



PLANNING PROPOSAL - AMENDED PLANS – 5/2015/PLP

THE GREENS - PROPOSED MIXED USE DEVELOPMENT

Lot 2105 DP 1201899 (former Lot 2103 DP 1176614)
38 Solent Circuit

BAULKHAM HILLS

Mulpha Norwest Pty Ltd

30 June, 2016



Table of Contents	Page
Summary	4
1 Introduction	6
1.1 Previous Planning Proposal	6
1.2 The Planning Process	7
2 Location and Context	8
2.1 Site Description	8
2.2 Existing Development	8
2.3 Site Context	9
2.3.1 Local Development	9
2.3.2 Planning Controls	9
2.3.3 Vehicle Access	9
2.3.4 Public Transport	10
2.3.5 Pedestrian Movement	10
2.4 Proposals for Future Development	10
3 Strategic Planning Context	11
3.1 A Plan for Growing Sydney	11
3.2 Sydney Metro North West	12
3.3 Norwest Business Park	13
4 Planning Proposal	17
4.1 Part 1- Objectives and Intended Outcomes	17
4.1.1 Built Form and Height	17
4.1.2 Land Use	19
4.1.3 Residential Density	21
4.1.4 Floor Space Ratio	21
4.1.5 Landscaping and Place Making	21
4.1.6 Design Excellence	23
4.2 Part 2- Explanation of Provisions	24
4.2.1 Proposed Amendments	25
4.2.2 Mapping	25
4.3 Part 3 – Justification	26
4.4 Part 4 – Supporting Information	27
4.5 Part 5 – Community Consultation	28
5 Justification	29
5.1 Need for the Planning Proposal	29
5.2 Relationship to Strategic Planning Framework	29
5.3 Environmental, Social and Economic Impact	32
5.4 State and Commonwealth Interests	33
5.5 Future Supporting Studies	33
6 Conclusion	34

Tables	Page
1 Key Applicable Development Standards	9
2 Comparison of Previous and Proposed Amendments	24
3 Comparison of Previous and Proposed Development Metrics	24
4 Relationship to Strategic Planning Framework	29
5 Applicable State Environmental Planning Policies	30
6 Assessment of Planning Proposal against relevant Section 117 Directions	30
Figures	
1 Global Economic Corridor	11
2 Land Affected by North West Rail Link Corridor Strategy	13
3 Structure Plan for Norwest Precinct	14
4 Norwest Desired Outcomes	15
Images	
1 Photomontage of “The Greens”	5
2 Aerial view of site	8
3 Oblique Aerial View of Site showing Marketown and Norwest Station in foreground	10
4 Local Strategic Setting	16
5 Building Height	18
6 Photomontage of Building C showing ground and upper level activation in the “Hub”	19
7 Building Height Comparison	20
8 Landscape Setting – “The Greens” (Site highlighted red)	21
9 Landscape Place Making Master Plan	22
10 The “Hub” and sample design imagery	23
11 Buildings B, C, D and E in foreground with Buildings I and J in background	23
12 Photomontage of “The Greens” and The Esplanade in the foreground	27
13 Photomontage of Community Gardens and Family Area	28
Attachments	Submitted separately
A Architectural Design Statement	
B Landscape and Place Making Concept	
C Traffic and Parking Report	
D Site Survey and Registered Plan	

SUMMARY

This Planning Proposal has been prepared by Mulpha Norwest, the owners of 38 Solent Circuit Baulkham Hills in Norwest Business Park, to support an amendment to *The Hills Local Environmental Plan 2012*. While being substantially the same, this Planning Proposal updates and amends the previous proposal lodged for this site with Council in September 2014 (5/2015/PLP).

Specifically, this Planning Proposal seeks to:

- Support additional land uses being permitted on the site zoned R4 High Density Residential namely uses permitted in the B1 Neighbourhood Centres Zone - business premises, child care centres, health consulting rooms, medical centres, recreation facilities (indoors), restaurants, cafes and shops, matching the same permitted uses as previously proposed;
- Increase the maximum permissible building height from RL 116 metres to RL 176 metres (previously to RL 164m); and
- Introduce a maximum permissible floor space ratio (FSR), where none currently exists on the site, of 4.5:1, matching the same FSR as previously proposed for the site.

Mulpha Norwest has made a long term commitment to the regeneration of Norwest Business Park as a beacon for innovation, with connected infrastructure and a thriving community.

The Planning Proposal capitalises on the unique and exciting opportunities provided by both State and Local Council strategic planning. This planning foresees Norwest as a strategic centre, centrally positioned on the soon to be operational Sydney Metro North West rail line, with direct links via two metro stations, Bella Vista and Norwest, to Sydney CBD, the airport and other metropolitan centres.

This Planning Proposal seeks to commence this regeneration by establishing a vibrant residential town centre within 500m of the new Norwest Metro Station. Architectural design excellence has been applied to create “The Greens”, using the characteristics of this large site, to achieve a coherent ensemble of buildings, unified by an underlying consistency in the character and quality of the residential built form.

The preference for a family of nine slender tower forms of varying height (8 to 26 storeys), with an “iconic statement tower”, creates an exciting sculptural silhouette and liberates an expansive ground plane that is used to establish an unprecedented level of landscape amenity and signature place making for residents and visitors to the site.

Tower shapes and placements maximise separation distances with consequent benefits in terms of solar access, natural ventilation and views. Importantly, the tower placements enable views into and through the site, both to and from vantage points within the public domain. This vision sets new standards for high density residential living, where both the built form and the landscaped open spaces are crafted to achieve the most desirable living environment.

The Planning Proposal supports planning controls which will enable the future development of the site to make a positive contribution to the evolving strategic context and future housing and employment needs in Norwest and the region.

This Planning Proposal has been prepared in accordance with the NSW Department of Planning and Environment’s “*A guide to preparing planning proposals*.” It is anticipated that, following Gateway Determination additional studies will be required.



Image 1: Photomontage of "The Greens" - a coherent ensemble of buildings.

1. INTRODUCTION

This report has been prepared by Mulpha Norwest Pty Ltd as the owners of the subject site at 38 Solent Circuit Baulkham Hills, in support of a Planning Proposal to amend The Hills Local Environmental Plan 2012. The proposal supports an uplift in the maximum permissible Floor Space Ratio (FSR) control to 4.5:1, an uplift in the maximum permissible height control to 176m metres, to allow future high density residential, and to permit additional land uses comprising business premises, health consulting rooms, medical centres, recreation facilities (indoors), restaurants or cafes, and shops.

This Planning Proposal has been prepared for the purposes of section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the guideline prepared by the Department of Planning dated October 2012 entitled “A guide to preparing Planning Proposals”. In particular, this Planning Proposal addresses the following specific matters in the guideline:

- Objectives and intended outcomes;
- Explanation of provisions;
- Justification;
- Need for the Planning Proposal;
- Relationship to strategic planning framework;
- Environmental, social and economic impact;
- State and Commonwealth interests; and
- Community consultation.

Following assessment and Council’s support, it is requested that Council forward the Planning Proposal to the Minister for Planning and Environment for a ‘gateway determination’ in accordance with section 56 of the EP&A Act.

1.1 Previous Planning Proposal

In September 2014 Brown Consulting lodged a Planning Proposal to The Hills Shire Council for 30 Solent Circuit, Baulkham Hills on behalf of Mulpha Norwest Pty Limited. This Planning Proposal supported an increase in the building height, the adoption of floor space ratio (FSR) controls and the inclusion of additional land uses for the site formerly known as Lot 2103 DP 1176614 (now described as Lot 2105 DP1201899).

The proposal was designed to deliver approximately *“1200 additional dwellings in the East Precinct of the Norwest Town Centre, with high amenity and excellent access to retail and commercial facilities and to transport, including the Norwest Station of the North West Rail Link, currently under construction. Full development of the Site, with a total capital investment value of around \$400 million will contribute up to 28% of the 4,350 total new dwellings targeted for the Norwest Town Centre by 2036”* (Brown Consulting – Page 1, September 2014).

The site-specific amendments to The Hills Local Environmental Plan 2012 (LEP) were:

“i. Increase the Building Height under Clause 4.3 Height of Buildings from the current building height control of 16 metres to RL 164m;

ii. Adopt a Floor Space Ratio (FSR) under Clause 4.4 Floor Space Ratio of 4.5:1; and

iii. Include the following additional land uses for Lot 2103 –” (Brown Consulting - page 1, September, 2014).

The Planning Proposal provided justification and information to support complementary site-specific amendments to The Hills Development Control Plan 2012, relating to density, apartment size and variety, building setbacks, open space, parking, road layout and waste management.

Since lodgement of this Planning Proposal, Mulpha Norwest has been focused on the Watermark (nearing completion) and Haven (nearing commencement) residential development projects over the western portion of the site. During this time, further consideration has been given to the development potential of the remainder of the site given the strategic opportunities it presents in terms of location and setting.

These factors present a significant opportunity to design a development which will contribute to building Norwest into a new town centre providing high density residential accommodation for a new residential community in close proximity employment and the new Sydney Metro North West Rail station. This facility is currently under construction and due to commence operations in 2019.

This Planning Proposal concept applies to the site known as “The Greens” and supersedes the previous Planning Proposal Submission – Norwest Town Centre - East Precinct- “The Greens”, Revision E, dated 04 September 2014.

