrace levels including 3,880 sqm of public plaza space and other common open spaces. This private delivery of infrastructure will aid in the provision of options for the primarily employment-focused population of Norwest and reduce the need for Council-delivered passive recreation spaces in Norwest.</p>

Overall, the proposal is largely consistent with the principles of The Hills 2036.

Question 2 | Is the planning proposal the best means of achieving the objectives and outcomes, or is there a better way?

The competitive design process looked at different options for built form on the site and the proposal is considered to be the best outcome for the site and the Norwest Strategic Centre.

The proposed employment based development with a residential component has been determined to provide positive social, environmental and economic outcomes as outlined in Part 1 The objectives of the planning proposal are consistent with the intent of the Greater Sydney Commission's strategic plans for the growth and development of Norwest as a strategic centre which seek to maximise

benefits from investment in new rail infrastructure through increased population and employment densities near stations.

LEP Zoning and Land Use Permissibility

There are three options that have been considered for LEP zoning and land use provisions to achieve the intended outcomes of the planning proposal:

- Maintain the SP4 Enterprise land use zone across the whole site, and add an additional Schedule 1 permitted use of a residential flat building on part of the site (Building A) as an incentive if certain planning requirements and development outcomes are met
- Maintain the SP4 Enterprise land use zone across the majority of the site (Buildings B and C) and rezone a part of the site (Building A) to R4 High Density Residential.
- Rezone the site to MU1 Mixed Use

The first option is preferred and the subject of this Planning Proposal as it maintains the employment objectives of the SP4 Zone on the site and would ensure that commercial / employment uses are permissible across the whole site. It also most closely accords with the resolution of Council on 27 July 2021.

Further, the Schedule 1 additional use for residential apartments for Building A would only be permissible as an incentive to meeting certain planning requirements and delivering certain desirable outcomes such as a 38,304 sqm commercial floor area, public plaza space of at least 3,880 sqm, design excellence with a competitive design process, and unit mix and sizes compliant The Hills Council controls. It gives certainty to these outcomes being delivered and to the main objectives of the SP4 Enterprise zone for office and employment uses being achieved on the site as a pre-requisite for a residential component being permitted in the development. A residential component of the development is not permitted on the site unless these pre-requisite standards are met and the development achieves the office employment objectives of the SP4 Enterprise zone on the site.

The objectives of the SP4 Enterprise zone are as follows:

SP4 Enterprise

1 Objectives of zone

- *To provide for development and land uses that support enterprise and productivity.*
- *To encourage economic growth, business investment and employment opportunities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To provide a range of office and light industrial uses.*
- *To make provision for high technology industries that use and develop advanced technologies, products and processes.*

The SP4 Zone objectives are achieved with a majority 2.4:1 FSR of commercial / employment floor space in the overall development of the site in this Planning Proposal.

The residential component of the development is only permissible in this Planning Proposal as part of an overall development across the whole site that includes a majority of commercial / employment floor space consistent with the objectives of the SP4 zone. The residential component is not permissible unless the development is consistent with the zone objectives achieved with a majority 2.4:1 FSR of commercial/employment floor space.

The residential component of the development does not undermine the consistency of the overall development with the SP4 Zone objectives by virtue of having a majority 2.4:1 FSR of commercial / employment floor space.

Given the above circumstances, the SP4 Enterprise zone and Schedule 1 Additional Use for a minor residential component with pre-requisite requirements is appropriate.

The second option maintains employment objectives and uses for Buildings B and C only and shows a clear intent for the future of Building A as a residential flat building. This option has been proposed due to previous Council concern that the objectives of the former B7 Business Park zone would not support a residential flat building. The second option would be suitable for the site and allow for delivery of the same development outcome. However, it would be more difficult to ensure that the commercial components of Buildings B and C are delivered as part of a single application, and would prohibit most commercial uses within Building A.

The third option of a MU1 Mixed Use Zone is not proposed as the former B4 Mixed Use Zone has previously been opposed by Council officers based on the limited control it has on the amount of residential and being inconsistent with the core planning objectives for commercial employment-based development in the precinct. That said, the MU1 Mixed Use zone has been introduced to foster the following objectives:

Zone MU1 Mixed Use

1 Objectives of zone

- *To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.*
- *To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.*
- *To minimise conflict between land uses within this zone and land uses within adjoining zones.*
- *To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.*
- *To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening.*
- *To provide for high density housing that is integrated with civic spaces.*

That is, the introduction of the MU1 zone into The Hills Shire LEP 2019 is arguably aimed at promoting this form of development.

However, it is considered that, for reasons of consistency with the resolution of Council on 27 July 2021 and the broader strategic context discussed above, the proposed SP4 Enterprise Zone and Schedule 1 additional permitted use approach is considered most appropriate. Maintaining the SP4 Enterprise zone, with residential development subordinate to employment generating uses, will maintain the commerce-focused nature of Norwest, while leveraging the benefits of residential uses with the site's strategic location adjacent to a new Metro station and the area's designation as a strategic centre in government planning studies. This is consistent with the approach taken for other strategic centres along the new Sydney Metro Northwest rail line, which incorporate mixed use development in proximity to rail access.

LEP Development Standards – Height and FSR

There are also several options for the LEP standards on building height and floor space ratio as follows:

- Fixed FSR and height standards; or
- Base and Incentive FSR and height standards

and

- ‘Blanket’ FSR and height across the whole of the subject land; or
- Individual FSRs and heights to accommodate Buildings A, B and C.

It is understood that Council favours planning controls that provide certainty in the development outcome. The preferred option to achieve certainty in the development outcome is to have a base and incentive FSR standard across the whole of the subject land, and to have individual building height limits for Buildings A, B and C.

The concept of a base and incentive FSR standard gives certainty that the FSR and scale of development proposed in the concept plans can only be achieved if certain key planning requirements are delivered including a minimum 38,304 sqm commercial floor area, public plaza space of at least 3,880 sqm, and design excellence with a competitive design process. The approach of having a base and additional incentive provisions is consistent with existing provisions in The Hills LEP for development in station precincts along the Sydney Metro Northwest rail corridor.

The provision of individual height limits for Buildings A, B and C gives certainty to the built form outcome including in particular to the siting of taller tower elements on the Norwest Boulevard frontage, stepping the tower heights down from the adjacent Norwest station towards the adjacent residential zone, and ensuring a low rise 4 storey height adjacent to the residential zone to the south.

The proposed amendments to The Hills LEP 2019 are considered the best means of achieving the vision and intended outcomes outlined above, while guaranteeing the commercial focus of the site. Alternative approaches have been considered, including rezoning the site to MU1 Mixed Use instead of seeking additional permitted uses.

Overall, the proposal is considered the best approach because:

- The proposed additional permitted uses with a capped amount of residential will retain planning objectives on the site that reflect the important status of Norwest as a commercially focused area, while leveraging the benefits of mixed-use development adjacent to the new station
- The proposed base FSR of 2.4:1 and incentive FSR of 3:1 provides certainty that key planning outcomes will be delivered and is in keeping of other station precincts such as Castle Hill on Carrington Street which has an FSR of 5:1
- The proposed individual height zones to accommodate Buildings A, B and C facilitate certainty in the best design outcome for built form arising out of a competitive design process with slender towers complimented by low podiums.

The planning proposal will facilitate development of the site as a mixed-use precinct to contribute to the employment function of Norwest and maximise the accessibility benefits of the Metro.

The proposed zoning, additional permitted uses, height and floor space ratio will enable the development of a compact employment based commercial core, centred around the new station with significant community benefits. The planning proposal supports a mix of commercial office space and

locally serving retail to attract a range of employers to the precinct and meet the daily convenience needs of workers, commuters and nearby residents. Accessibility, convenience and quality commercial offices will attract high-value jobs, supporting the transition of Norwest Business Park into a mixed employment precinct as a strategic centre.

The desired outcome is an iconic development that provides a well-defined and recognisable centre at Norwest Station. Publicly accessible civic space will link through the site to Norwest Boulevard, the station and Brookhollow Avenue.

The proposal is consistent with the strategic intent of The Hills Corridor Strategy and the North West Rail Corridor strategy. However, the current planning controls do not permit this intent to be realised. Amending The Hills LEP 2019 will provide certainty for Council, the local community and the developer.

The proposed new planning controls are considered appropriate for the site and the best means of maximising the land use benefits of the new Norwest Metro Station.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Question 3 | Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Yes. The planning proposal is consistent with the objectives, actions and targets as outlined in the Greater Sydney Region Plan 2018 and the Central City District Plan. The consistency of the planning proposal with the relevant plans is considered as follows.

Greater Sydney Region Plan

The Greater Sydney Region Plan, A Metropolis of Three Cities 2018 (Region Plan), establishes the strategic direction for Sydney to 2036. The Region Plan is integrated with the *Future Transport 2056* plan and *Greater Sydney Services and Infrastructure Plan*. It promotes a 30-minute city where jobs, education, health facilities and recreation are accessible, by public transport, within 30 minutes of home.

