

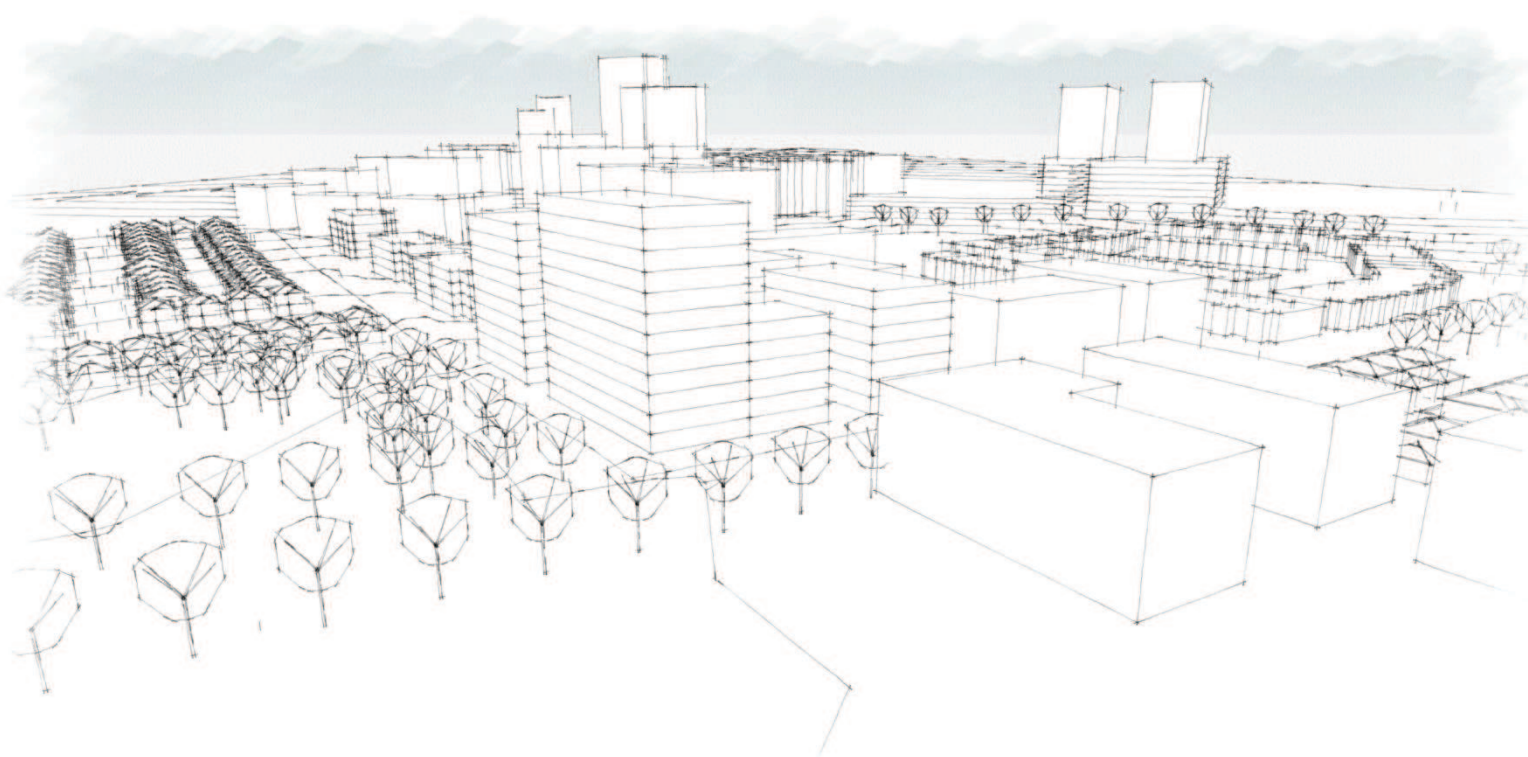
28 Fairway Drive

Norwest Strategic Centre

Planning Proposal

Urban Design Report

October 2015



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1.0 Introduction

The site is situated within walking distance of Norwest Business Park, a thriving centre incorporating the Markettown, Lakeside Restaurants, Specialist Hospital and a range of employment opportunities unfolding around Norwest Lake. Upon completion of Norwest Station in 2019, the centre will facilitate rapid and frequent rail services to the Sydney CBD.

Less than 800 metres from Norwest Station, development enabled by the proposed controls will make a positive contribution to Norwest Business Park through the provision of diverse and affordable housing within a well-articulated built form which creates a sense of entry to the Business Park.

The site adjoins land zoned for the purpose of public open space to the north and a riparian corridor following Strangers Creek to the west, separating it from Stage I of the Oakmont project (currently under construction).



Figure 1: Aerial view south-east to 28 Fairway Drive, Norwest Business Park and Sydney CBD

1.1 Planning Proposal

A Planning Proposal has been prepared pertaining to the land identified in Figure 2, otherwise known as 28 Fairway Drive, Kellyville). The riparian corridor associated with Strangers Creek bisects the subject site.

The amendment is tabled below:

Table 1: Existing controls and proposed amendment

	Existing controls:	Amended controls:
Max HOB:	O2 (16 metres)	VI (36 metres) across portion of site.
Max FSR:	N/A	UI (2.6:1) across entire site.

Illustrated in Figure 2 are the footprints of the 7 residential flat buildings approved under DA 824/2013/JP. Buildings 1-3 contained within the subject site are to contain 79 dwellings. Construction of these buildings has not yet commenced.

Construction of Buildings 4-7 has commenced with 100% of apartments sold (see Appendix A).



Figure 2: Subject site with building layout and riparian corridor overlaid.