1.2 The Planning Process

This Planning Report forms part of the Planning Proposal submitted to The Hills Shire Council. The accompanying Planning Proposal documents comprise an architectural design statement, landscape and place making concept, and traffic assessment. In total this report seeks to provide Council with sufficient information to support the Proposal and as the next step refer the matter to the NSW Department of Planning and Environment’s LEP Gateway Review Panel.

The supporting documents comprise:-

- Architectural Statement prepared by Krikis Tayler Architects;
- Landscape Concept and Place making report prepared by Site Image Landscape Architects and Krikis Tayler; and
- Traffic and Parking Report prepared by TDG in association with Gennaoui Consulting.

Should the Review Panel support the proposal, an amendment to The Hills Local Environmental Plan 2012 would be prepared with further detailed studies for public exhibition, community input and consultation with relevant authorities. Council would then fully assess the Planning Proposal and determine whether changes should be made to The Hills Local Environmental Plan 2012.

In this regard, the intent of this report is to provide an update of the information previously submitted to Council and amended plans with sufficient detail to demonstrate the Planning Proposal has strategic merit and warrants detailed consideration.

2. LOCATION AND CONTEXT

2.1 Site Description

This Planning Proposal applies to Lot 2105 DP 1201899, Solent Circuit, Baulkham Hills. The property is owned by Mulpha Norwest Pty Limited and covers an area of 4.36 hectares.

This site was formerly part of the North Sydney Brick and Tile Company's brick works holding and subsequently identified for high density residential development within the Norwest Town Centre.



Image 2: Aerial View of site.

2.2 Existing development

Since lodgement of the previous Planning Proposal (5/2015/PLP) there have been a number of developments as follows:-

- Watermark residential development comprising 99 units approved and nearing completion;
- Haven residential development comprising 77 units approved nearing commencement;
- Subdivision applications approved creating 2 allotments, one for Watermark (Lot 2104 - area 4581m²) and one for the remainder of the site (Lot 2105 – area 4.36 hectares).

While these developments have changed the character of part of the site from vacant to undergoing development, the larger portion of the site (Lot 2105) remains vacant. Allowing for the future subdivision of the Haven site (0.4Ha), the remaining Part Lot 2105 is 3.96 hectares in area.

2.3 Site Context

2.3.1 Local Development - The site forms part of Norwest Town Centre and is separated from the retail core by Solent Circuit and the lake. The site is surrounded by commercial and employment development to the south and east. The northern boundary adjoins land approved (to Gateway) for high density residential development, Castle Hill Country Club and retirement housing. The western boundary of the site adjoins Lot 2102 which contains a dam and open space, and extends the drainage infrastructure associated with Norwest Lake.

2.3.2 Planning Controls – The site (Lot 2104 and 2105) is subject to The Hills Shire Council Local Environmental Plan 2012 which zones the site R4 High Density Residential. The objectives of this zone are:-

Objectives of zone

- *To provide for the housing needs of the community within a high density residential environment.*
- *To provide a variety of housing types within a high density residential environment.*
- *To enable other land uses that provides facilities or services to meet the day to day needs of residents.*
- *To encourage high density residential development in locations that are close to population centres and public transport routes.*

Under this zoning residential flat buildings are permitted along with a range supporting and compatible uses including shop top housing, multi dwelling housing and child care centres. Key development standards applying to this site are shown in Table 1 below:-

Table 1: Key Applicable Development Standards

Development Standards	
Building Height	RL 116m
Minimum Lot Size	4,000m ² for residential flat buildings
Floor Space Ratio	None Applicable

The Hills Shire Development Control Plan 2012, Part D Section 8 establishes the desired future character for Norwest Town Centre East Residential Precinct (former parent Lot 2103) as being:-

“to provide residential flat buildings in a landscaped parkland setting. The density of the residential flat buildings is to reflect the scale of the commercial buildings located in the Norwest Business Park adjoining Solent Circuit.”

2.3.3 Vehicle Access - All vehicle access to the site is by Solent Circuit. In future with the construction of an access road cul-de-sac, at first then, upgrade to linking with Spurway Drive, alternate access will be available to Windsor Road.

Solent Circuit is a local loop road which connects to Norwest Boulevard. Norwest Boulevard is under the control of The Roads and Maritime Service and provides a major traffic link through the Norwest Business Park to State Arterial roads being Windsor Road, Old Windsor Road and the M7 Tollway.

- 2.3.4 **Public Transport** – Private bus transport services the Norwest Business Park via Norwest Boulevard and the adjacent urban areas of Castle Hill, Baulkham Hills, Kellyville, Rouse Hill, Blacktown and Parramatta. This transport is readily available within a short walking distance from the site.
- 2.3.5 **Pedestrian Environment** – The site is within 400m from Norwest Market Town Shopping Centre and approximately 500m from the new Norwest Metro Station.

2.4 Proposals for Future Development

The previous Planning Proposal recognised that there had been several developments and planning proposals considered by the Council in the vicinity of the site. These include:-

- 47 Spurway Drive - Residential Development comprising 1300 dwellings, height ranging 18-36m and FSR ranging 1.5 to 3.2:1;
- 11-13 Solent Circuit – Mixed Use Retail, Commercial and Residential development to a maximum height of RL 143.20m; and
- 2-8 Maitland Place – Mixed Use Commercial and Residential Development to a maximum height of RL 169m.



Image 3: Oblique Aerial view of site showing Norwest Markettown and Metro Station in foreground.

In summary, the site comprises a large area of underdeveloped land, zoned for high density residential development as part of the developing Norwest Town Centre Residential Precinct and is positioned in close proximity to existing commercial, business and retail services and facilities, and within 500m of Norwest Station. These characteristics make the site ideally placed for high rise residential development.

3. STRATEGIC PLANNING CONTEXT

3.1 A Plan for Growing Sydney

The principal planning document guiding the growth of Sydney is “A Plan for Growing Sydney” released by the NSW State Government in December, 2014. The aim of this plan is to guide Sydney’s growth over the next 20 years accommodating some 1.6 million people with a majority 900,000 estimated in Western Sydney.

The vision for Sydney is – “a strong global city, a great place to live.” This is supported by four goals as follows:-

- 1: A competitive economy with world-class services and transport;
- 2: A city of housing choice with homes that meet our needs and lifestyles;
- 3: A great place to live with communities that are strong, healthy and well connected;
- 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

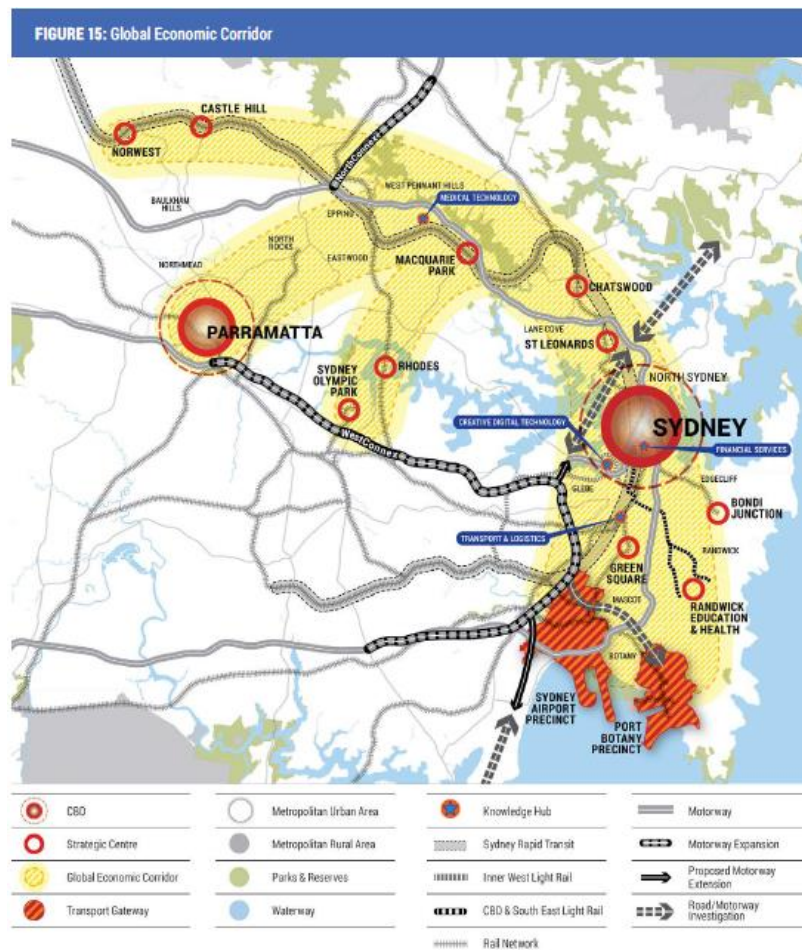


Figure 1: Global Economic Corridor (A Plan for Growing Sydney)

To achieve the vision job creation is essential and strategic centres have been identified as key directions for the Plan as demonstrated by:-

Direction 1.6: Expand the Global Economic corridor – which accounts for over 41% of the NSW Gross State Product; and

Direction 1.7: Grow Strategic Centres – providing more jobs closer to home. The Plan states *“delivering more housing through targeted urban renewal around centres on the transport network will provide more homes closer to jobs and boost productivity for the city.”*

The Planning Proposal facilitates the delivery of these directions by providing housing in Norwest, a designated strategic centre, within walking distance of major new infrastructure – the Sydney Metro Northwest and its metro station at Norwest.