The Greater Sydney Commission estimates that there are 32,400 jobs presently located within Norwest as of 2016. Norwest is identified as a strategic centre, with the plan indicating that strategic centres should have:

- High levels of private sector investment
- Flexibility, so that the private sector can choose where and when to invest
- Co-location of a wide mix of land uses, including residential
- High levels of amenity and walkability and being cycle friendly
- Areas identified for commercial uses, and where appropriate, commercial cores.

This planning proposal is consistent with all the above intentions for a strategic centre. Attracting investment, business activity and jobs in strategic centres across Greater Sydney increases access to a wide range of jobs, goods and services close to people's homes and supports the 30-minute city.

Table 17 provides an assessment of the consistency of the planning proposal with relevant objectives in the Region Plan.

Table 17: Consistency with Greater Sydney Region Plan

Objective	Consistency	Comment
Infrastructure collaboration and	Consistent	<p>The planning proposal aims to enable increased employment density and a component of residential adjacent to the new rail station. The proposed planning controls will enhance the utilisation of transport service and achieve a more sustainable modal split across the day.</p> <p>The proposed design demonstrates how future development would effectively integrate with the public domain around the station, enhancing pedestrian movement and influencing behaviour changes.</p>
Liveability	Consistent	<p>The planning proposal would enable the provision of, or contribute to, the delivery of social infrastructure to meet the needs of the existing and future community. The proposal will contribute to the changing character of Norwest as it transitions to a strategic centre. The location of homes and jobs close to public transport promotes liveability by reducing travel times and providing the potential for increased recreation and leisure time.</p>
Productivity	Consistent	<p>The planning proposal would increase productivity through the delivery of more, and a greater diversity, of jobs near a Metro Station.</p> <p>Approximately 38,304 sqm of commercial floorspace would be delivered accommodating 1,886 permanent jobs on the site. The residential component would enable people to live closer to jobs and contribute to the 30-minute city concept.</p>
Sustainability	Consistent	<p>It is recognised that access to high quality open space is becoming increasingly important as higher densities and compact development is changing urban environments. The planning proposal seeks to maximise the landscaped area on a site in the middle of a strategic centre next to a rail station and contribute to the public domain with provision of large public plaza spaces.</p>

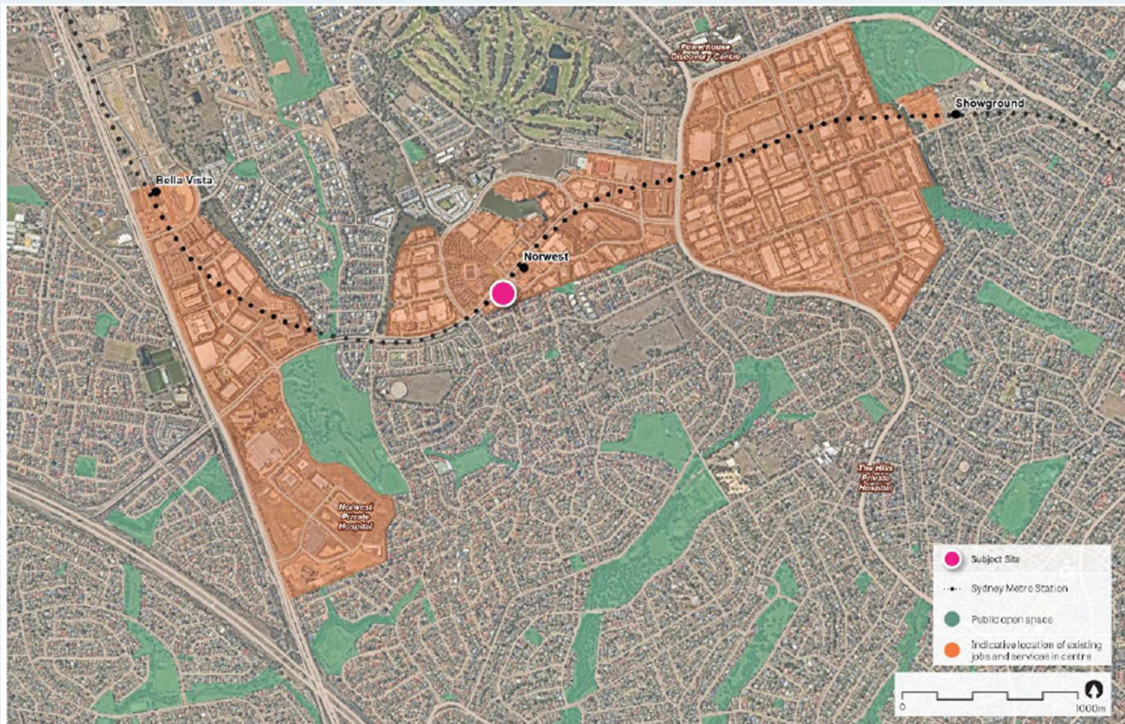
Central City District Plan

The Central City District Plan (District Plan) sets strategic directions and actions to implement the Region Plan. The District Plan seeks to maximise the land use benefits of major transport investments including Sydney Metro Northwest to support housing and jobs growth around new stations. Some of the station precincts in the Sydney Metro Northwest urban renewal corridor have been nominated as planned precincts, but Norwest is not one of these stations.

Norwest is identified in the District Plan as an established strategic centre. As at 2017, the District Plan identified that Norwest had 272,474 sqm of office space, making it the eighth largest commercial precinct in Greater Sydney (Central City District Plan p.58).

The District Plan states that the new station at Norwest will provide an opportunity to transform the traditional business park model into a transit-oriented, vibrant and diversified centre with higher employment densities and a mix of residential uses and supporting services. It anticipates that jobs in the Norwest centre will increase from 32,400 in 2016 to between 49,000 and 53,000 by 2036.

Figure 16: Indicative location of existing jobs and services within the Norwest centre



Source: Greater Sydney Commission, HillPDA

Table 18 considers the consistency of the planning proposal with the relevant components of the District Plan.

Table 18: Consistency with Central City District Plan

Objective	Consistency	Comment
INFRASTRUCTURE		
C1. Planning for a city supported by infrastructure	Consistent	The proposed planning controls would enable the alignment of residential and job growth with new infrastructure delivery. The proposal aims to maximise the utilisation of new transport infrastructure by creating more jobs and some living opportunities adjacent to the station. Commercial parking rates have been proposed to be reduced to influence travel behaviour and increase utilisation of the rail system. The built form and public domain have been designed to integrate with the pedestrian and cycle network and interface with the station.
LIVEABILITY		

<p>C3. Providing services and social infrastructure to meet people’s changing needs</p>	<p>Consistent</p>	<p>The design concept demonstrates the potential delivery of a public plaza, childcare centre and community co-working hub on site. These services are in response to the needs identified in the Social Impact Assessment report and are intended to meet the changing needs of the population.</p>
<p>C4. Fostering healthy, creative, culturally rich and socially connected communities</p>	<p>Consistent</p>	<p>The proposed planning controls aim to leverage the opportunity of being adjacent to the new Metro Station by providing significantly more jobs, social infrastructure and a residential component within 400 m. The incorporation of the convenience retailing, and hospitality uses, including the tavern, are intended to facilitate an evening economy, welcoming families and visitors into the strategic centre. The proposal intends to create a space that can be utilised not only by workers and residents on site, but to encourage greater social interaction and connection with the surrounding communities.</p>
<p>C5. Providing housing supply, choice and affordability, with access to jobs, services and public transport</p>	<p>Consistent</p>	<p>The proposed controls aim to enable a component of housing on the site which facilitates a broader diversity of housing, providing large apartments suitable for families and downsizers, adjacent the new Metro Station. The incorporation of some residential provision enhances the viability and density of commercial opportunity. This facilitates the opportunity to live, work and recreate in the one location.</p>
<p>C6. Creating and renewing great places and local centres, and respecting the District’s heritage</p>	<p>Consistent</p>	<p>The planning proposal aims to facilitate an employment-based development designed around a people friendly public realm and streetscape with a component of housing that further activates the place. The proposal is the subject of a competitive design process delivering a concept that recognises the commercial character of the precinct and would enable high-amenity built form.</p>
<p>PRODUCTIVITY</p>		
<p>C9. Delivering integrated land use and transport planning and a 30-minute city</p>	<p>Consistent</p>	<p>The proposed planning controls align with the strategic intent to deliver more jobs and housing closer to public transport. The proposal would aid the 30-minute city concept, increasing the density and diversity of employment within the precinct.</p>
<p>C10. Growing investment, business opportunities and jobs in strategic centres</p>	<p>Consistent</p>	<p>The planning proposal would increase the diversity and opportunity for business and employment in The Hills Shire. The planning controls would facilitate the delivery of approximately 38,304 sqm of commercial</p>

		floorspace, creating the capacity for approximately 1,080 net additional jobs beyond existing controls. The planning controls would cater to a diversity of jobs including hospitality, retail, social and professional services.
C12. Supporting growth of targeted industry sectors	Consistent	The planning proposal provides for an increase in commercial floorspace and employment opportunities that will respond to the local market. The community co-working hub concept aims to provide a space for start-ups and specialised industries that are more responsive to changing technologies.
SUSTAINABILITY		
No specific objective	Consistent	The planning proposal is for a high density form of urban development located in a strategic centre and adjacent to public transport infrastructure. This form of development is considered highly sustainable, providing the optimum outcome for social, economic and environmental sustainability. The proposal is particularly sustainable in its efficient use of transport infrastructure and in minimising the high carbon use and environmental impacts of travel demands and car use.