2.0 Strategic Context

2.1 Growing Sydney – Greater Western Sydney

The subject site is located within Norwest in Greater Western Sydney (see Figure 3), classified as:

- Specialised Centre in the 2013 *Draft Metropolitan Plan for Sydney* (Department of Planning & Environment).
- Strategic Centre in the 2015 *A Plan for Growing Sydney* (Department of Planning & Environment).

Strategic Centre classification is an improvement on Specialised Centre Classification as:

- Specialised Centres emphasise employment uses with greater diversity of uses being reserved for higher-order centres; whilst
- Strategic Centres encourage a greater mix of uses and metropolitan significance.

Whilst Norwest presently meets the criteria of its former Specialised Centre classification, it does not exhibit the mix of uses desired by its Strategic Centre classification.

An opportunity exists for Norwest to meet its Strategic Centre classification through an increase in the mix of uses, including high density residential development.

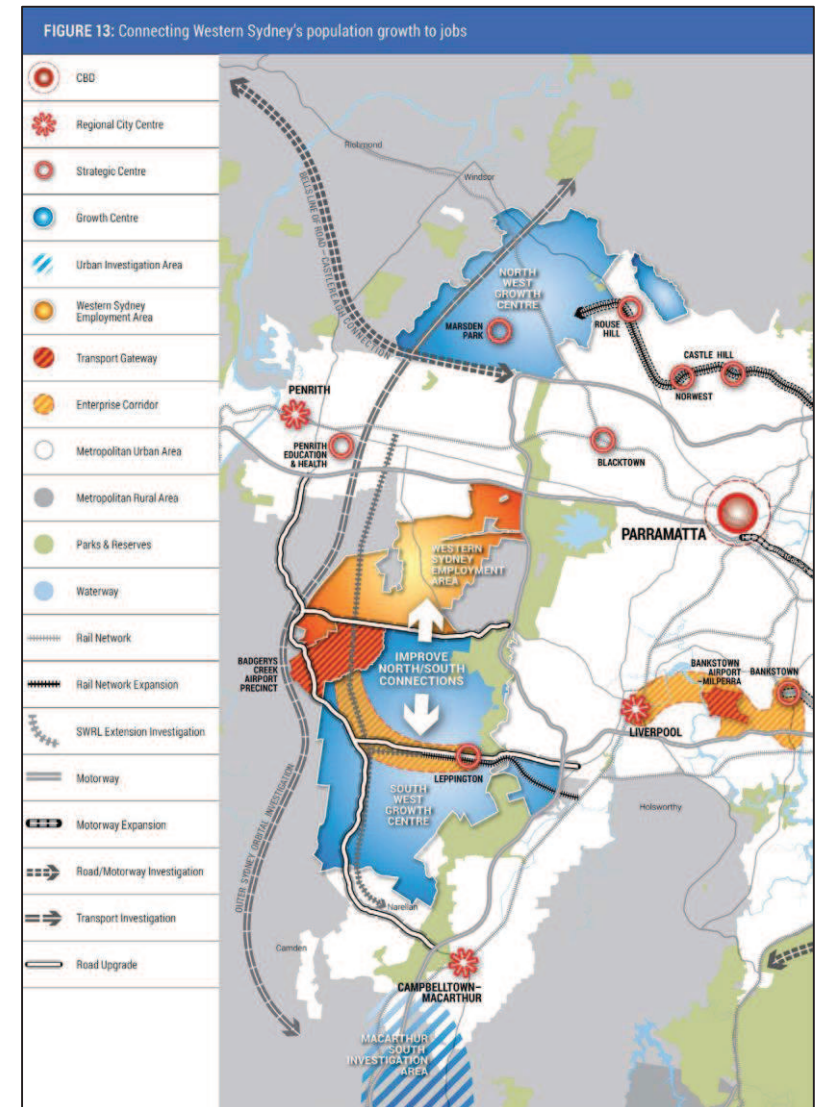


Figure 3: Western Sydney (Department of Planning & Environment 2015, *A Plan for Growing Sydney*, Fig. 13, p 39)

2.2 West Central Subregion

The priorities for the West Central Subregion (A Plan for Growing Sydney 2015, p 114), in which Norwest is located, include:

- Accelerate housing supply, choice and affordability and build great places to live:
 - Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around ... established and new centres, and along key public transport corridors including the North West Rail Link.

The priorities for Norwest Strategic Centre are (A Plan for Growing Sydney 2015, p 118):

- Work with Council to implement the Norwest ... Structure Plans in the North West Rail Link Corridor Strategy to provide additional capacity around the future Norwest ... train stations for offices, retail, services and housing.
- Support health-related land uses and infrastructure around Norwest Private Hospital.
- Work with council to improve walking and cycling connections to the future Norwest and Bella Vista train stations.

From assessment of these priorities, a number of opportunities exists within Norwest Strategic Centre to:

- Increase housing supply, choice and affordability around established and new centres along key public transport corridors including the North West Rail Link (now Sydney Metro Northwest).
- Implement the *Norwest Station Structure Plan*, providing additional capacity around the future Norwest Train Station for offices, retail, services and housing.
- Support the Norwest Private Hospital.