Council’s Local Strategy

This strategy adopted in 2008, is the main document for communicating Council’s future planning for The Hills Shire and reflects the key themes of *“Hills 2026 Community Strategic Direction: Looking Towards the Future”*.

This Planning Proposal is consistent with the Local Strategy Key Directions specifically in relation to:

- *C1 - Reinforce, promote and protect hierarchy of centres within the Shire* – the proposal enhances the growth and development of the Norwest Business Park as a strategic centre;
- *E1 - Accommodate the growth of a local economy to meet community needs* – additional housing in close proximity to jobs, facilities and services helps generate the local economy;
- *E3 - Promote growth in local business and employment opportunities* – encouraging mixed uses development with the proposal vitalises the public realm and improves community lifestyle opportunities;
- *E4 - Enhance the use and viability of existing employment lands* – the proposal provides housing for employees in close proximity jobs with a developing strategic centre;
- *EL4 - Provide for public domain spaces that encourage community interaction* – the planning proposal incorporates a variety of open space places created for enjoyment of residents and the public;
- *R1 - Accommodate population growth* – the facilitates the achievement of housing targets to accommodate population growth;
- *R2 - Respond to changing housing needs* - the proposal seeks to increase the range of housing opportunities available in close proximity to public transport;
- *R3 - Provide for a sustainable living environment* – the proposal concentrates population increase in walking distance to a wide range of retail, community, commercial, business and transport facilities encouraging a more sustainable development;
- *R4 - Facilitate quality housing outcomes* – the proposal will result in contemporary styled residential housing accommodation meeting current requirements and market expectations; and
- *T1 - Support the use of public transport* – the proposed development increases population density supporting public transport within 400m of the Norwest Metro Rail Station.

3.2 Sydney Metro North West

The \$8.3 billion Sydney Metro Northwest (formerly known as the North West Rail Link) is Australia’s largest public transport infrastructure project currently under construction and a priority rail project for the NSW Government. The project will deliver eight new railway stations to Sydney’s growing North West and is due to

open in the first half of 2019. The North West Rail Link Corridor Strategy was prepared to guide future planning and development along the rail corridor, with a Structure Plan prepared for each of the new eight stations.

The Department of Planning and Environment and Transport for NSW, in consultation with relevant local councils and State government agencies, finalised the North Rail Link Corridor Strategy in September 2013. The Corridor Strategy, which included Structure Plans for each station precinct, was prepared to integrate land use and transport planning to meet current and emerging challenges associated with future expected growth in the North West region, and:

- identified future visions for the precincts surrounding the new stations;
- projected housing and job growth for each precinct and the corridor as a whole; and
- established a framework for managing future land use change.

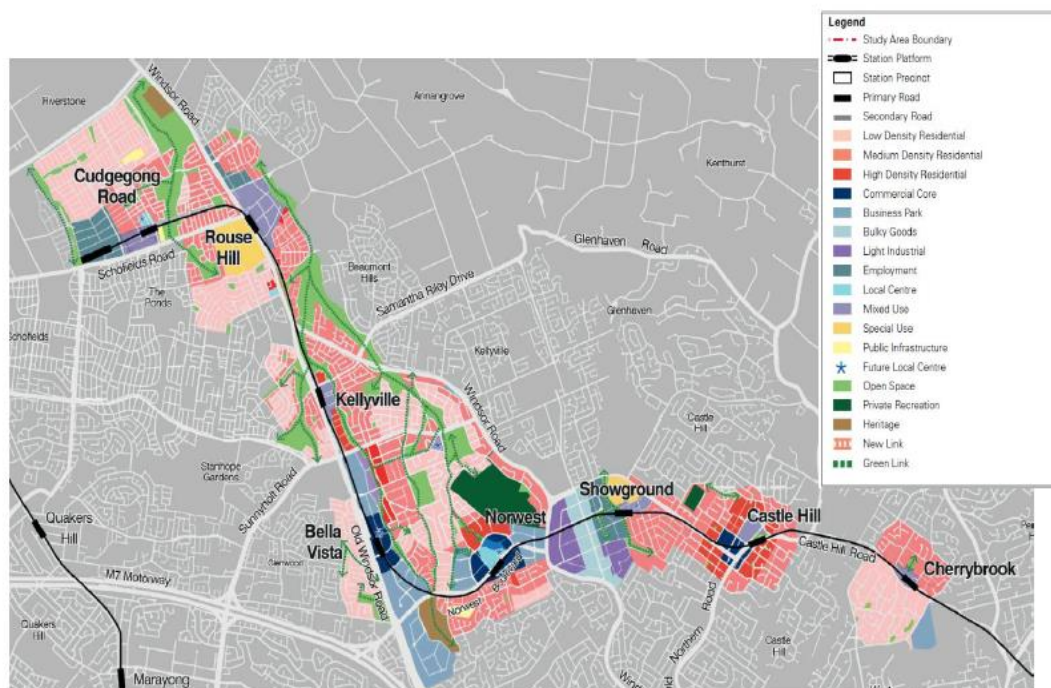


Figure 2: Land affected by the North West Rail Link Corridor Strategy

When the Corridor Strategy was made, a local planning direction was issued by the Minister for Planning under Section 117 of the Environmental Planning and Assessment Act 1979 to require future planning in the precincts to be consistent with the Corridor Strategy, including the growth projections and future character of each station precinct.

3.3 Norwest Business Park

A Structure Plan was prepared for the Norwest Station Precinct as part of the North West Rail Link Corridor Strategy. The Norwest Station Structure Plan considered the potential for the Sydney Metro Northwest to transform the Norwest Station Precinct by increasing residential densities in close proximity to rail and employment.

Key elements of the Norwest Station Structure Plan relating to this Planning Proposal are: –

- Potential to further reinforce Norwest as a Specialised Precinct and the largest employment centre for Sydney's North West.
- 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.
- The Structure Plan is formulated on the principles of Transit Orientated Development – mixed used communities within walking distance of a transit node that provide a range of residential, commercial, open space and public facilities that make it convenient and attractive to walk, cycle or use public transport for the majority of trips.
- The Structure Plan is designed to reinforce a “true commercial core” for Norwest by intensifying mixed retail and commercial development on land surrounding the Norwest Lake. The commercial core is likely to have a higher built-form character with mixed use towers up to 30 storeys.
- To the immediate north of the mixed retail and commercial core, land has been identified for high density residential development of “7-12 storeys” with direct access to the Norwest Train Station. (This land includes the Site – Lot 2105.)
- Projection of 4,350 new dwellings within the Norwest Precinct by 2036.

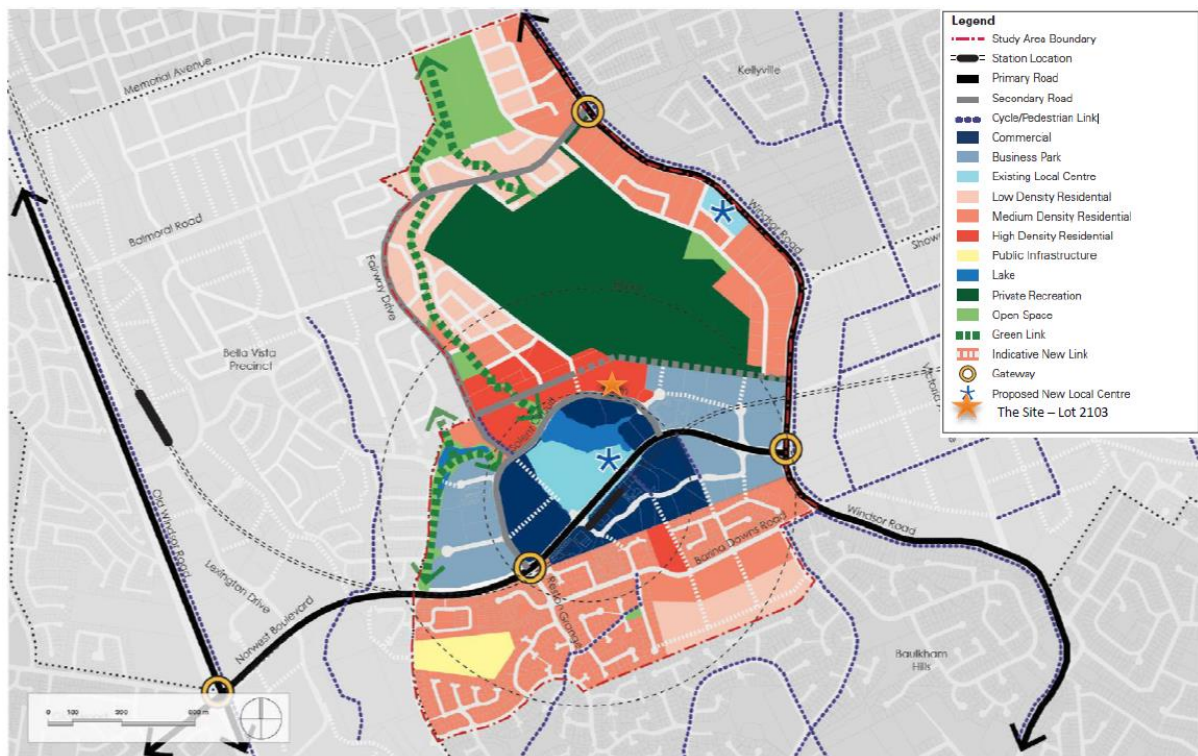


Figure 3: Structure Plan for Norwest Precinct

Hills Corridor Strategy

The Hills Shire Council recognises that Sydney Metro Northwest is a transformational transport project which will significantly enhance the attractiveness for business and liveability for residents of the Hills Shire. From Council's position, *"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."*

Adopted by Council on 24 November, 2015, the purpose of the Corridor Strategy is to articulate 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. 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, becoming the largest employment centre for the North West. The Hills Corridor Strategy identifies opportunity for 5,320 additional dwellings and 14,450 additional jobs within the Norwest Precinct by 2036 "(Council 22 Report March, 2016).