Question 4 | Is the planning proposal consistent with a council’s local strategy or other local strategic plan?

Yes.

The Hills LSPS is discussed in Question 1.

The ‘Hills Future’ Community Strategic Direction articulates The Hills Shire community and Council’s shared vision to 2026. It identifies values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. It is a direction that creates a picture of where The Hills would like to be in the future, how it will get there and how it will measure the effectiveness of the outcomes. The planning proposal is consistent with the Local Strategy and various relevant directions as outlined in Table 19.

Table 19: Consistency with Local Strategy and Directions

Strategy and Directions	Consistency	Comment
Centres Direction (2009) <ul style="list-style-type: none"> • Create vibrant centres that meet the needs of the community • Make centres more attractive places to visit 	Consistent	The planning proposal seeks to support the elevation of Norwest from a suburban business park into a higher order strategic centre. The mixed-use design concept integrates a commercial and residential outcome to support the viability of redevelopment and the strategic centre of Norwest.

<ul style="list-style-type: none"> • Make centres accessible to the community • Improve the functioning and viability of existing centres 		<p>The planning proposal would reinforce the hierarchy of Norwest as a strategic centre. It has been designed to meet the needs of the community by integrating diverse employment space and lifestyle uses.</p>
<p>Employment Lands Direction</p> <ul style="list-style-type: none"> • Accommodate the growth of a modern local economy to meet community needs • Enhance the attractiveness of the Shire for new business and visitors • Promote growth in local business and employment opportunities • Enhance the use and viability of existing employment lands • Plan for new employment lands • Encourage quality employment lands 	<p>Consistent</p>	<p>The planning proposal supports the transition of Norwest into a modern local economy with employment uses and a component of residential that support the evolving needs of the community. The design concept enables the provision of office suites and a community co-working hub to attract new business and support local businesses. The nature of the development provides an attractive space to work. It also supports greater self-containment, encouraging people to work and shop locally. The proposed planning controls would enable the viable redevelopment of the site to improve the quality and function of employment lands.</p> <p>The proposal exceeds the minimum FSR for commercial development proposed in The Hills Corridor Strategy of 2:1, with commercial components for the site set at 2.4:1.</p>
<p>Residential Direction (2008)</p> <ul style="list-style-type: none"> • Accommodate population growth • Respond to changing housing needs • Provide a sustainable living environment • Facilitate quality housing outcomes 	<p>Consistent</p>	<p>The planning proposal seeks to provide a component of residential contributing to diversity of housing choice and which assists in delivering the residential targets for The Hills on a site adjacent to major transport infrastructure. The proposal integrates community infrastructure and public plazas to encourage a sense of community and place. The competitive design process undertaken for the proposal aims to demonstrate an intent to deliver a high-quality design outcome.</p>
<p>Integrated Transport Direction</p> <ul style="list-style-type: none"> • Plan and manage the Shire's transport network to meet community needs. • Facilitate delivery of a cohesive transport network. • Promote and enhance sustainable travel choices. • Plan for an integrated transport network for new areas. • Encourage quality transport outcomes. 	<p>Consistent</p>	<p>The planning proposal seeks to enable a development outcome that integrates future development with the station precinct and facilitates greater utilisation of public transport dispersed across the day.</p>

Question 5 | Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes.

The planning proposal is consistent with the relevant SEPPs and SREPs as identified in Tables 20 and 21.

Table 20: Relevant SEPP and SREP consistency

Relevant SEPP		Comment
(Transport and Infrastructure) 2021	Consistent	Development adjacent to rail corridors will be addressed at the development application stage.
SEPP (Resilience) 2021	Consistent	A phase 1 site investigation submitted will be after gateway approval.
SEPP No.65 – Design Quality of Residential Flat Development	Consistent	See Table 21 below and the Urban Design Report presented under a separate cover.

Table 21: SEPP No.65 – Design Quality of Residential Flat Development principle compliance

Principle	Consistency	Comment
Principle 1: Context and neighbourhood character	Consistent	The development concept was established through a competitive design process with core intent to respond to the strategic position of the site and surrounding context. The design has evolved in response to maximising station address, limiting overshadowing through podium and slender towers and integrating the public domain to encourage continuous pedestrian linkages.
Principle 2: Built form and scale	Consistent	The built form is in line with the desired future character of the street and surrounding buildings, with heights and land use mix similar to that proposed on surrounding sites. The built form proposed elevates Norwest from a business park to a Strategic Centre, with the scale and height reflective of this long-term higher density intent.
Principle 3: Density	Consistent	The densities achieved in the design concept are consistent with the area's projected employment and residential population as outlined in the Central City District Plan and location adjacent the new Metro station. The design concept incorporates a childcare centre, public plaza and community co-working hub as a public benefit.
Principle 4: Sustainability	Consistent	The planning proposal is for a high-density form of urban development in a strategic centre adjacent to public

		<p>transport infrastructure, which is a highly sustainable form of development</p> <p>The concept design contributes positively to environmental, social and economic outcomes as outlined in Section C. The proposal is a sustainable development outcome as it supports a day and night-time economy. Green building design and solar orientation has been prioritised to enhance the liveability and sustainability outcomes.</p>
Principle 5: Landscape	Consistent	The concept design effectively integrates built form with landscape features. The concept encourages social interaction through the public plaza design and communal landscape roof terraces.
Principle 6: Amenity	Consistent	The concept design provides an attractive development option that is intended to complement future surrounding development. The distribution of uses, design articulation and ground level activation are all proposed to enhance amenity and optimise the useability of space.
Principle 7: Safety	Consistent	Quality public and private spaces are provided that maximise opportunities for passive surveillance and safe pedestrian movement corridors. The mixed-use proposition enhances the extent of activation both during the day and in the evening, delivering a safer and more family friendly environment.
Principle 8: Housing diversity and social interaction	Consistent	The residential component of the proposal design proposal achieves a mix of apartment sizes to cater to the diverse living needs of The Hills population. The apartment layouts have been designed on the larger side to attract families and more owner occupiers. Communal spaces and facilities are integrated into the design concept to encourage social interaction and enhance community cohesion.
Principle 9: Aesthetics	Consistent	The concept design achieves a built form that has good proportions and a balanced composition of elements. Design excellence is demonstrated through the highly articulated facades, slender tower design that responds to sun angles and integration of podiums with activated communal spaces.

For a detailed analysis of compliance against the Apartment Design Guide, refer to the Urban Design Report.

Question 6 | Is the planning proposal consistent with Ministerial Directions (s.9.11 local planning directions)?

Yes.

The planning proposal has been assessed against the relevant Section 9.11 Directions and is consistent with the relevant matters, as outlined in Table 22.

Table 22: Assessment against relevant Ministerial Directions

Ministerial Direction objective	Consistency	Comment
<p>1.1 Business and Industrial Zones</p> <p>The objectives of this direction are to:</p> <p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified centres.</p>	Consistent	<p>The proposal is consistent with Clause 4 in the following ways:</p> <ul style="list-style-type: none"> • Provides growth and employment in a strategic centre adjacent to public transport infrastructure • Increases employment floorspace and number of jobs on the site • Supports the viability of Norwest strategic centre into the future • Is in accordance with the Region and District Plans which have provisions for productivity focused in centres and for a mix of uses including some housing in the centre.
<p>3.1 Residential zones</p>	Consistent	<p>The proposal is consistent with Clause 4 as it:</p> <ul style="list-style-type: none"> • Broadens the choice of building types and locations available in the housing market • Makes more efficient use of existing infrastructure and services • Reduces the consumption of land for housing on the urban fringe • Is of good design.
<p>3.4 Integrating land use and transport</p> <p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and</p>	Consistent	<p>The proposal is consistent with Clause 4 in the following ways:</p> <ul style="list-style-type: none"> • Provides high-density development adjacent to public transport infrastructure including the metro and bus route • Is in a strategic centre • Complements the existing pedestrian and cyclist network by providing a walkable development.

<p>the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>		
<p>5.9 North West Rail Link Corridor Strategy</p> <p>The objectives of this direction are to:</p> <p>(a) promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL)</p> <p>(b) ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.</p>	Consistent	<p>The proposal is consistent with Clause 4 as it promotes transit-oriented development and is consistent with the proposals set out in the NWRL Corridor Strategy.</p> <p>It assists in delivering the growth projections of the strategy.</p>
<p>5.10 Implementation of Regional Plans The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p>	Consistent	<p>The planning proposal is consistent with and implements the objectives and Clause 4. In line with the Region Plan, it supports the transition of the precinct from a business park into a strategic centre.</p>

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

Question 7 | Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or habitats, will be adversely affected as a result of the proposal?