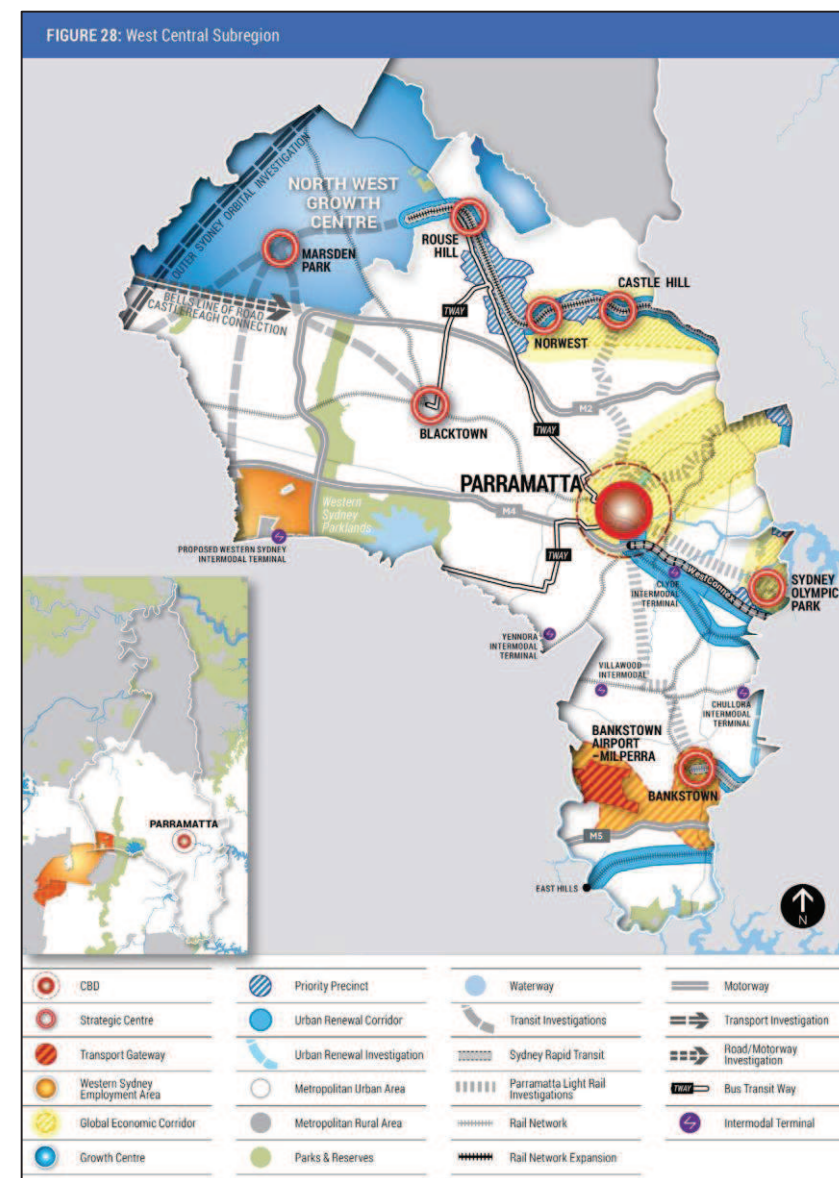


Figure 4: West Central Subregion (Department of Planning & Environment 2015, A Plan for Growing Sydney, Fig. 28, p 115)

2.3 Norwest Station Structure Plan

The implementation of the *Norwest Station Structure Plan* (Structure Plan), forms one of the key priorities for the Norwest Strategic Centre in *A Plan for Growing Sydney*.

The Proposed Structure is informed by:

- The Transit-Orientated Development principle, a key direction of the Minister for Planning's Section 117 Directions (see Table 2).
- A high-level assessment of the Norwest Station Precinct making the finding that it is constrained by:
 - Low accessibility due to a lack of secondary roads, particularly in a north-south direction.
 - Low pedestrian permeability.
 - Complex ownership pattern within the Norwest Business Park.
 - Open space and conservation areas.

There exists an opportunity for high density housing within an 800m radius of the station particularly capitalising on sites that have not been developed yet.

Table 2: Minister's Section 117 Direction 3.4 'Integrating Land Use and Transport'

Objectives:
<i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i>
<i>(b) increasing the choice of available transport and reducing dependence on cars, and</i>
<i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i>
<i>(d) supporting the efficient and viable operation of public transport services, and</i>

As shown in Figure 5, the Proposed Structure incorporates the following elements:

- (1) Local Centre adjoining Norwest Lake;
- (2) Commercial Core surrounding the Local Centre;
- (3) Business Park comprising eastern and western wings adjoining the Commercial Core;
- (4) High Density Residential, **in which the subject site is located**, adjoining the Commercial Core to the north; and
- (5) Medium Density Residential adjoining the:
 - a. Commercial Core to the south; and
 - b. High Density Residential to the north.
- (6) Public Domain and Open Space, **a portion of which directly adjoins the subject site to its north.**