The Strategy sees the desired future outcome for Norwest Precinct as shown in Figure... below.

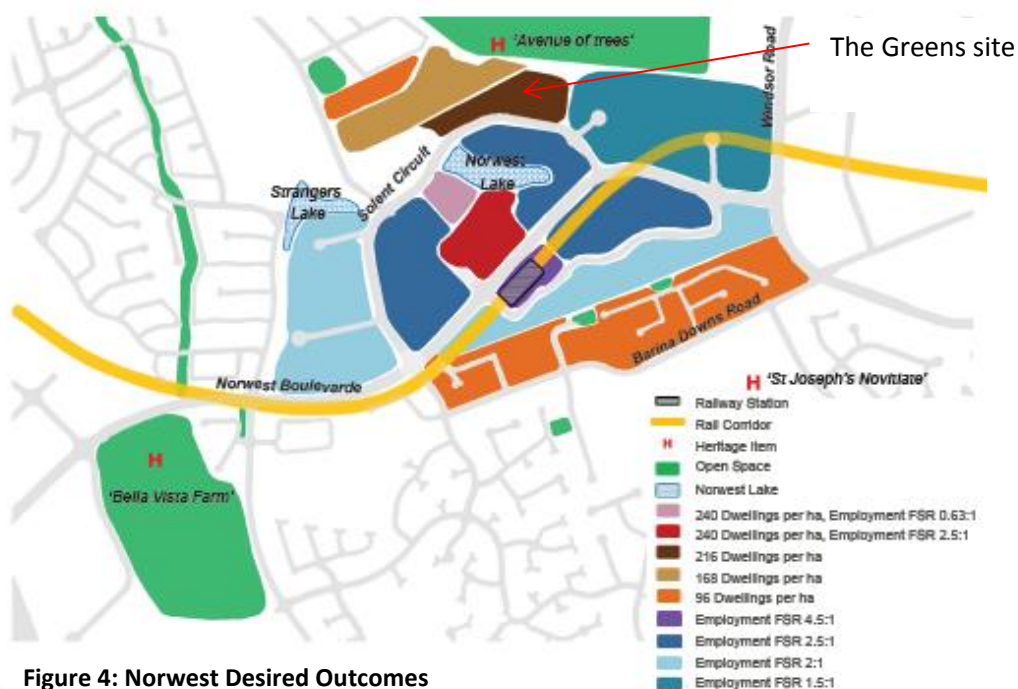


Figure 4: Norwest Desired Outcomes

The site of the Planning Proposal sits within land in a radius of 500m from the Norwest Rail Station earmarked for supporting increased residential density development in the order of 216 dwellings per hectare.

Hills Future Community Strategic Plan 2015-2016

This Plan envisages a 10 year horizon where with the following relevant outcomes:-

- Safe, convenient and accessible transport options that enable movement through and within our Shire;
- Responsible planning facilitates a desirable living environment and meets growth targets; and
- Our Shire is the vibrant key business centre in the region.

The Planning Proposal supports these desired outcomes in that it supports Transit Orientated Development, provides an alternative high density living environment close employment and transport and supports the development and growth of the Norwest Town Centre and Business Park.



Image 4: Local Strategic Setting

In summary, this Planning Proposal is consistent with:-

- The State Government’s Plan for Growing Sydney directions to expand the Global Economic Corridor and growing Strategic Centres in this case Norwest;
- A number of the Council’s Local Strategy Key Directions specifically relating to housing accommodation close proximity to jobs, facilities and services helps generate the local economy, and supporting public transport namely Norwest Metro Rail Station;
- The Norwest Station Structure Plan as part of the potential for the Sydney Metro Northwest to transform the Norwest Station Precinct by increasing residential densities in close proximity to rail and employment;
- The Hills Corridor Strategy which encourages *“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.”*
- The Hills Future Strategic Plan desired outcomes in terms of safe and convenient transport, continued growth through responsible planning and development of key business centres such as Norwest.

4. PLANNING PROPOSAL

The original Planning Proposal was prepared in accordance with the NSW Department of Planning and Infrastructure's 'Guide to Preparing Planning Proposals' (October 2012). Similarly this proposal addresses the relevant matters for consideration which need to be addressed at this stage.

4.1 Part 1 - Objectives and Intended Outcomes

The objectives and intended outcomes of this Planning Proposal are unchanged from those previously submitted to the Council as being:-

- a) To support the viability of the Norwest Rail Station and the Norwest Town Centre and Business Park through the development of a high density residential neighbourhood within walking distance of the Station and the retail/commercial core;*
- b) To provide a design solution that offers a dynamic architectural form, extensive open spaces, visual and pedestrian permeability, maximisation of solar access, a variety of housing options and an activated interface between the residential and retail/commercial core of the Norwest Town Centre; and*
- c) To provide residents with access to facilities and services similar to those that would be provided in a neighbourhood centre.*

This Planning Proposal will contribute towards meeting the Housing Projections for the Norwest Precinct, and for the North West region of Sydney. The proposal will also reinforce Norwest as a place for employment and promote further growth and investment.

The Proposal seeks to achieve this through site-specific amendments to The Hills Local Environmental Plan 2012 by:-

1. Varying the Height of Buildings map;
2. Adopting a Floor Space Ratio for the Site; and
3. Adding additional land uses, similar to those in a neighbourhood centre, to those permissible with consent in the R4 – High Density Residential Zone.

The following sections describe the proposal in terms of built form, land use, residential density, floor space ratio, landscaping and place making, and design excellence.

4.1.1 Built Form and Height

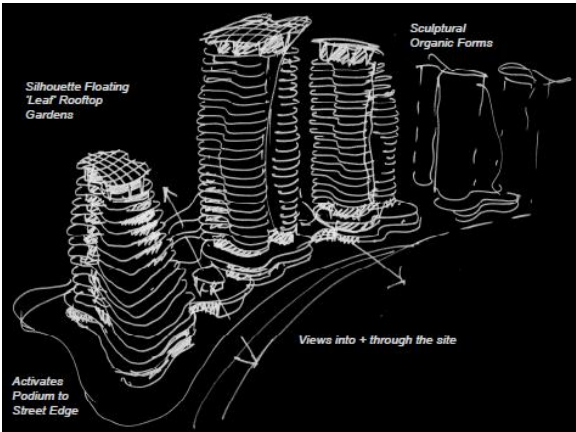
This Planning Proposal revision does not alter the configuration of buildings west of the link road, as they are either under construction or committed to construction. The revision to the Planning Proposal may be described as the vision for development of the most significant portion of The Greens site, east of the link road. The proposal for this 4.018(including the link road) hectare portion of site establishes a high density residential development that delivers a variety of modern apartment types and townhouses within 500m of the new Norwest Station and in walking distance of the employment opportunities offered in the greater Norwest precinct.

The Greens presents a rare opportunity to develop a high density residential precinct with a variety of co-ordinated built forms and an unprecedented quality of on-site amenity. The exceptionally large site is proposed to accommodate nine separate buildings of varying heights and shapes, conceived with individual character, whilst exhibiting an underlying cohesive familial consistency of sculptural form.

Perhaps the most important aspect of the proposal is the relatively small proportion of the site that is designated for the building footprints and the consequent liberation of the ground plane for provision of

An expansive landscape setting and quality place making.

This approach to built form also delivers large separation distances between buildings, which enables views from the apartments out over the adjacent lake, golf course and district beyond, whilst also preserving vistas into and through the site from various vantage points in the public domain. The separation distances ensure good solar access to apartments as well as to the landscaped ground plane within the site and the public domain beyond the site.



The concept is based upon the application of discrete tower forms with generous separation distances. Whilst care has been taken to achieve suitable definition of the site’s street frontages, the composition eschews large footprint buildings in favour of discrete tower forms, which serve to enable vistas into and through the site and to liberate a large expanse of ground plane, deriving fundamental benefits both within and beyond the site.

The concept establishes nine towers that range in height from eight to twenty six storeys. The heights of the buildings are varied to create an interesting interplay of forms. Organic qualities create an exciting and contemporary aesthetic that responds to the undulating topography of the site and its surrounds. The shapes and layered expression serve to integrate the tower forms with the podium and ground plane. Differentiation of the floor plate and balcony configurations within each tower creates dramatic sculptural form and implied movement. Roof top shaping under a floating leaf form completes the composition and is designed to encapsulate lift overruns and provide additional communal facilities in select buildings.