There are no known critical habitats or threatened species on the site or its surround that will be adversely affected.

Question 8 | Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The environmental planning issues associated with the planning proposal and intended development outcome are as follows:

- Urban form and character
- Visual landscape
- Public domain
- Relationship with surrounding development

- Traffic
- Heritage
- Vegetation
- Water management
- Energy efficiency
- Environmental hazards
- Environmental sustainability.

Urban form and character

The planning proposal will transform the urban form and character of development on the site from a medium density commercial business park to a high-density employment based urban development form with a mix of uses. This is consistent with the elevation of Norwest from business park to a strategic centre in government planning strategies and is consistent with other planning proposals and approved developments on nearby lands at Norwest.

The density and scale of intended development in the planning proposal is suitable for the central location of the site in Norwest strategic centre adjacent to the Sydney Metro Northwest rail station. The concept design demonstrates a built form that transitions to lower heights from the rail station to surrounding residential areas.

The urban design concept for the subject site has been the subject of a competitive design process and exhibits design excellence and an optimum outcome in urban form, functionality and amenity. The proposed uses are proposed as the optimum outcome for the subject land and its context in terms of delivering the best social, economic and environmental outcomes.

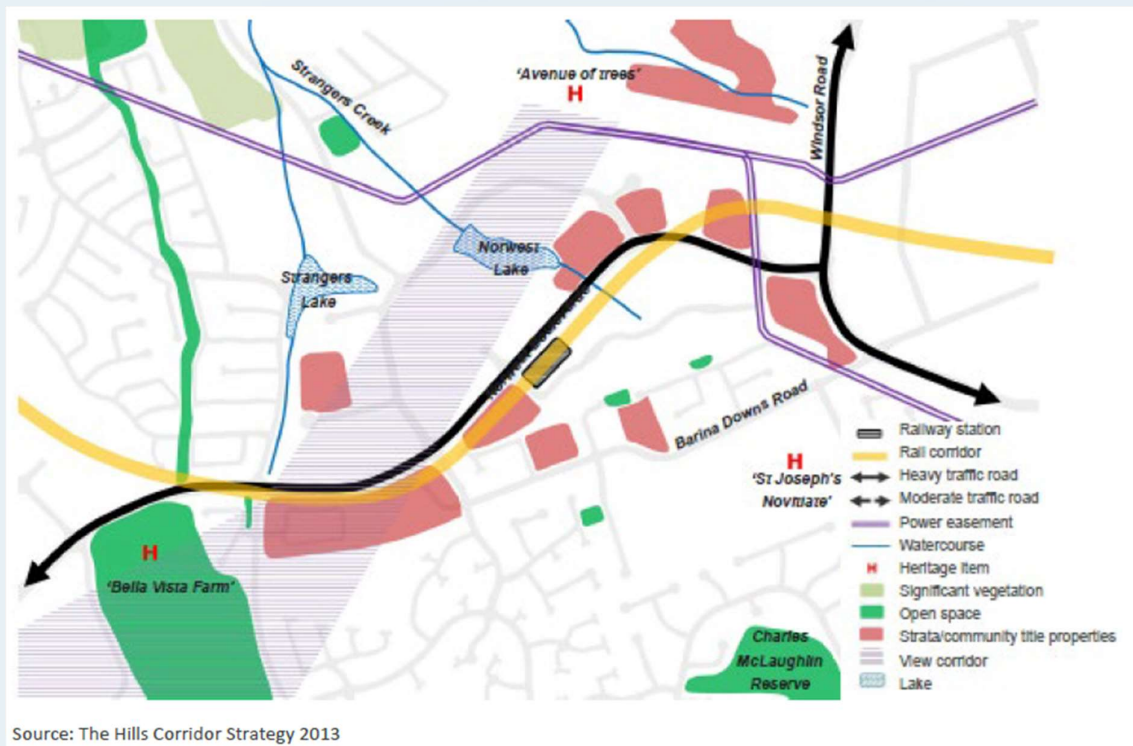
Visual landscape

The Hills Corridor Strategy establishes a view corridor from Bella Vista Farm House. The corridor is to the west of the site (Figure 17).

The subject Planning Proposal for 34-46 Brookhollow Ave is in the same view line from Bella Vista Farm as the Landcom Planning Proposal approved by Council for high rise development on the adjacent land at 25-31 Brookhollow Ave next to the rail station. It will therefore have no more significant impact on view lines from Bella Vista Farm than the approved Landcom proposal.

The planning proposal will not impact on the view corridor as shown in Figure 17.

Figure 17: Norwest constraints



Source: The Hills Corridor Strategy 2013

Public domain

The urban design concept prepared by PBD Architects in the planning proposal includes a high-quality public domain at ground level and a series of common open spaces for workers and residents throughout the development that has been subject to a competitive design process to deliver design excellence in the public domain.

The public domain, at ground level in the urban design concept, includes plaza spaces and streetscapes that have active retail and commercial use frontages. This includes a public plaza space area located on the eastern side of the site adjacent to the rail station and functions as a public spill out area complementing the rail station. The public domain areas have a high level of pedestrian accessibility, weather protection, activation, amenity, design aesthetic, passive surveillance and safety.

The urban design concept also includes a series of common open spaces for workers and residents throughout the development, to provide amenity for workers and residents at the site. Several popular community focused land uses are also included in the urban design concept including co-working hub, childcare and pool.

The public domain and landscaping components will provide substantial of public open space, amenity and recreation areas at ground level, including:

- 3,800 sqm of soft landscaping, including 3,205 sqm of deep soil area
- 1,870 sqm of landscape paving
- 7,250 sqm of public open space, including 3,880 sqm for the public plaza
- 1,190 sqm of common open space.

Podium roof terraces will also make a significant contribution to the public domain including:

- 1,570 sqm of soft landscaping

- 950 sqm of landscape paving
- 2,420 sqm of common open space.

Relationship with surrounding development

Norwest Marketown and Hillsong Church to the north

To the north of the subject land on the opposite side of Norwest Boulevard is Norwest Marketown shopping centre and The Hillsong Church.

Norwest Marketown shopping centre site to the north of the site is the main retail centre at Norwest and is the subject of development plans for high-density mixed-use development. The planning proposal for the subject land is generally consistent and compatible with the scale and density of development envisaged for the Norwest Marketown shopping centre site. The planning proposal for the subject land includes commercial land uses being predominantly office uses, and a relatively small amount of convenience retail uses that complement and do not compete with the role of Norwest Marketown as the primary retail centre at Norwest. The proposed retail premises in this planning proposal are aimed at being convenience retailing for workers and residents on the site and for pedestrians using the adjacent Norwest rail station.

The Hillsong Church property is located to the north and has a large separation distance from the subject land including across the four lane Norwest Boulevard classified road. The planning proposal will not have any unreasonable adverse impact on The Hillsong Church property in terms of views, visual and acoustic privacy, solar access or traffic due to the substantial separation distance.

Norwest rail station to the east

The planning proposal provides for an appropriate scale and density of development for the efficient use of the adjacent Metro rail station at Norwest. The planning proposal urban design concept for the subject site includes ground level public plaza spaces, pedestrian access paths and convenience retail uses next to the rail station, providing convenience facilities for rail users that complement the rail station.

The planning proposal for commercial and residential use provides for the most efficient use of rail services. It provides for high level of patronage of rail services with passengers both coming in and going out throughout the day, including in morning and afternoon peak times on weekdays.

The planning proposal urban design concept for the development of the site avoids the rail tunnel travelling under the site. Future planning and design stages for the development concept in this planning proposal would include structural engineering investigations and solutions to ensure the structural integrity of the rail tunnel.

Residential zone to the south and west

The residential area adjacent to the south of the subject land is currently zoned R3 Medium Density Residential, comprises mainly of low density detached houses, and is earmarked for increased density in planning strategies.

The urban design concept plans for the development of the site in this planning proposal illustrated in the appended Urban Design Report by PBD Architects includes the following principal design measures to respect the adjacent residential zone to the south:

- Positioning of lower rise four storey buildings with 15 m landscaped setback along the southern side of the site adjacent to the residential zone

- Position of western residential building from the western boundary with setbacks between 6 and 9 m
- Positioning of taller tower buildings on the northern side of the site at the furthest possible distance from the residential zone to the south
- Slender tower forms with large separation distances allowing for daylight and sunlight penetration that have been shaped and angled to maintain direct sunlight access standards for dwelling houses to the south
- Towers reduce in height as they move farther from the rail station and closer to existing residential areas, establishing a transitional interface
- No vehicular access or traffic connections directly to residential streets to the south
- A minimum of four hours direct sunlight access is maintained to at least 50% of the outdoor private open space in all residential properties to the south in accordance with The Hills DCP guidelines as demonstrated in the solar access and analysis diagrams in the appended Urban Design Study
- Compliant boundary setbacks for visual and acoustic privacy in the Apartment Design Guide are achieved.