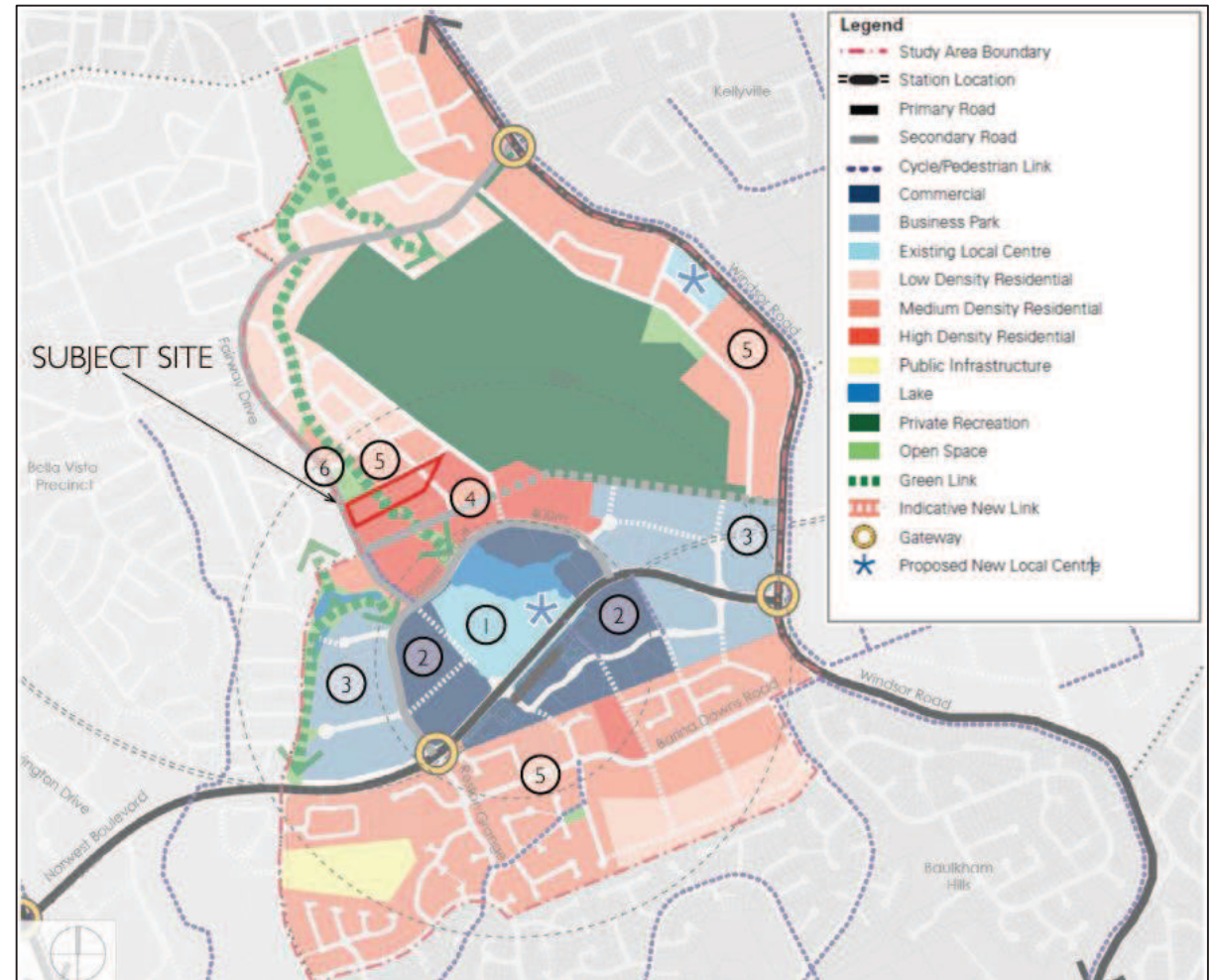


Figure 5: Excerpt Structure Plan for the Norwest Station Precinct (Department of Planning & Environment 2013, Norwest Structure Plan, Fig. 19, p 25) with subject site overlaid.

Each element has an associated Objective and Desired Character, as shown in Table 3.

The subject site is a short term-opportunity site not constrained by ownership patterns (single ownership, ready to be developed upon gazettal of Planning Proposal subject to future DA) or open space and conservation, creating an opportunity to:

- Implement Transit-Orientated Development, achieving the objectives set out within Direction 3.4 'Integrating Land Use and Transport' of the Minister's Section 117 Directions.
- Improve connectivity between the subject site and Norwest Station.
- Achieve the Objectives and Desired Character of the **High Density Residential zone** (in which the site is located) and **Public Domain and Open Space** (which the site adjoins).

Table 3: Objectives of each element of Proposed Structure

	Objectives:	Desired character:
(1) Local Centre:	<i>To provide for the day to day needs of the surrounding residential community.</i>	<i>It is anticipated that under the vision and Structure Plan this precinct could accommodate neighbourhood scale retailing on sites that are carefully designed to integrate into the existing streetscape.</i>
(2) Commercial Core:	<i>To provide attractive A-Grade commercial floor space within close proximity of the station.</i>	<i>It is anticipated that under the vision and Structure Plan, this precinct will evolve to become a high intensity commercial core comprising of 8-10 storey office buildings and expanded opportunities for retail.</i>
(3) Business Park:	<i>To provide for the employment needs of a growing community and to encourage the emergence of a prominent employment area with direct access to the new rail link and station.</i>	<i>It is anticipated that under the vision and Structure Plan, this precinct could accommodate commercial offices on sites that are carefully designed to integrate into the character of the area.</i>
(4) High Density Residential:	<i>To provide for the housing needs of a growing community and to provide a variety of housing types within close proximity of the station, Business Park and Core.</i>	<i>It is anticipated that under the vision and Structure Plan, this residential area will evolve to accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high amenity for the existing and future residents. This could comprise 7-12 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.</i>
(5) Medium Density Residential:	<i>To provide for the housing needs of a growing community and to provide a variety of housing types within close proximity of the station and associated uses.</i>	<i>It is anticipated that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.</i>
(6) Public Domain and Open Space:	<i>To provide attractive open spaces of high amenity for the public.</i>	<i>The Structure Plan identifies green open spaces for residents that are accessible and safe. They should be landscaped appropriately to integrate with the existing character of the area.</i>

2.4 Draft Hills Corridor Strategy

The *Draft Hills Corridor Strategy* (Draft Strategy) was endorsed by Council at its 8 September 2015 Ordinary Meeting. It is prepared in response to the Department of Planning & Environment's *Norwest Station Structure Plan*.

As shown in Table 4, Council considers that greater additional dwelling growth can be achieved through the Draft Strategy than the Structure Plan. This is to be achieved through dwelling density distribution as shown in Figure 6.

Table 4: Norwest projected dwellings (Hills Shire Council 2015, DRAFT Hills Corridor Strategy, Table 9.1, p 34)

Dwellings	Existing (2011)	Planned growth under current controls	Additional growth under strategy	Forecast Dwellings (2035)
NWRL Corridor Strategy	956	2,492	2,202	5,650
The Hills Corridor Strategy	956	2,492	2,520	5,968

Combined, 28 Fairway Drive (including the subject site) and residential area north of Barina Downs Road (hereafter referred to as the Barina Downs Road Precinct) are to contribute a total of 484 additional dwellings at the same:

- Dwelling density (96 dwellings per hectare); and
- Uptake rate (80%).