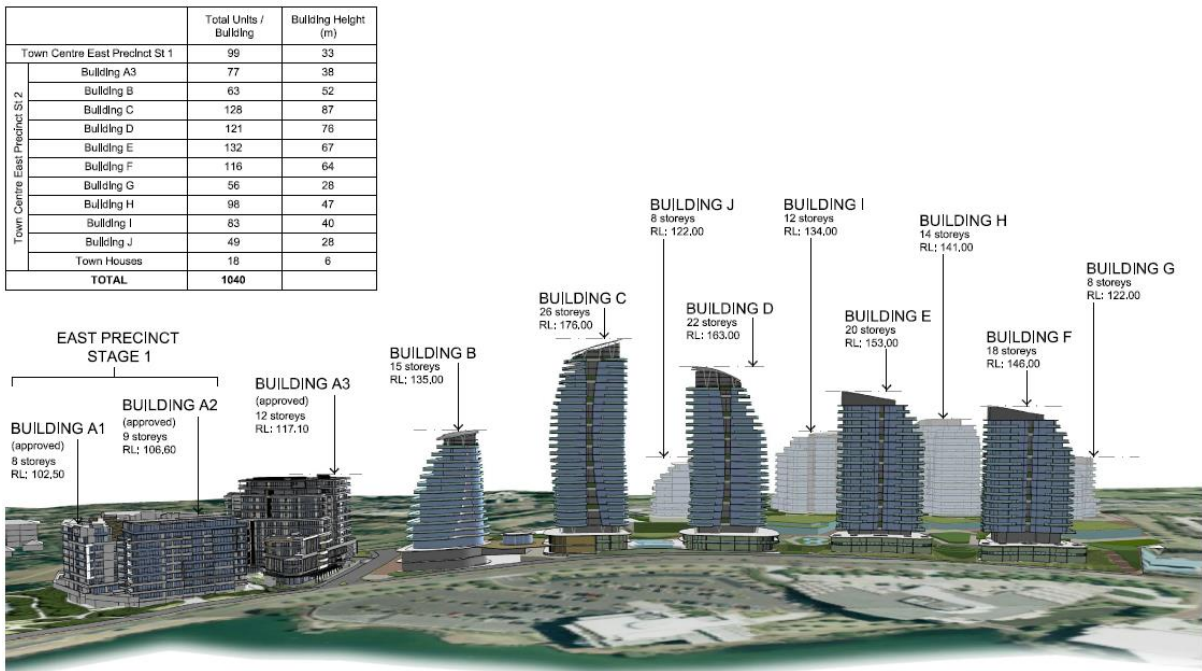


Image 5: Building Height

4.1.2 Land Use

Retail and commercial space is proposed to be incorporated around the Solent Circuit intersection with the new north-south link road, serving as a gateway into the precinct. These uses also feature at the base of Buildings A, B and C, sufficient to establish a critical mass of support facilities and activate the street frontage, as well as the publicly accessible “Hub” within the site.

Approximately 6,000m² of non-residential space is proposed to serve as precinct support facilities. This includes 1,500m² business / offices, 500m² of café / restaurants, 1,000m² of neighbourhood shops, a 1,500m² gymnasium, 1,000m² of medical related uses and a 500m² childcare facility.

The extent of these facilities is considered to be an important complement to the established retail and commercial offerings in the greater precinct, providing readily available convenience services for the incoming residential population at The Greens and locally. Equally importantly, they are considered to be an important ingredient in the activation of street frontages and the publically accessible portions of the site.



Image 6: Photomontage of Building C and ground and upper level activation in the “Hub”

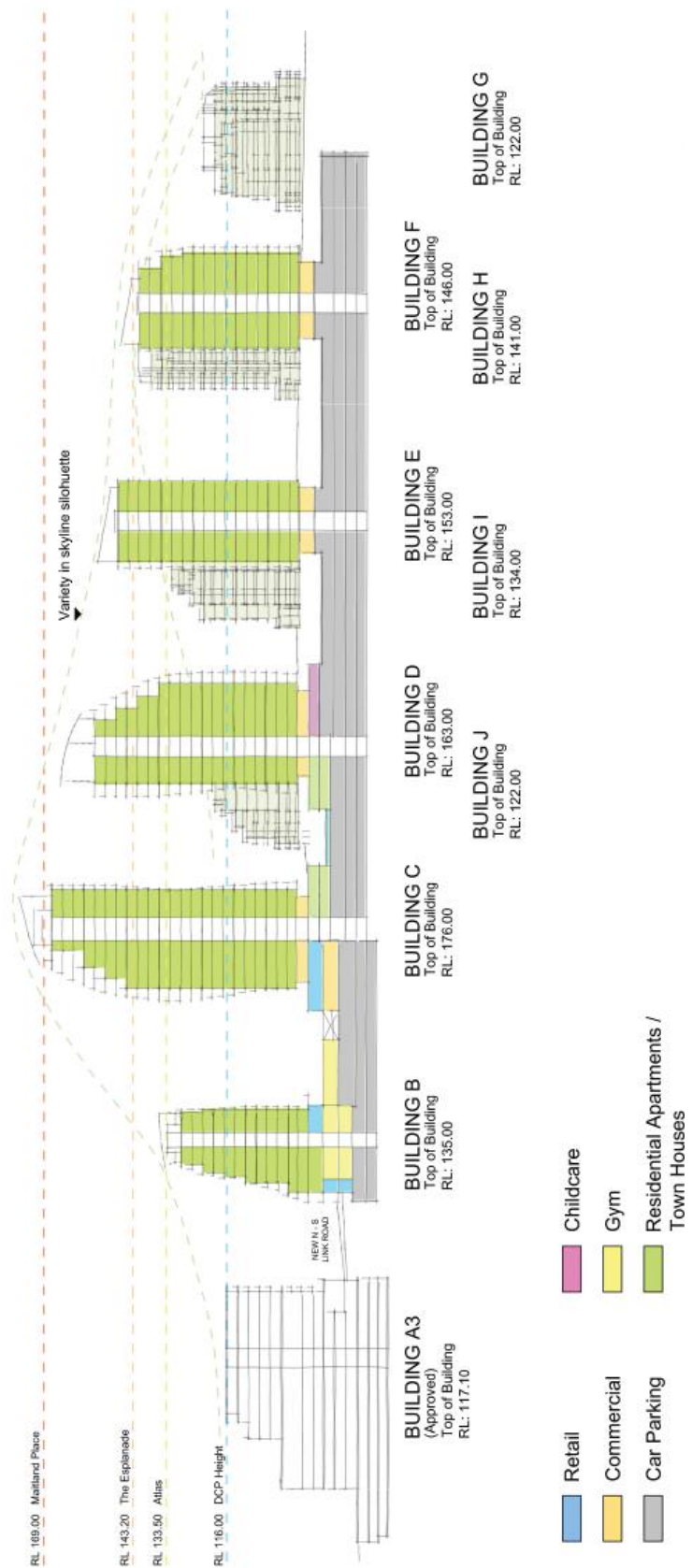


Image 7: Building Height Comparison

4.1.3 Residential Density

The Greens site is a total of 4.818 hectares. Application of 216 dwellings per hectare as identified in Council's Hills Corridor Strategy results in a potential 1040 dwellings across the site. There are a total of 176 apartments committed in Buildings A1, A2 and A3. A total of 864 dwellings are proposed for the portion of site east of the new link road, which includes 846 apartments in nine new tower buildings and 18 new town houses. This results in a total of 1040 dwellings for this part of the Norwest Town Centre.

4.1.4 Floor Space Ratio

Similar to the previous planning proposal, a Floor Space ratio of 4.5:1 is sought for the portion of site east of the link road. This FSR enables the potential subdivision into lots for each of the tower buildings, whilst preserving a common central lot for communal open space.

4.1.5 Landscaping and Place Making

The Planning Proposal masterplan concept is distinguished by a unique landscaped environment, known as The Greens Common, which capitalises on the large site area and its topography. Landscape design combines with architectural form to create a variety of significant outdoor spaces, crafted to support an even greater variety of activities.

The Greens Common landscape theme is a celebration of the natural environment and the character for which The Hills is renowned. Exploitation of the site's topography creates interest and variety in the levels, sizes and shapes of outdoor spaces. Each space is different, characterised by the nature of activity it supports and the uses that adjoin it.

Place making design creates a hierarchy of carefully designed spaces to provide for a range of active and more passive pursuits. Publically accessible areas, activated with cafes, restaurants and other commercial activity, foster engagement with the broader community and the visiting public. Spaces with more limited access, such as a resort style pool area and more passive gardens provide communal areas to be shared by the residents.

Private open spaces associated with ground level apartments and townhouses add to the variety and amenity of dwelling types. The Greens Common landscaping and place making concept is described in the detail statement prepared by Site Image Landscape Architects.



Image 8: Landscape Setting – “The Greens” site highlighted red.