Heritage

There is no item of heritage significance located on the site or nearby the site that will be significantly impacted by the planning proposal.

Traffic and parking

Stantec has undertaken an assessment of traffic and parking in the appended Transport Assessment. The Stantec report investigates the most appropriate car parking provisions for the anticipated transport requirements of future residents, employees and visitors. It strikes a balance between more aggressive limited parking provisions across Sydney and the higher rates specified in The Hills DCP. The approach also recognises that the historical reliance on travel by private vehicle will likely significantly change over coming years with the Sydney Metro Northwest reducing car use on sites around the rail stations.

Table 23: Proposed parking rates consistent with The Hills LGA station precincts

Land use	Car parking rate	Comments on parking rate
Commercial office	1 space per 80 sqm	Consistent with Bella Vista station precinct parking rates
Retail	1 space per 50 sqm	
Residential		
Visitors	1 space per 5 apartments	Consistent with The Hills LEP parking rate for station precincts
1-bedroom unit	1 space per apartment	
2-bedroom unit	1 space per apartment	
3-bedroom unit	2 spaces per apartment	Consistent, with 1 additional space per 3-bedroom apartment compared to The Hills LEP parking rate for station precincts

Source: Stantec (2023)

The planning proposal could potentially generate around 320 vehicle trips in the weekday morning and afternoon, or a net increase of approximately 216 to 232 vehicle trips in any peak hour over the existing development. The AM peak hour would generate an additional 147 inbound vehicle trips and 69 outbound trips over the existing development, while the PM peak hour would generate an additional 113 inbound vehicle trips and 119 outbound trips. This represents a more balanced and significantly less 'tidal' traffic flow in the peak directions inbound in the morning and outbound in the afternoon due to the residential component and compared to the traditional commercial nature of the site and the broader Norwest area.

Existing traffic conditions in Norwest are not representative of future conditions. As such, an assessment based on current conditions and intersection configurations would not provide meaningful results to inform the planning proposal. It would not take into consideration any shift in travel behaviour of the existing and future workforce and residents or other forecasted growth in the area. It is understood that transport agencies are in the process of completing modelling for the area to understand future traffic conditions, with the applicant and other landowners also committed to collaboration in this regard.

Water management

A stormwater management plan that manages the quantity and quality of water on the site and in future development under the planning proposal would be prepared at a future stage of the planning process either later in the planning proposal stage or at Development Application stage.

Water use efficiency would be required in the future development of the site with residential component needing to meet BASIX regulation water targets and commercial components meeting the guidelines in The Hills DCP.

Energy efficiency

The proposal for high-density development in a strategic centre adjacent to public transport infrastructure is an energy efficient form of urban development by minimising travel demand and the high energy use associated with transport use and private vehicles.

Energy use efficiency would be required in the future development of the site with residential component needing to meet BASIX regulation water targets and commercial components meeting the guidelines in The Hills DCP.

Vegetation

There is no vegetation of significant known biodiversity value on the site. Existing trees along the southern boundary of the site would be retained where practicable or replaced in the development of the site under this planning proposal.

Environmental hazards

There are no known environmental hazards on the site or surrounding lands related to the planning proposal.

Environmental sustainability

The planning proposal is for a high-density form of urban development with a number of land uses in a strategic centre adjacent to public transport infrastructure which according to government planning strategies is a highly sustainable form of development providing the optimum outcome for the subject land in terms of social, economic and environmental sustainability. The proposal is particularly

sustainable in efficient utilisation of public transport infrastructure and minimising the high energy use and environmental impacts of travel demands and car use.

The future urban development of the site under this planning proposal would be required to meet contemporary high standards of environmental performance relating to building materials and construction, waste management, water and energy use to be demonstrated in a future Development Application.

Question 9 | Has the planning proposal adequately addressed any social and economic effects?

Yes.

The planning proposal is accompanied an Economic Impact Assessment prepared by HillPDA and a Social Impact Assessment also prepared by HillPDA. Key findings are summarised below.

Economic effects

The proposed development would provide additional retail, commercial, entertainment and employment uses on the site. The additional development on the subject site would encourage Norwest to grow and provide impetus for further investment. These outcomes align with the goals and directions of the Greater Sydney Region Plan, Central City District Plan and Norwest Station Structure Plan.

The proposed development would provide approximately 2,150 more jobs than the existing uses. At an employment FSR of 2.4:1 it will provide approximately 1,086 more jobs than could potentially be delivered under the current controls. This is a significant contribution to the 16,600 additional jobs targeted for Norwest in the District Plan to 2036. Furthermore, the proposed commercial component will more than meet the minimum 2:1 FSR of employment floor space recommended in the structure plan for Norwest.

The Region and District Plans give impetus to the need to create housing and employment opportunities. The Plans also emphasise the need to increase the productivity of Central City through growth and investment support. Meeting this need requires increased housing in centres, close to centres and close to public transport. Evidently the planning proposal will contribute to providing additional housing stock within proximity to the Metro rail station on the Sydney Metro Northwest corridor, for example by:

- **Construction jobs**
 - Construction is estimated at \$290 million. This is likely to facilitate the creation of around 703 jobs years directly in construction on site.
 - A further 1,943 job years across Australia would be generated through production and consumption-induced impacts.
- **Employment**
 - Post construction, the employment uses on site would provide over 1,886 jobs approximately 1,080 more jobs than currently provided and approximately 1,136 jobs more than its potential under the current The Hills LEP 2019 controls.
- **Gross value added**
 - The Gross Value Added (GVA) of the current use on site is estimated to be \$43.6 million. Development will provide for land uses contributing \$264 million every year to the economy (measured in 2019 dollars), 6-fold increase over the current uses. This further

equates to approximately \$165 million more than if the site was developed to its maximum allowable floor space under the current The Hills LEP 2019 controls every year.

- Increased expenditure
 - New residents and workers would generate expenditure on local retail and commercial goods and services thereby contributing to their viability of existing and future businesses. Expenditure on retail goods and services generated by the residents on site will amount to \$2.9 million per annum (\$2019).
 - Workers on site are likely to spend a further \$6.6 million every year on goods and services in the Norwest Business Park.
- Increased housing supply
 - The Central City District Plan projects that the LGA would require an additional 8,550 dwellings over a five-year period from 2016. This equates to an additional 1,710 dwelling per annum. The planning proposal will contribute to meeting these targets through delivering 58 new residential apartments in a highly sought-after location.
- Other impacts:
 - Providing more choice in the range of housing options suiting a wide variety of household types, including apartment living will also promote a more diverse community which is arguably more sustainable in the long term.
 - Apartments also offer a more affordable housing alternative to detached housing and will contribute to housing affordability.
 - Provide direct support for key workers in the LGA by providing five apartments as affordable key-worker housing.
 - The presence of the train station at Norwest, together with bus services, provide genuine alternatives to private motor vehicles for local residents and workers to access jobs, shops and services thereby improving transport safety and sustainability.
 - Consistency with the ‘transit oriented development’ planning principle to increase densities near public transport services thereby reducing private motor vehicle dependency.
 - Provision of a development with the benefits of transport sustainability, live/work synergies, improved work-life balance with jobs closer to home, attraction of high-profile businesses and the delivery of a high-quality working and living environment with community benefits through the provision of public spaces and community facilities.

Social impacts

HillPDA has undertaken an assessment of the Norwest community’s demographic characteristic in order to understand how the planning proposal may impact on the community. The area in which the planning proposal relates is primarily an employment area and the existing resident population comprise mainly working families. Apartment dwellers in The Hills Shire are generally younger families.

The Norwest area is set to experience significant population and employment growth driven by the delivery of the new Sydney Metro Northwest. This growth has been identified in strategic plans for the area.

The potential social impacts to arise from the proposal have been assessed and found to be very low and low in scale and intensity. The high-quality design and inclusion of social infrastructure will create

a modern, highly accessible state of the art employment and residential precinct. The assessment found that there are numerous positive social impacts likely to arise from the planning proposal including:

- The delivery of homes and jobs in a highly accessible location close to services
- Increased housing diversity including an increase in the supply of more affordable dwellings for couples and young families
- The provision of community facilities on site, including a childcare centre and civic space, and the ability to contribute to the pedestrian and cyclist improvements in the surrounds
- Employment growth and the potential to catalyse the revitalisation of Norwest
- The potential to reposition Norwest as a modern workplace with a stimulating day and night-time economy.