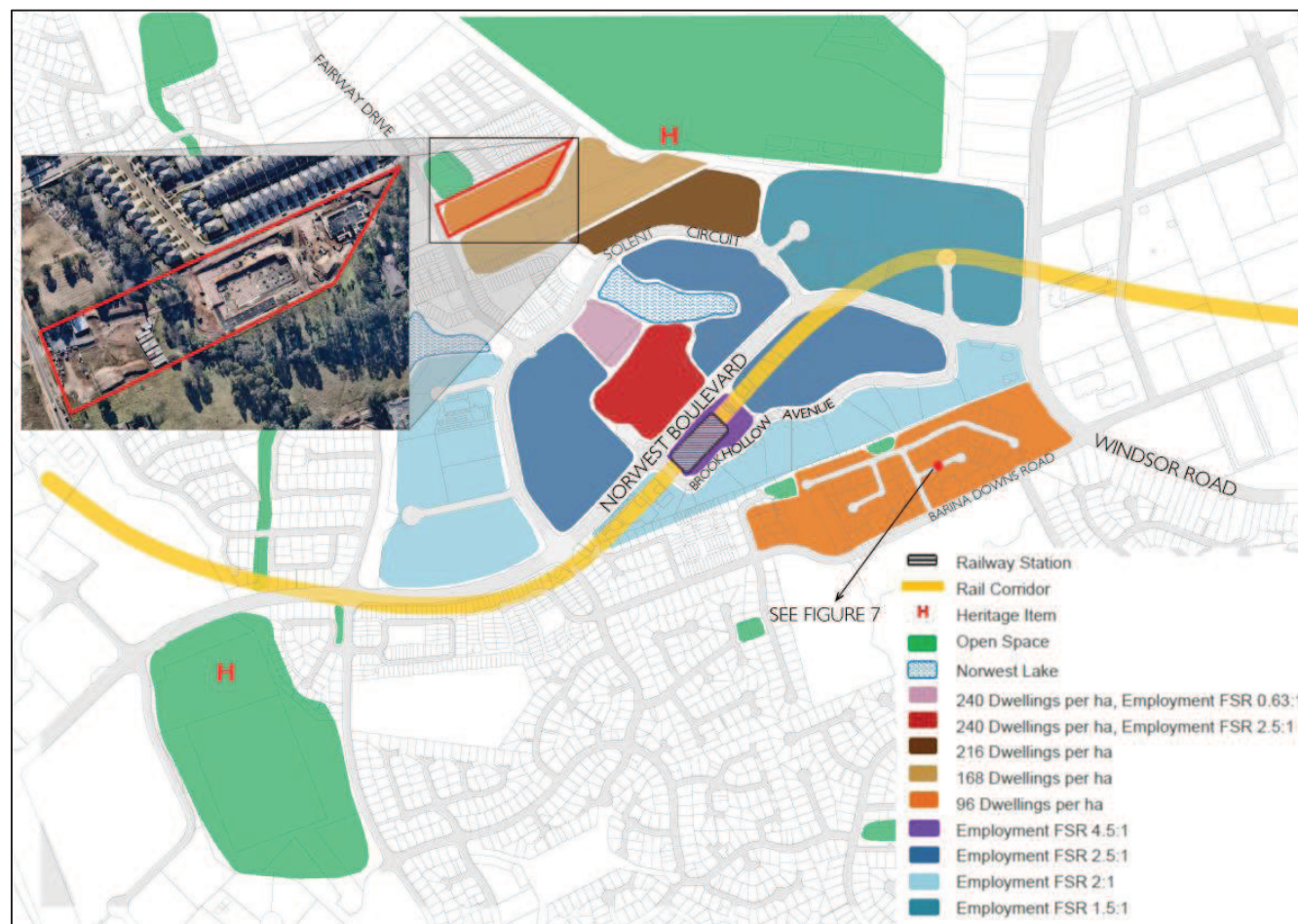


Figure 6: Norwest Desired Outcome (Hills Shire Council 2015, DRAFT Hills Corridor Strategy, Fig. 9.4, p 34) with cadastre, subject site and images overlaid

Table 5: Excerpt Norwest project yields (Hills Shire Council 2015, DRAFT Hills Corridor Strategy, Table 9.3, p 35)

Area	Net Developable Area (ha)	Maximum Dw/Ha	Minimum Employment FSR	Residential uptake	Employment uptake	Existing dwellings	Additional dwellings	Existing jobs	Additional jobs
	9.5	96	N/A	80%	N/A	305	484	0	0

28 Fairway Drive and the Barina Downs Road Precinct having desired dwelling density is inappropriate as:

- Norwest Train Station and Business Park are directly accessible from the subject site; whereas
- Residents of the Barina Downs Road Precinct have a far less direct route via Barina Downs Road, Windsor Road/Reston Grange Road and Norwest Boulevard due to there being no pedestrian permeability between the Precinct and commercial uses with frontage to Brookhollow Avenue.

28 Fairway Drive and the Barina Downs Road Precinct having same uptake rate is unlikely as:

- The Barina Downs Road Precinct is a low density residential area (see Figure 7) with fragmented ownership (see cadastre overlayed in Figure 6); whereas
- The subject site is likely to have a 100% uptake rate as:
 - The subject site is a greenfield site currently undergoing construction in accordance with approved DA 824/2013/JP (see overlayed aerial in Figure 6).
 - 100% of dwellings currently under construction have been sold (see Appendix A).

In summary, the fragmented housing ownership throughout the Barina Downs Road Precinct will result in complicated acquisition and amalgamation structures in order to create critical mass capable of high density residential, whereas 28 Fairway Drive is a greenfield site with a single owner with Stage 1 currently under construction.