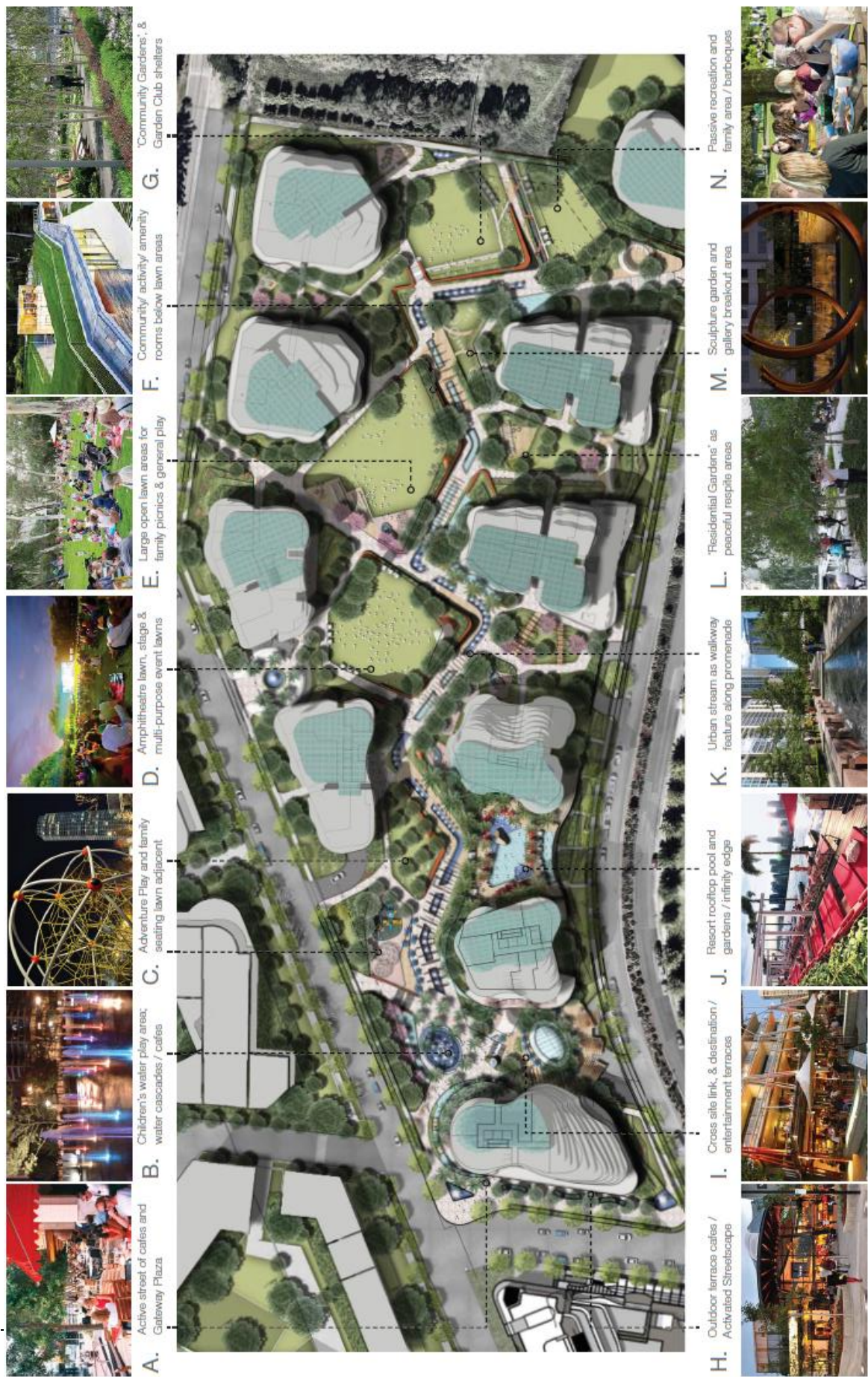
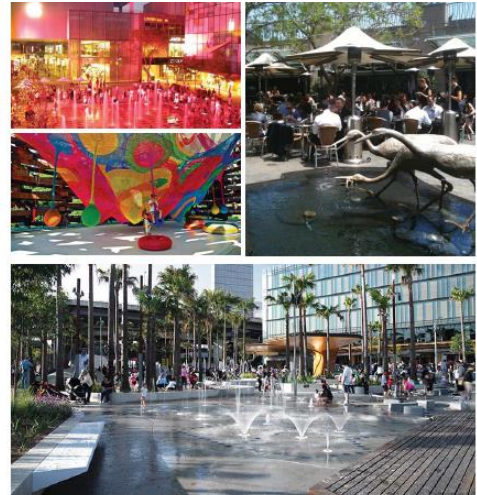


Image 9: Landscape Place Making Master Plan



Precinct Plan

- Cross site pedestrian link / stair
- Water play area and adjoining water cascades with seating edge
- Lower cafe and florist relating to water play and community gardens
- Cafe terrace set into the water of the adjacent urban stream water feature
- Feature playground to terrace to activate cafe overlooking water play / promenade
- Signature pavilion building with restaurant opening to north & south active areas
- Cafes and retail to the streetfront, terraced in response to the slope of the frontage
- Gym on 2 levels, with breakout terrace for meeting and social activities
- Porte cochere and feature residential address landscape and street trees



Design Imagery

Image 10: The “Hub” and sample design imagery.

4.1.6 Design Excellence

Clause 7.7 of Council’s Local Environmental Plan 2012, in which the considerations for achievement of design excellence are raised, was a consideration in the development of the proposal. The proposal has been developed in recognition of these objectives. The Planning Proposal illustrates the broad parameters of the approach to development of the site and establishes the basis for fulfilment of design excellence considerations during development of the concept.

An outline of SEPP 65 considerations is provided in the Architectural Design Statement prepared by Krikis Tayler Architects.



Image 11: Buildings B, C, D and E in foreground with I and J in background.

4.2 Part 2 - Explanation of Provisions

This Part provides a more detailed explanation of how the objectives are to be achieved by means of amending The Hills Local Environmental Plan (LEP) 2012.

The proposed outcome, as previously proposed, will be achieved by changing the provisions that relate to the land zoned R4 High Density Residential within Lot 2013 DP 1176614 Solent Circuit, Baulkham Hills.

The Table 2 below compares the previously proposed amendments with those which are now proposed.

Table 2: Comparison of Previous and Proposed Amendments

Planning Control	Previous Proposal	Current Proposal	Comment
Zoning	Zone R4 High Density Residential	Zone R4 High Density Residential	No change
Building Height	RL 164m (24 Storeys)	RL 176m (26 storeys)	Increased height by 12m m – see Justification below
Floor Space Ratio	4.5:1	4.5:1	No change
Additional Permitted Land Uses	Include those additional uses permitted in a B1 Neighbourhood Centre Zone with consent	Include those additional uses permitted in a B1 Neighbourhood Centre Zone with consent	No change

Table 3 below compares the previously proposed site development metrics with those that are now proposed.

Table 3: Comparison of Previous and Proposed Development Metrics

Planning Control	Previous Proposal	Current Proposal	Comment
Site Area	4.818Ha Lot 2103	4.818Ha Includes Lot 2104 and 2105	No change
Dwellings *	1200	1040	Decrease by 13.3% or 160 dwellings
Density *	249 dwellings per Ha	216 dwellings per Ha	Decrease by 13.3% or 33 dwellings per Ha
Car Parking	NA	1761	Based on Traffic and Parking Report
Open Space – Landscaped Area	75% approx.	72%	Decrease by 4% resulting from additional design detail

*Including Watermark 99 dwellings and Haven 77 dwellings – Total = 176

4.2.1 Proposed Amendments

The current proposal seeks to:-

1. Amend The Hills LEP 2012 Height of Buildings Map to permit a maximum permissible height of RL176m (26 storeys). This represents an increase of 12m over the previous proposal for the tallest building. The increased height results from the concept derived from the architectural design and to create a more “organic and fluid” visual appreciation of building form.

The concept establishes nine towers that range in height from eight to twenty six storeys with an “iconic tower” building in the presentation. The heights of the buildings are varied to create an interesting interplay of forms. Organic qualities create an exciting and contemporary aesthetic that responds to the undulating topography of the site and its surrounds. The shapes and layered expression serve to integrate the tower forms with the podium and ground plane. Differentiation of the floor plate and balcony configurations within each tower creates dramatic sculptural form and implied movement. Roof top shaping under a floating leaf form completes the composition and is designed to encapsulate lift overruns and provide additional communal facilities in select buildings.

2. Amend The Hills LEP 2012 Floor Space Ratio (FSR) Map to show a Floor Space Ratio of 4.5:1. This FSR is sought to enable potential subdivision of lots for each of the tower buildings, while preserving a common central lot for communal open space. This is the same as the FSR sought in the previous proposal and justified for the same reason; and

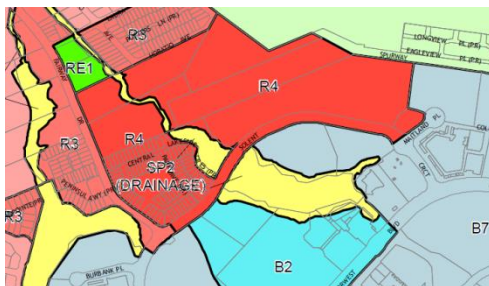
3. Amend:-

- The Hills LEP 2012 Schedule 1 – Additional Permitted Uses to include those additional uses permitted in a B1 Neighbourhood Centre Zone with consent, and
- The Hills LEP 2012 Additional Permitted Uses Map to include Lot 2015 DP 1201899 Solent Circuit, Baulkham Hills.