An audit of the existing social infrastructure has been compiled to determine the capacity for existing infrastructure to accommodate population growth arising from the planning proposal. The audit indicated:

- There is a lack of open space, retail and community/cultural facilities in the area – in response to this finding, the proposal includes considerable informal public space, ground floor convenience retail a highly accessible location and a proposal for a community co-working hub to support small business and work from home residents.
- Many of the childcare centres in the area have been found to be operating at or near capacity – in response to this finding, a 100-place childcare centre has been included into the proposal.
- The proponent is committed to contributing to planning improvements to the public domain, pedestrian and cycle network, as specified in The Hills Corridor Strategy, to ensure the proposal is connect with the existing community.

Overall, the negative impacts of the planning proposal can be successfully managed with the implementation of mitigation measures. The planning proposal would have an overall benefit to the social and economic environment of Norwest and The Hills Shire.

SECTION D - STATE AND COMMONWEALTH INTERESTS

Question 10 | Is there adequate public infrastructure for the planning proposal?

There is adequate public infrastructure for the proposal as outlined below:

- **Public transport:** the Sydney Metro Northwest is a new service that commenced operation in May 2019 providing turn up and go rail services to an area that currently relies largely on car travel. Bus services also run along Norwest Boulevard with connections to other major centres.
- **Classified roads:** the site adjoins Norwest Boulevard which is a classified road. There have been recent upgrade works along Norwest Boulevard to accommodate the station development. Vehicle access is proposed off Brookhollow Avenue, with access excluded directly off Norwest Boulevard. The internal vehicle access arrangement provides for vehicle queuing all on site. An assessment of the traffic implications for Norwest Boulevard needs to be subject to broader modelling by transport authorities that takes account of travel on the new Sydney Metro Northwest rail service and associated reductions in car travel in the area.

- Education facilities: the SIA assessed the capacity of existing education infrastructure and found that it can accommodate the increase in demand that would result from the planning proposal
- Health services: the SIA assessed the capacity of existing health infrastructure and found that it can accommodate the increase in demand that would result from the planning proposal
- Utility services: the site is already developed, and all utilities are available to the site.

The proposal is accompanied by a commitment to contribute to the cost of infrastructure improvements including traffic lights, cycle and pedestrian network improvements as identified in The Hills Corridor Strategy.

The need for the planning proposal has been generated by the new Sydney Metro Northwest service. The proposal is consistent with strategic intent of planning for Norwest strategic centre and the rail corridor, which seek to encourage a concentration of employment and residential uses at rail stations.

Overall, the site has excellent access to public infrastructure.

Question 11 | What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Consultation with Commonwealth public authorities is not required for this planning proposal. Once the proposal has progressed beyond Gateway, relevant State authorities will be consulted if required.

PART 4 - MAPPING

This planning proposal seeks to modify The Hills LEP 2019 maps as set out below.

The modifications include:

- Additional permitted use map (site added)
- Height of buildings map (changes as shown)
- Floor space ratio map (changes as shown)
- Floor space ratio incentive map (site added as 3:1)
- Key sites map (site added as Area M).