Figure 7: Typical street within Barina Downs Road Precinct: view north-east along Bethany Circuit to residential cul-de-sac (see Figure 6)

Detailed design responding to the subject site's constraints and Norwest Desired Future Structure is required to ascertain the dwelling density appropriate to the subject site.

2.5 Summary

The following opportunities are identified within each strategic document prepared, exhibited, endorsed and released by the Department of Planning & Environment:

- 1) *A Plan for Growing Sydney:*
 - a. Improve the diversity of uses within Norwest such that it meets its Strategic Centre classification;
 - b. Increase housing supply, choice and affordability around established and new centres along key public transport corridors including the North West Rail Link (now Sydney Metro Northwest), consistent with the Objectives of Direction 3.4 'Integrating Land Use and Transport' of The Minister's Section 117 Directions;
 - c. Implement the *Norwest Station Structure Plan*, providing additional capacity around the future Norwest Train Station for offices, retail, services and housing.
 - d. Support the Norwest Private Hospital.
- 2) *Norwest Station Structure Plan:*
 - a. Implement Transit-Orientated Development, achieving the objectives set out within Direction 3.4 'Integrating Land Use and Transport' of the Minister's Section 117 Directions.
 - b. Improve connectivity between the subject site and Norwest Station.
 - c. Achieve the Objectives and Desired Character for the **High Density Residential zone (in which the site is located)** and **Public Domain and Open Space (which the site adjoins)**.

The same dwelling density and uptake rate zoning of 28 Fairway Drive and Barina Downs Road Precinct under the *Draft Hills Corridor Strategy* is inappropriate on character assessment and therefore does not form part of the Strategic Context.



Figure 8: View west to 2-8 Brookhollow Avenue from intersection Windsor Road and Norwest Boulevard.

3.0 Local Context

As shown in Figure 9, Norwest:

- Defined by an existing Local Centre and Business Park, forming a thriving centre incorporating the Markettown, Lakeside Restaurants, Specialist Hospital and a range of employment opportunities.
- Unfolds around Norwest Lake, forming part of a network of green space linking to Kellyville Park and Castle Hill Country Club.
- Split into halves by Norwest Boulevard, a highly trafficked four-lane road linking the M2 and Old Windsor and Windsor Roads.
- Will facilitate rapid and frequent rail services to the Sydney CBD upon completion of Norwest Station in 2019.
- Accessible via a number of Gateways identified in the *Norwest Station Structure Plan* with an additional Local Gateway to the centre identified north of the subject site.

Uses surrounding the Business Park are described as follows:

- To the north: underutilised with some recent and undergoing development including residential flat buildings, townhouses and detached dwellings.
- To the south: low density residential uses.
- To the east: Showground Road Station Precinct on the Sydney Metro Northwest.
- To the west: Bella Vista Station Precinct on the Sydney Metro Northwest.

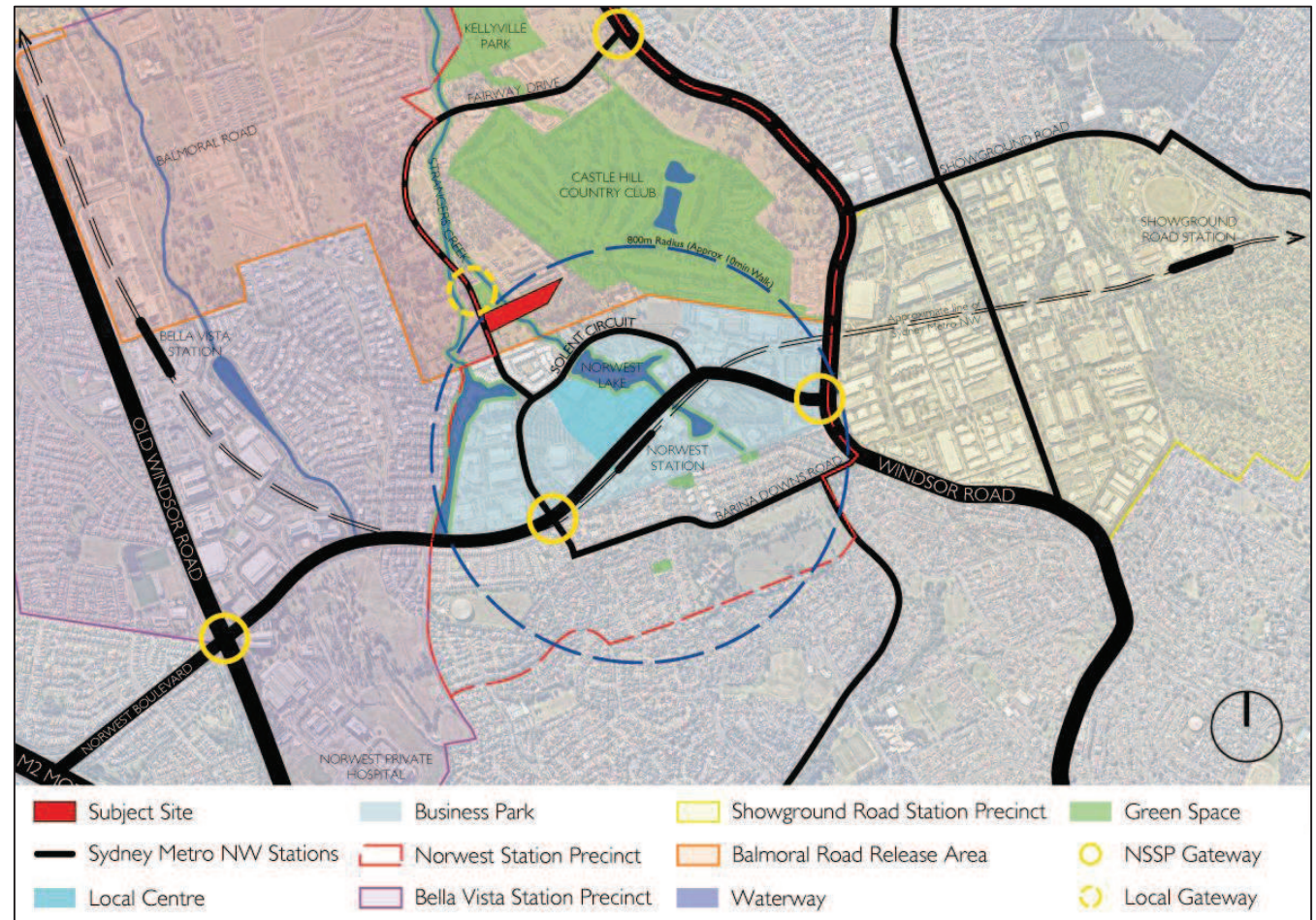


Figure 9: Local context.