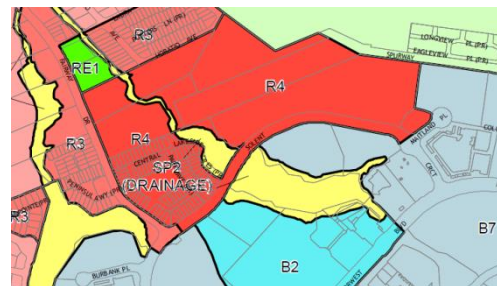
The purpose of this amendment is to permit land uses on the ground and lower levels to activate the street and provide a level of facilities and services expected for the convenience of residents and visitors. These facilities are to be located adjacent the link road and at ground level and partially above in Buildings B, C and D.

4.2.2 Mapping

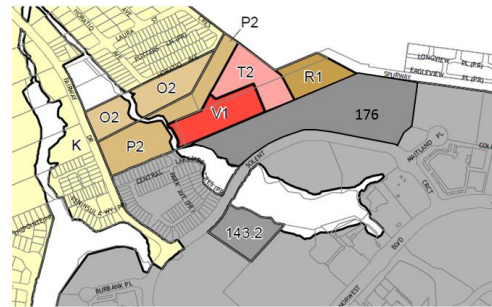
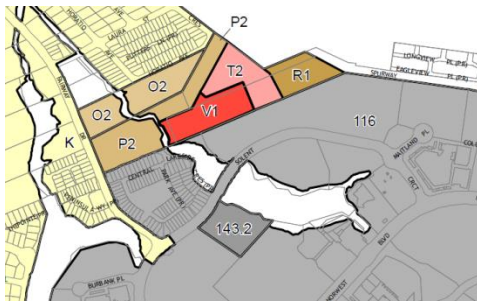
The Planning Proposal seeks the following mapping amendments:-



Existing Zoning – R4 High Density Residential



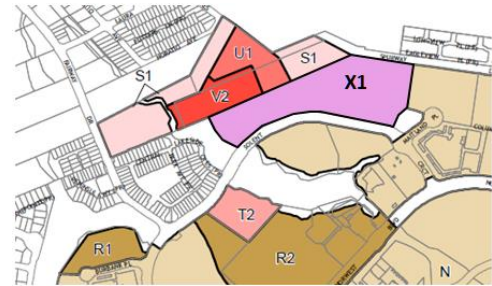
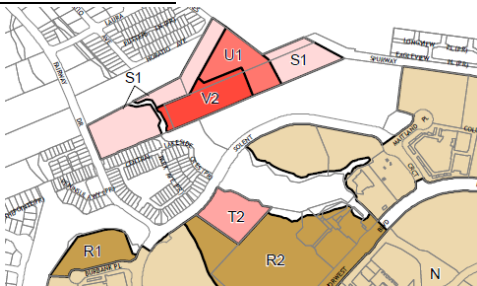
No change to zoning



Existing Building Height - RL 116m

Proposed Building Height – RL 176m

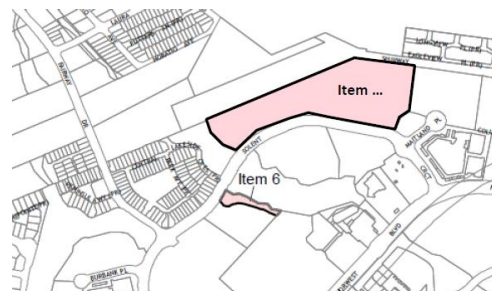
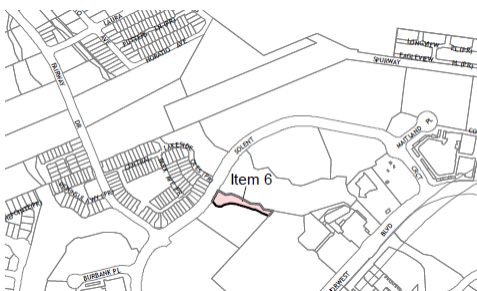
P2	18m
R1	21m
T2	27m
V1	36m



Existing FSR – No FSR for the subject site

Proposed FSR – 4.5:1 (X1)

S1	1.5
U1	2.6
V2	3.2



Existing Additional Uses - None for the subject site

Proposed Additional Uses – Uses permissible in B1 Neighbourhood Centre Zone

4.3 Part 3 - Justification

This amended Planning Proposal, at 1,040 dwellings, seeks to maximise the number of dwellings within 500 metres of the Norwest Rail Station and Norwest Town Centre and Business Park and so support the objectives of Transit Orientated Development. The proposal complies with the dwelling density identified by Council in Figure 4: Norwest Desired Outcomes – 216 dwellings per hectare. Further justification for the Planning Proposal is discussed in detail in Section 5.

4.4 Part 4 – Supporting Information

The supporting documents comprise:-

- **Architectural Statement** prepared by Krikis Tayler Architects.

This document describes the design philosophy behind the project particularly how built form has been developed with tower elements maximising ground level open space allowing the establishment of outstanding amenity for residents and visitors. Apartments are proposed to comply with Council's DCP requirements.

Design excellence is addressed through a concept of nine buildings creating a unique sculptural "organic" composition. This helps to achieve solar access and cross ventilation performance exceeding accepted standards. Both landscaped area and deep soil exceed Council standards – see Attachment A.



Image 12: Photomontage of "The Greens" and The Esplanade in the foreground.

- **Landscape Concept and Place Making Report** prepared by Site Image and Krikis Tayler.

This document sets out the vision for The Greens Common. The Greens Common is to create a series of open space parks and garden spaces that express the landscape heritage and cultural identity of 'The Hills' area. The masterplan layout and patterns has similarities with the overall urban and rural landscape of 'The Hills', with its waterways meandering through the undulating landform, and the landscape heritage having a distinctive mosaic pattern of land uses.

The distinctive contemporary landscape architecture and community buildings set in the landscape create highly distinctive parkland with a focus on providing extensive amenity and interaction. The

extensive open space, walkways and recreation opportunities encourage an active lifestyle with a focus on broad participation and interaction for residents, to create a strong sense of community belonging and shared identity – see Attachment B.



Image 13: Photomontage of Community Gardens and Family Area.

- **Traffic and Parking Report** prepared by TDG in association with Gennaoui Consulting.

This shows that all resident, tenant and visitor car parking can be provided on-site. An assessment of traffic generation shows the development will only marginally affect the level of service of all major roads to the site. In addition the proposed development would not adversely affect the current operation of the intersections of Norwest Boulevard with Windsor Road and of Solent Circuit with Fairway Drive. The site is within walking distance of the Norwest Metro Rail Station (under construction) which will have a significant impact on travel patterns and mode sharing – see Attachment C.

4.5 Part 5 - Community Consultation

Community consultation will be undertaken following the Gateway Determination process and in accordance with the Gateway conditions.

5. JUSTIFICATION

5.1 Need for the Planning Proposal

The genesis of the Planning Proposal stems from the State Government's decision making regarding infrastructure investment, namely the Northwest Rail Link and the strategic locational and development opportunities offered by Norwest Business Park. This follows decisions by previous State Government's to make a commitment to growth in Sydney's North West Sector with the Business Park at the apex of the Rouse Hill Development Area. With expansion of residential development into the region, employment opportunities and road improvements followed with the upgrade of Old Windsor Road, construction of the M2 toll road and bus T-way To Parramatta.

With continuing population growth in Sydney and the Sydney Metro North West, there is a unique opportunity for transformational change to occur around Norwest Town Centre capitalising on the metro and fulfilling the planning strategies that envisaged high density residential development in close proximity to employment with the ability to generate continued economic growth.

The strategic context for the Planning Proposal has been addressed in Section 3.

5.2 Relationship to Strategic Planning Framework

The table below compares the Planning Proposal for consistency with the relevant strategic planning framework – see Table 4.

Table 4: Relationship to Strategic Planning Framework

Item	Strategic Issue	Comment
1.	<i>Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft Strategies)?</i>	Yes – see section 3.
2.	<i>Is the Planning Proposal consistent with a Council's local strategy or other strategic plan?</i>	Yes – see section 3.
3.	<i>Is the Planning Proposal consistent with applicable State Environmental Planning Policies?</i>	The proposal does not raise any matters that would be inconsistent with, or prejudice the application of, the relevant State Environmental Planning Policies – see Table 5.
4.	<i>Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 Directions)?</i>	Table 6 below provides an assessment of the Planning Proposal against the relevant Local Planning Directions issues by the Minister for Planning and Environment in accordance with Section 117 of the EP&A Act.

The table below compares the Planning Proposal for consistency with the relevant State Environmental Planning Policies – see Table 5.