Figure 18: Proposed additional permitted uses map



Figure 19: Existing height of buildings map

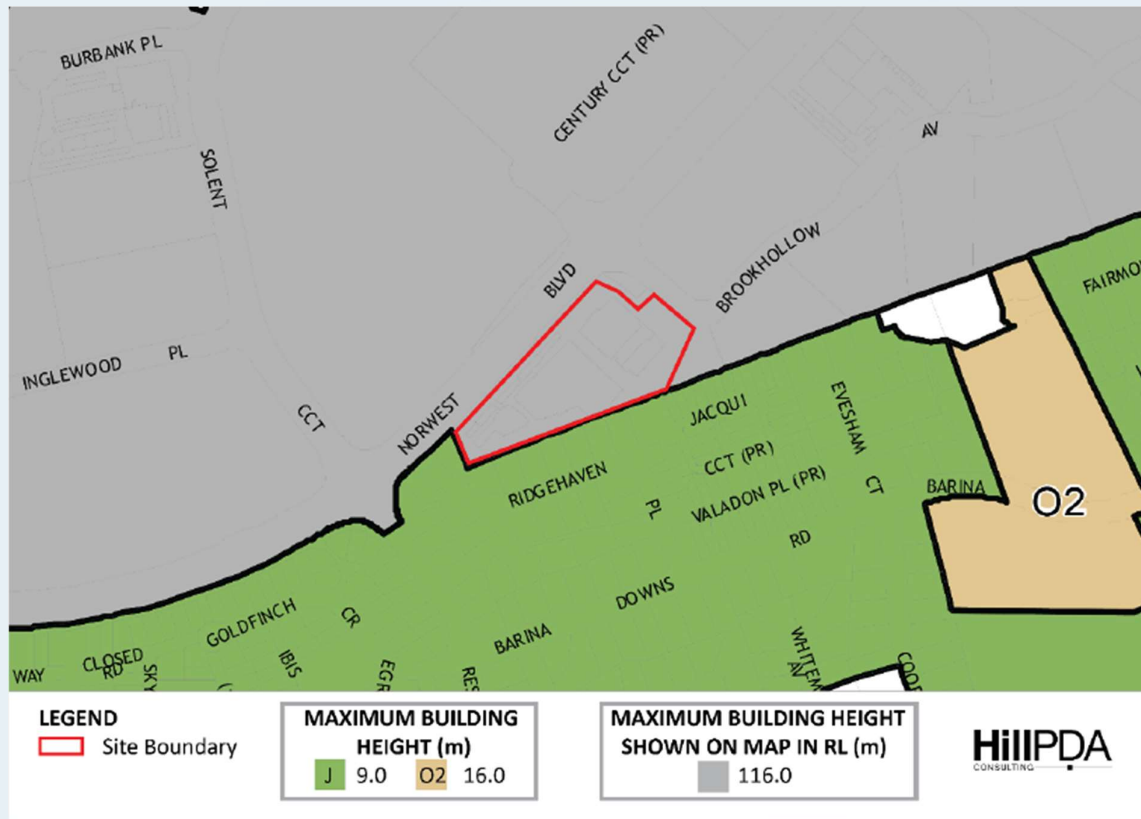


Figure 20: Proposed height of buildings map

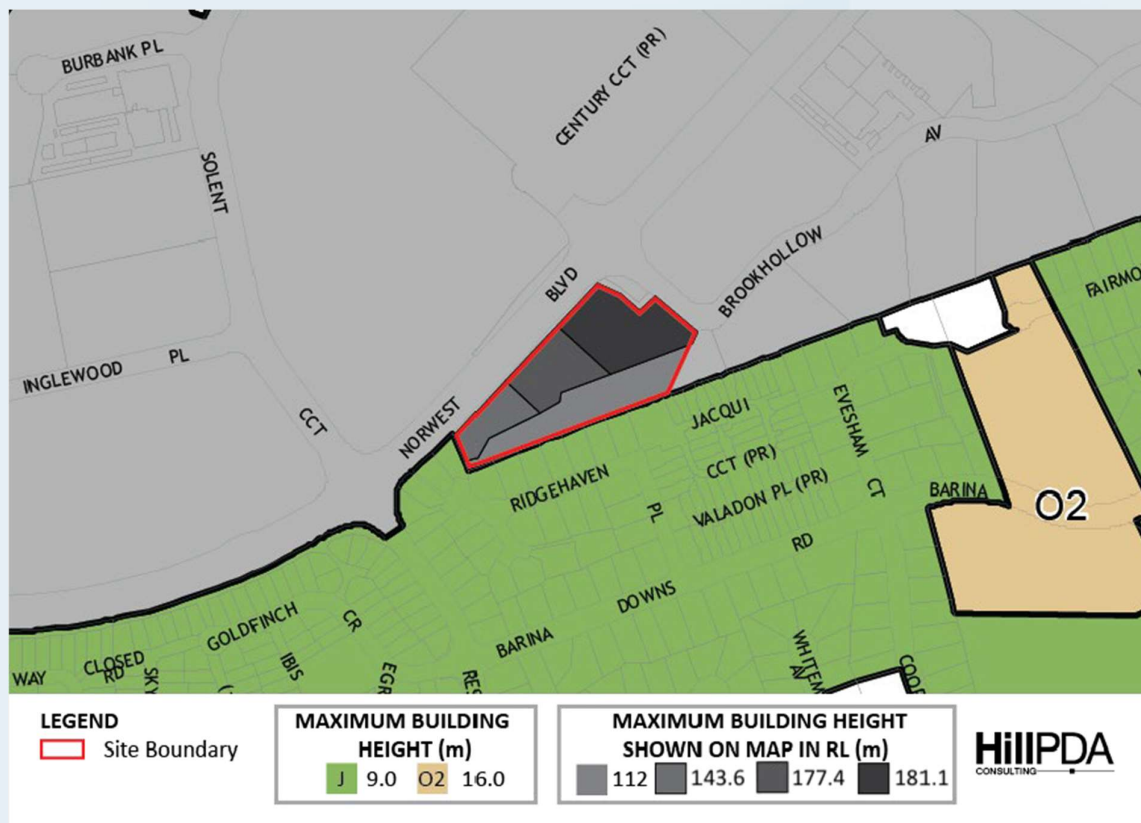


Figure 21: Existing FSR map

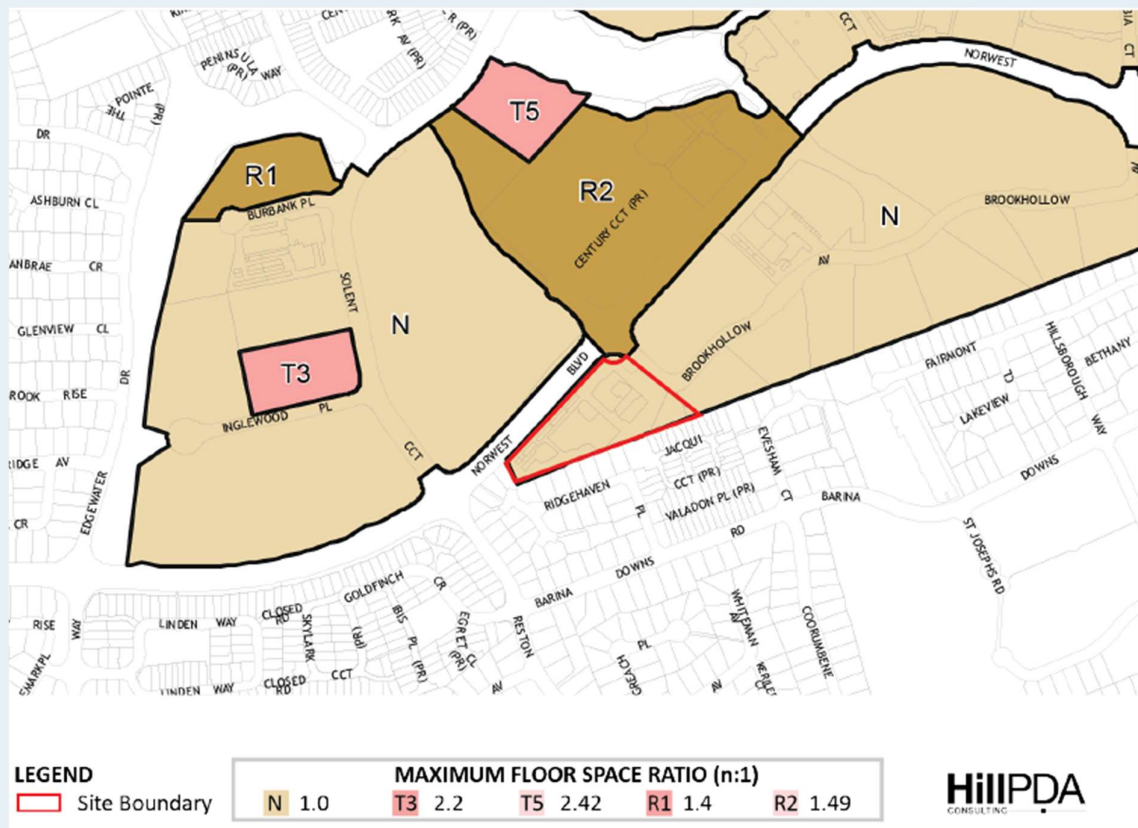


Figure 22: Proposed FSR map

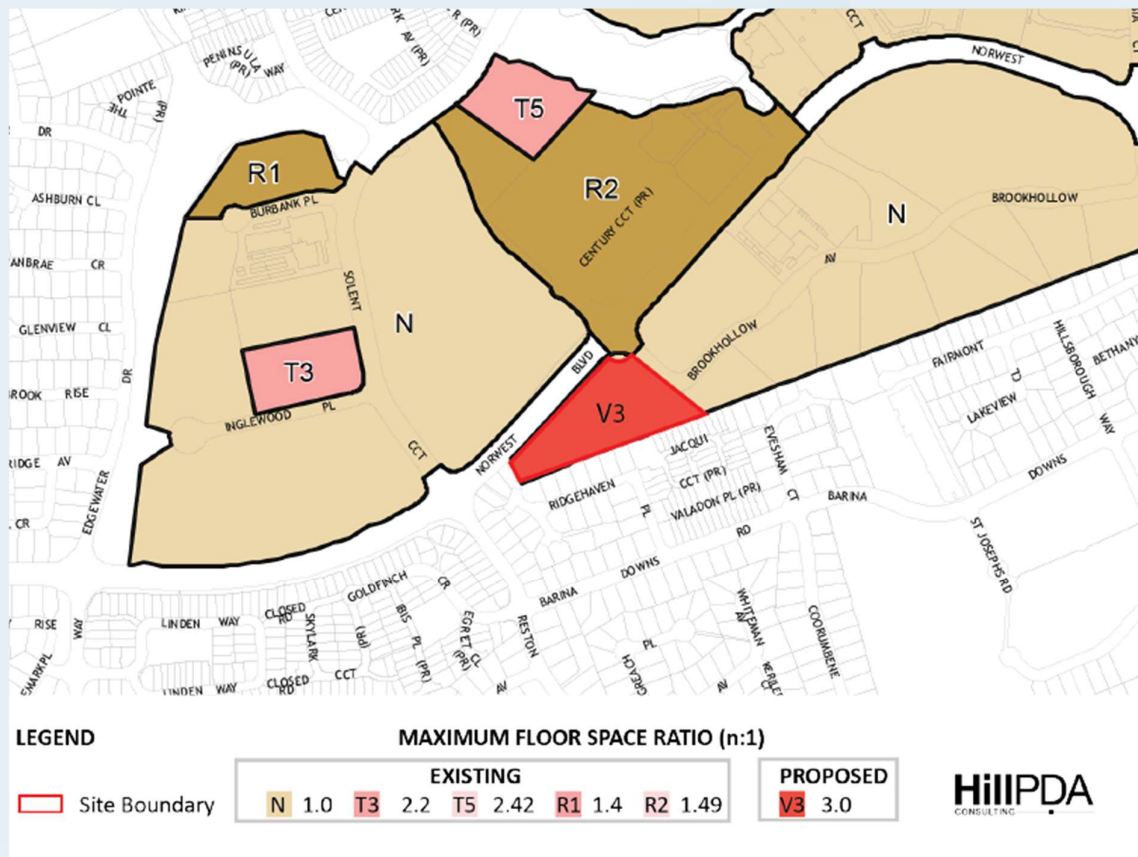


Figure 23: Proposed floor space ratio incentive map

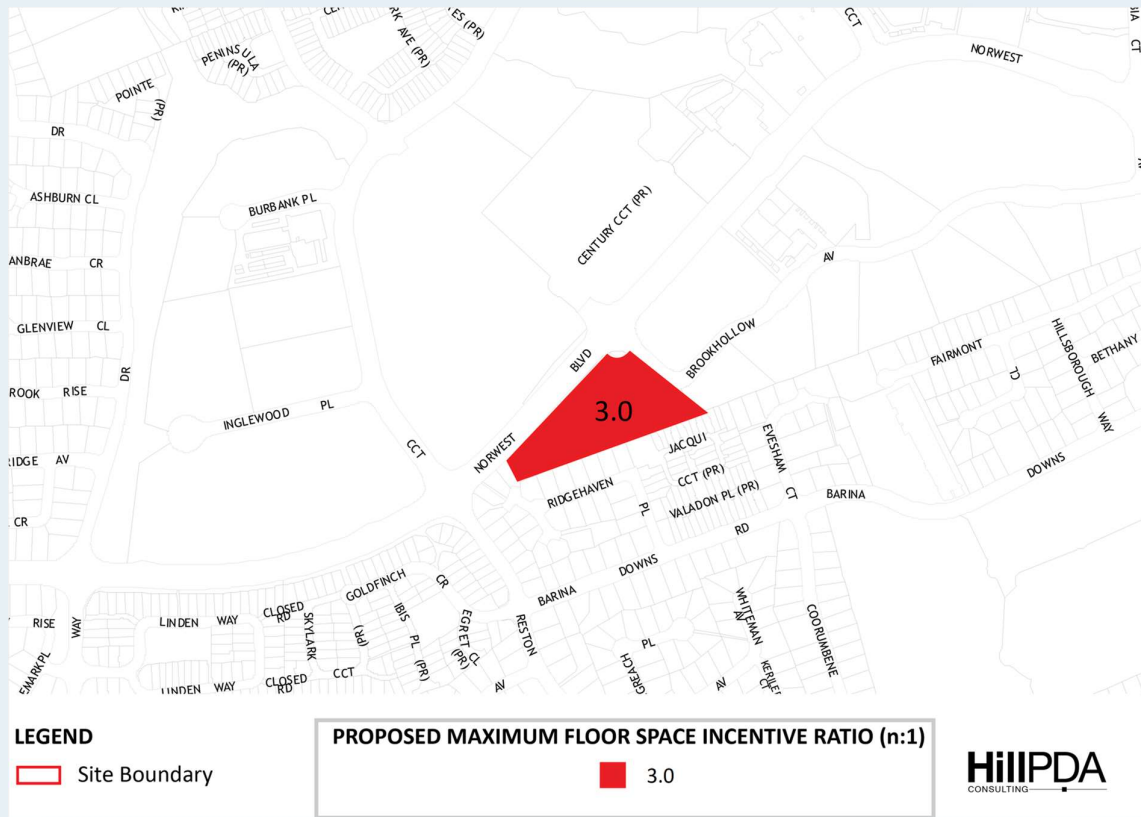
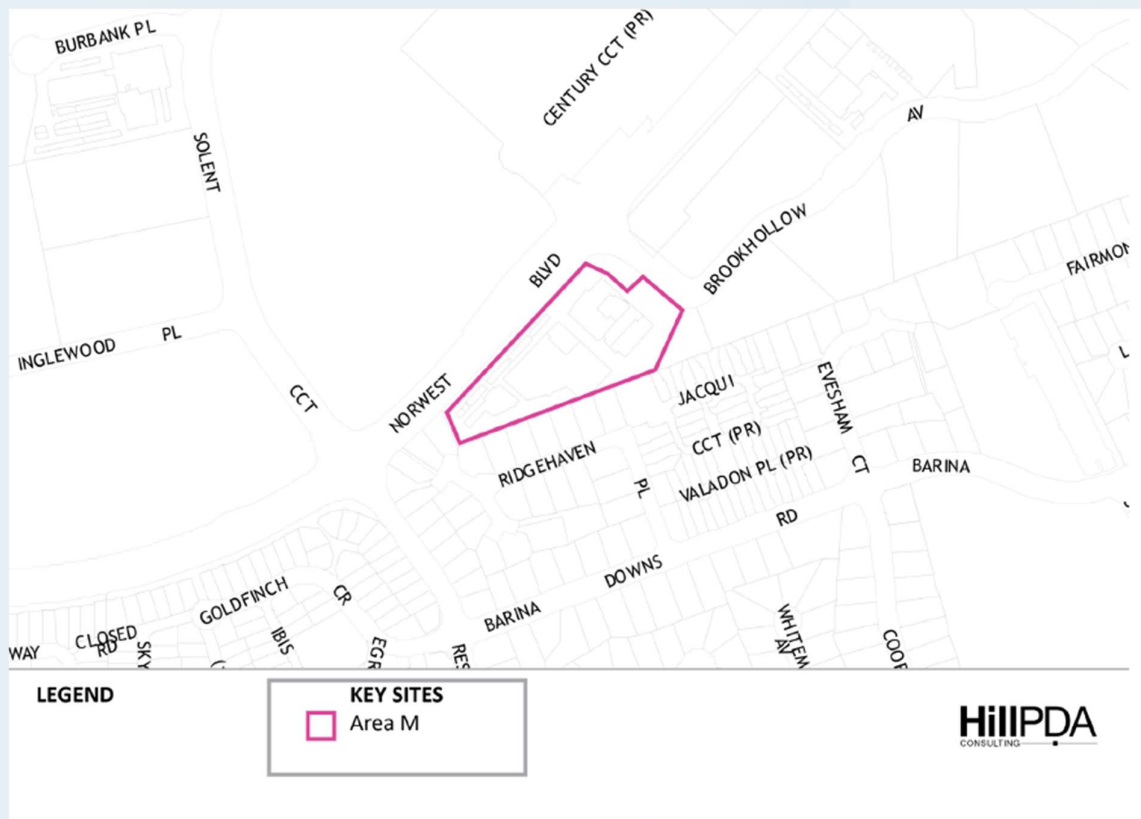


Figure 24: Proposed key sites map



PART 5 - COMMUNITY CONSULTATION

Significant Council consultation has been undertaken, with revisions prepared based on feedback from Council staff and Councillors. It is expected that Council consultation will continue during the Planning Proposal process.

Further consultation will occur as the planning proposal progresses through the assessment process.

Community consultation will occur prior to any approval being granted by the Minister or Secretary. The notification and consultation process will be initiated after the Section 3.33 submission has been sent to the Department.

HillPDA has been advised that Council's consultation methodology will include, but not be limited to:

- Forwarding a copy of the planning proposal, the gateway determination and any relevant supporting studies or additional information to State and Commonwealth Public Authorities identified in the gateway determination
- Giving notice of the public exhibition in the main local newspaper
- Exhibiting the planning proposal in accordance with the gateway determination, which is anticipated to require an exhibition period of at least 28 days duration
- Exhibiting the planning proposal pursuant EP&A Act Schedule 1, and all supporting documentation at Council's Administration Centre and on Council's website
- Notifying of the planning proposal's exhibition on Council's website, including providing copies of the planning proposal, all supporting studies and additional information and the gateway determination
- Notifying affected landowners and adjoining landowners where relevant
- Any other consultation methods deemed appropriate for the proposal.

PART 6 - PROJECT TIMELINE

A potential timeframe for the planning proposal to take effect will be influenced by Council. An indicative timeframe is provided below.

Milestone	Indicative timeframe
Planning proposal submitted to Council	July 2023
Council officer's assessment	September 2023
Planning proposal to DPE	November 2023
DPE assessment	February 2024
Gateway Determination	April 2024
Pre-exhibition agency consultation (if required)	May 2024
Post gateway revisions and additional information if required	July 2024
Public exhibition	August 2024
Consideration of submissions and report to Council meeting	October 2024
LEP Finalisation	December 2024
Gazettal	February 2025

CONCLUSION

The planning proposal for an amendment to The Hills LEP 2019 relating to 34-46 Brookhollow Avenue, Norwest is to allow for an employment based development with increased building heights and density and an additional residential component, subject to meeting certain key incentive planning requirements and development outcomes.

The planning proposal has been amended to address Council's concerns with the previous proposal and in particular concerns with the previous mixed use zoning and buildings, extent of building height and FSR increases, proportion of residential use higher quality open space, compliance with the Apartment Design Guide and Council controls, increased public benefits and need for greater certainty in design outcomes.