As shown in Figure 9, the subject site:

- Within 800 metres of Norwest Train Station on the Sydney Metro Northwest.
- Adjoins Strangers Creek which forms part of a network of green space linking Kellyville Park, Norwest Lake and the privately owned Castle Hill Country Club.
- Primary frontage to Fairway Drive (collector road under Part D Section 7 of the HDCP 2012), forming part of a Local Gateway through which current and future residents of the urban release area north of the subject site will pass to enter the Norwest Strategic Centre, creating an opportunity for built form responding to the significance of the site.



Figure 10: Norwest Business Park aerial photo



Figure 11: Norwest Business Park (Department of Planning & Environment 2015, A Plan for Growing Sydney, p 119)

3.1 Recent Development (Planning Proposals)

As seen in Figure 12, the locality is undergoing transition:

- Predominantly low density residential development outside of the Employment Core, consistent with existing planning controls.
- A number of Planning Proposals consistent with the *Norwest Station Structure Plan* have been lodged and endorsed at Gateway by the Department of Planning, including:
 - 1) Lot 101 DP 1176747 and Lots 32 and 33 in DP 247442, known as 47 Spurway Drive, Baulkham Hills, 30 Fairway Drive, Kellyville and Lot 33 DP 247442: enabling development to a height of 37 metres and FSR between 1.5:1 and 3.2:1.
 - 2) Lot 5074 in DP 1003042 known as 11-13 Solent Circuit, Baulkham Hills: enabling development to a height of RL 143.2 metres and FSR 2.42:1.
 - 3) Lot 4054 in DP 1070487 known as 2-4 Burbank Place: enabling development to a maximum FSR of 1.49:1.

On assessment of recent development, an opportunity exists to implement Planning Proposals to enable development consistent with the Proposed Structure set out within the *Norwest Station Structure Plan*.