Table 5: Applicable State Environmental Planning Policies

Relevant SEPP	Assessment	Comment
SEPP Exempt and Complying Development Codes	Consistent	Extent of application subject to future development
SEPP Infrastructure 2007	Consistent	Extent of application subject to future development
SEPP No. 60 Exempt and Complying Development	Consistent	Extent of application subject to future development
SEPP No. 55 Remediation of Land	Consistent	Extent of application subject to future development
SREP 20 Hawkesbury Nepean River	Consistent	Stormwater drainage and water quality to be addressed as part of future Development Applications
SEPP No.65 – Design Quality of Residential Flat Development	Consistent	See Architectural Design Statement

The table below compares the Planning Proposal for consistency with the relevant Section 117 Planning Directions – see Table 6.

Table 6: Assessment of Planning Proposal against relevant Section 117 Planning Directions

Direction	Comments	Consistent/Inconsistent												
1.1 Business and Industrial Zones	The Planning Proposal has no impact the amount of employment land currently zoned in the LGA for business and industrial uses. The proposal will however contribute to employment generating uses, such as business, offices and café/restaurant uses in the Hub. This Planning Proposal will have a positive impact on employment in both short and long terms by providing for mixed use development in the Norwest strategic centre. The proposal seeks to facilitate density and job creation by locating new housing adjacent to facilities and services which will increase the viability and patronage of the significant infrastructure investment in Sydney Metro Northwest.	Consistent												
2.3 Heritage Conservation	There are no items of environmental heritage on the subject site. Council’s LEP 2012 identifies two locally significant items and a conservation area in the vicinity namely:- <table><tr><th>Suburb</th><th>Item Name</th><th>Address</th><th>Property Description</th><th>Significance</th><th>Item No.</th></tr><tr><td>Baulkham Hills</td><td>Avenue of trees leading to Castle Hill Country Club</td><td>Spurway Drive, RMB 47–49 Windsor Road</td><td>Lot 2, DP 1160957 and Lot 101, DP 1176747</td><td>Local</td><td>I25</td></tr></table>	Suburb	Item Name	Address	Property Description	Significance	Item No.	Baulkham Hills	Avenue of trees leading to Castle Hill Country Club	Spurway Drive, RMB 47–49 Windsor Road	Lot 2, DP 1160957 and Lot 101, DP 1176747	Local	I25	
Suburb	Item Name	Address	Property Description	Significance	Item No.									
Baulkham Hills	Avenue of trees leading to Castle Hill Country Club	Spurway Drive, RMB 47–49 Windsor Road	Lot 2, DP 1160957 and Lot 101, DP 1176747	Local	I25									

	Baulkham Hills Windsor Road from Baulkham Hills to Box Hill Windsor Road Local 128							
	<table border="1"> <thead> <tr> <th>Name of Conservation Area</th><th>Identification on Heritage Map</th><th>Significance</th></tr> </thead> <tbody> <tr> <td>Bella Vista Homestead Complex</td><td>Shown by a heavy red line and hatched in red and labelled "C2"</td><td>State</td></tr> </tbody> </table> The Planning proposal has had regard to these items in terms of a built form with reduced building heights adjoining Spurway Drive, and large separation distances between buildings, which enables views from the apartments out over the adjacent lake, golf course and district beyond, whilst also preserving vistas into and through the site from various vantage points in the public domain. The Planning Proposal will not affect the conservation of these heritage items, and any impact will be further addressed at the Development Application stage.	Name of Conservation Area	Identification on Heritage Map	Significance	Bella Vista Homestead Complex	Shown by a heavy red line and hatched in red and labelled "C2"	State	Consistent
Name of Conservation Area	Identification on Heritage Map	Significance						
Bella Vista Homestead Complex	Shown by a heavy red line and hatched in red and labelled "C2"	State						
3.1 Residential Zones	The planning proposal retains the areas and locations of the existing residential zone. The Planning proposal will encourage variety in choice in housing, make efficient use of infrastructure and services, reduce consumption of land for housing, and associated urban development on the urban fringe, and satisfy design excellence objectives.	Consistent						
3.4 Integrating Land Use and Development	This planning proposal seeks to improve access to housing, jobs and services by walking and public transport, supporting the efficient and viable operation of public transport services.	Consistent						
5.9 North West Rail Link Corridor Strategy	This planning proposal supports TOD and intensifies development of the site, by promoting high density development consistent with the zoning and both the intent of the North West Rail Corridor Strategy and the planning controls in the Hills Corridor Strategy. This proposal, similar to the previous proposal, departs from the proposed character in the Precinct Plan with a design of buildings 8 to 26 storeys high rather than 7 to 12 storeys. For the reasons outlined in Section 3, 4 and 5 this is considered to be minor and not detrimental to the proposal. The proposal seeks an amended height control and new FSR control to facilitate the achievement of State and local government planning objectives.	Consistent on merit.						
6.1 Approval and Referral Requirements	The planning proposal is not identified as designated development and does not require concurrence, consultation or referral of any subsequent development applications, outside of normal assessment processes, should this planning proposal proceed to gazettal.	Consistent						

6.3 Site Specific Provisions	This Planning Proposal contains sufficient architectural detail to support the amendments sought. This Planning Proposal will result in amendments to the DCP in collaboration with Council and does not introduce unnecessarily restrictive site specific planning controls.	Consistent
7.1 Metropolitan Planning	The Planning Proposal capitalises on the unique and exciting opportunities provided by both State and Local Council strategic planning. This planning foresees Norwest as a strategic centre, centrally positioned on the soon to be operational Sydney Metro North West rail line, with direct links via two metro stations, Bella Vista and Norwest, to Sydney CBD, the airport and other metropolitan centres.	Consistent

5.3 Section C - Environmental, Social and Economic Impact

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

No. The subject site has been used for grazing purposes in the past, is currently un-occupied and is suitable for development. Development applications have been approved previously for part of the site. The Planning Proposal will not further affect the critical habitat or threatened species, populations or ecological communities, or their habitats.

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

There are no likely adverse environmental effects or natural hazards, such as flooding, land slip or bushfire hazard, constraining the site.

Requisite facilities to support a new residential community are available in Marketown, locally and provision is also made for a range of services and facilities as part of the mixed use character to be established at the “Hub” as an early stage of the development.

Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal supports the economic growth and future direction envisaged by the NSW Department of Planning and Environment and Council for Norwest and economic growth in the region.

Significantly on-going investment in Norwest contributes to the achievement in “A Plan for Growing Sydney” (December, 2014), Direction 1.6 Expand the Global Economic Corridor and Direction 1.6 Grow Strategic Centres – providing more jobs closer to home. Development of Norwest Business Park, identified as a Specialised Precinct, is important on the metropolitan scale as a “city shaper” in Sydney’s future growth, while contributing to local goals for employment creation and supporting the development opportunities provided by the construction of the Norwest Rail Station as part of the North West Rail Link, and in encouraging greater use of public transport.

For these reasons the Planning Proposal will result in positive social or adverse economic effects should the Planning Proposal proceed.

5.4 Section D - State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

The Traffic Impact Report concludes that the proposal will only marginally affect the level of service of all major approach roads to the site. Solent Circuit would continue to operate at a Level of Service 'A'. Norwest Boulevard would continue to operate at a level of service 'C' or better during the morning and afternoon.

It is understood that the RMS and Council are planning to provide traffic signals at the two intersections of Solent Circuit with Norwest Boulevard which are currently required. The provision of traffic signals at these two locations would adequately cater for the traffic likely to be generated not only by the Planning Proposal, but also by other known developments such the Ice Skating site and developments within the Balmoral Estate.

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

The views of the State and Commonwealth public authorities will not be known until after the initial gateway determination. The determination will identify State agencies to be consulted regarding the rezoning proposal.

5.5 Future Supporting Studies

This Planning Proposal seeks to establish certainty over the long term development potential of the site and the plan to create a new residential community. It can be expected that the development of the proposed concept will inform and be supported by further studies, the preparation of a Development Control Plan or Staged Development Applications, commensurate with the additional level of detail required in future.

6. CONCLUSION

This amended Planning Proposal supports an increase in building height, adoption of floor space ratio (FSR) controls and the inclusion of additional land uses for the Site – Lot 2105 DP 1176614 – 38 Solent Circuit, Baulkham Hills for Mulpha Norwest. The only variation in terms of planning controls when compared to the previous proposal is an increase in building height by 12 metres.

The Planning Proposal seeks The Hills Shire Council's support for a site specific amendment to The Hills Local Environmental Plan 2012 for the following:

- i. Increase the Building Height under Clause 4.3 Height of Buildings from the current building height control of 116 metres to 176m;
- ii. Adopt a Floor Space Ratio (FSR) under Clause 4.4 Floor Space Ratio of 4.5:1; and
- iii. Include the following additional land uses for Lot 2105 – B1 Neighbourhood Centre Zone including Business premises; Child Care Centres; Health consulting rooms; Medical centres; Recreation facilities (indoors); Restaurants or cafes; Shops.

The benefits of this Planning Proposal are as follows:

- Provision for 1,040 dwellings (an increase of up to 712 dwellings over the approved Master Plan) within 500 metres of the proposed Norwest Rail Station, and Norwest Town Centre and Business Park, supporting transit orientated development;
- Activating the area after hours with mixed use development;
- Contributing additional jobs to meet the target for Norwest; and
- Providing housing in close proximity to the largest employment area in the North West of Sydney.

ATTACHMENTS

- A. Architectural Design Statement
- B. Landscape and Place Making Concept
- C. Traffic Assessment
- D. Survey