The amended planning proposal addresses these concerns by retaining the values of the former B7 Business Park zone as found in the current SP4 Enterprise zone, lowering the building heights and FSR, no mixed use buildings, minimising the residential component improving the amenity of open space, demonstrating compliance with Apartment Design Guideline and Hills DCP provisions, an affordable housing component and including incentive controls to achieve certainty in development outcomes. Commercial FSR remains the same as the original proposal, allowing for the realisation of the employment benefits associated with it.

The planning proposal has strategic planning merit and is justified in the following respects:

- It is consistent with the objectives and directions in planning strategies of the NSW Government and The Hills Shire Council for the growth and development of Norwest as a strategic centre and providing additional new employment with over 1,886 permanent jobs on site and homes in walking distance of the new Metro station
- There is a need for the planning proposal to achieve strategic planning objectives and sustainable development outcomes at Norwest, attract investment for businesses and jobs growth, realise the strategic potential of the site, and make efficient use of adjacent public transport and infrastructure
- It will allow the development of a vibrant precinct offering commercial employment and community uses, along with a high amenity public domain, that will be activated by an immediate residential population to provide the optimum mix of social, economic and environmental outcomes
- It will provide modern commercial offices to attract high calibre businesses to Norwest strategic centre and support jobs growth with over 1,886 jobs on site that will contribute to economic productivity and employment, and respects environmental attributes
- It delivers a high-quality public domain and landscape amenity including public plaza space that complements the adjacent rail station
- It will provide some additional housing choices consistent with The Hills units mix and sizes suited to the demands of a growing population at a capped density that is appropriate for its location and offering access to infrastructure and services
- It complements the role of Norwest transitioning from a traditional business park to a strategic centre

- It supports the governments investment in transport infrastructure, utility services infrastructure and expands the social infrastructure available to the adjacent urban area
- It proposes the same zoning and comparable development standards as other sites at Norwest and locations with new Metro stations
- It will provide car parking to meet the demands of the development based on car parking rates consistent with other rail station precincts in the Hills LGA
- It respects the adjacent residential zone to the south by providing a minimum 15m landscaped boundary setback, low rise 4 storey buildings on the south side of the site, and maintaining a minimum 4 hours of solar access to every residential property to the south consistent with The Hills Council DCP controls
- It meets or exceeds Apartment Design Guideline standards, with western setbacks of between 6 and 9 metres
- It will not have an unreasonable impact on the visual landscape, biodiversity, water resources, aboriginal heritage, energy efficiency, waste, air quality or natural resources in the locality
- It achieves design excellence in urban form through a competitive design process
- It is a viable project with positive economic effects in generating employment growth in Norwest, providing a childcare centre and community co-working hub, and contributing to housing supply and choices to meet demand, easing pressure on house prices and affordability.

Given the above strategic planning merits, Council is requested to forward the planning proposal to the Minister for Planning for a gateway determination in accordance with Section 3.34 of the EP&A Act to enable the Proposal to proceed to public exhibition, finalisation and gazettal of The Hills LEP 2019 amendment.