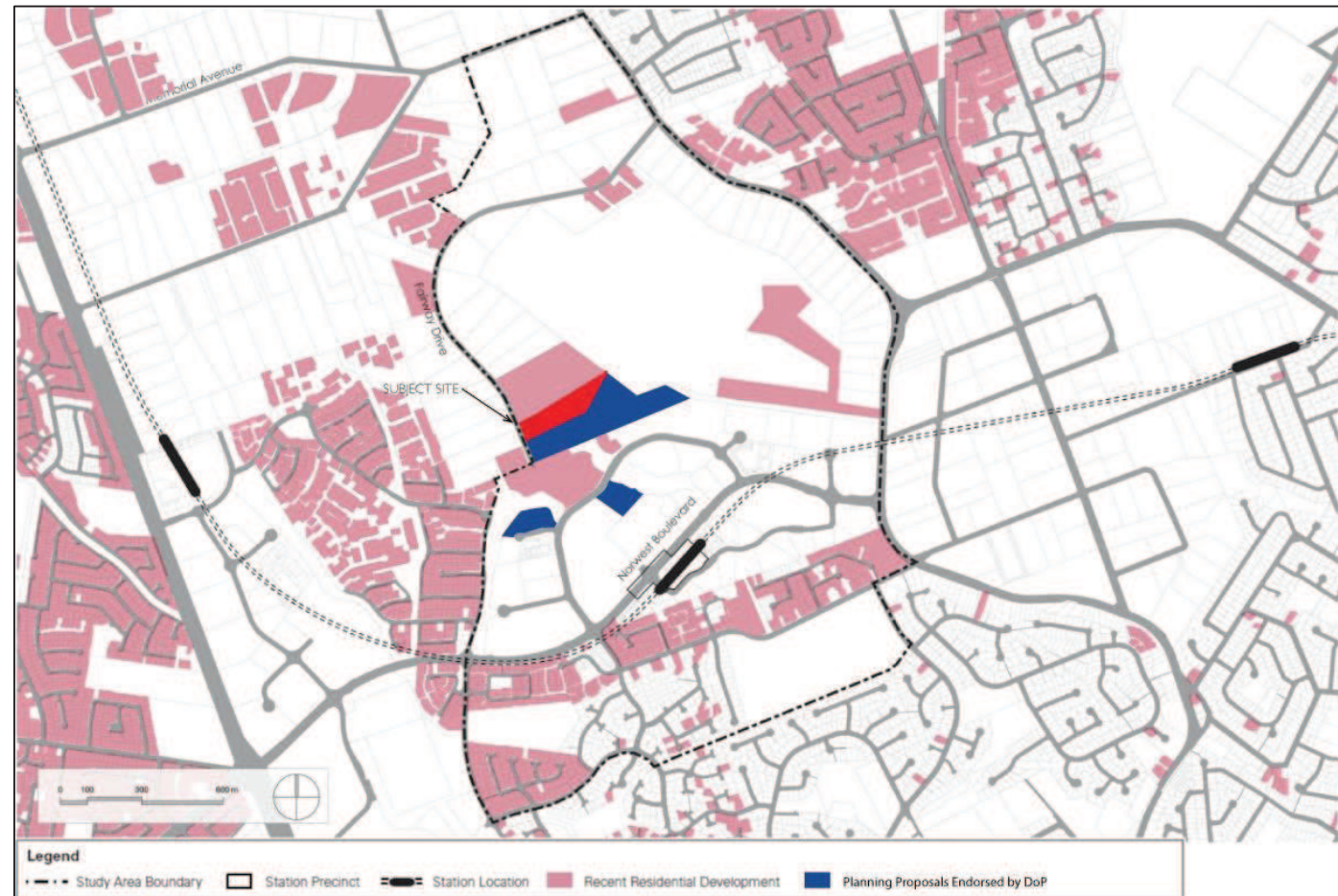


Figure 12: Recent Residential Development within the Study Area (Department of Planning & Environment 2013, Norwest Structure Plan, Fig. 10, p 13) with subject site and further recent residential development and DoP endorsed Planning Proposals since the creation of the Strategy overlaid.

4.0 Planning Context

Height:

As shown in Figure 13, the *Hills Local Environmental Plan 2012* restricts development to a maximum height of 16 metres (4 storeys) within the subject site, inconsistent with the *Norwest Station Structure Plan* prepared by the Department of Planning & Environment.

FSR/density:

As seen in Figure 14, no FSR controls apply to land outside of the Norwest Strategic Centre Employment Core. In lieu of FSR controls, The Hills Development Control Plan 2012 incorporates density controls (see Table 5), restricting residential flat building development to 175 persons per hectare.

The subject site having area 19,166m² means a maximum of approximately 335 persons or approximately 140 dwellings (calculated at an average of 2.4 persons per dwelling as shown in Table 6), inconsistent with the *Norwest Station Structure Plan* and *Draft Hills Corridor Strategy*.

Summary:

Due to the mismatch between planning controls and the Structure Plan, a number of Planning Proposals have been lodged and endorsed at Gateway by Department of Planning & Environment. Further detail regarding Gateway endorsed Planning Proposals is provided within Section 3.1 of this report.

Table 6: Density control table (Hills Shire Council 2012, HDCP, Table 2, p 9) with average person per dwelling calculated at bottom.

Dwelling Type:	Occupancy Rate (Persons):
1 bedroom unit:	1.3
2 bedroom unit:	2.1
3 bedroom unit:	2.7
4 bedroom unit:	3.5
Average:	2.4

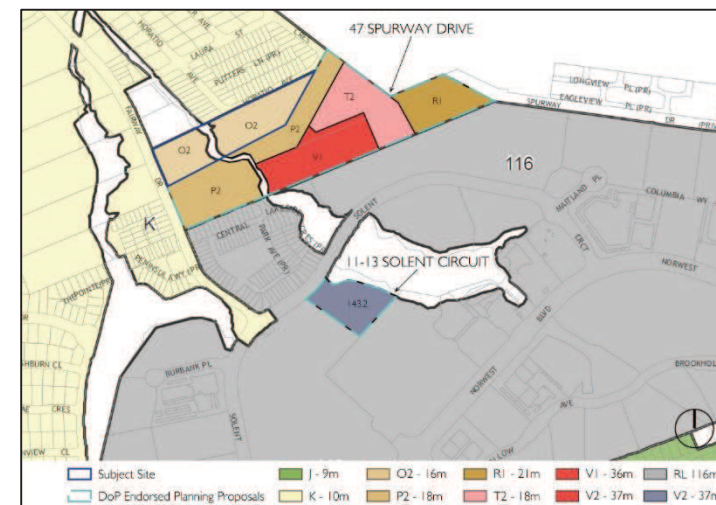


Figure 13: Excerpt HOB_016 (The Hills Shire Council 2012) with subject site and DoP endorsed Planning Proposals overlayed.

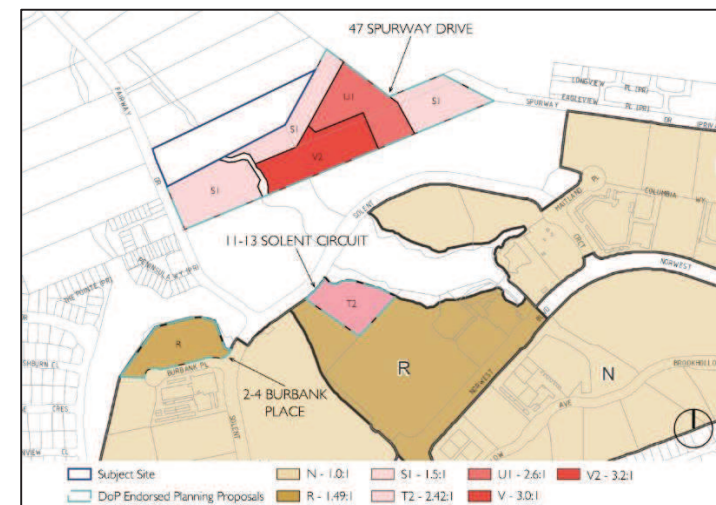


Figure 14: Excerpt FSR_016 (The Hills Shire Council 2012) with subject site and DoP endorsed Planning Proposals overlayed.

5.0 Desired Future Structure

5.1 Structure

The future structure of Norwest (see Figure 15) will see a transition of a car orientated Business Park to a walkable, liveable and sustainable metropolitan centre.

- Improved north south vehicular access.
- Additional community facilities and embellishment of open spaces.
- Riparian walkways and a promenade with northern orientation traversing Strangers Creek and Norwest Lake.
- Built form with orientation to the street, open spaces that provide passages to spaces that allow people to interact, socialise and play.
- An environment that encourages walking and use of the rapid transit station.
- Open Space and Community Facilities within 800m of the “heart of Norwest” to be utilised by new residents and the existing Hills Community.

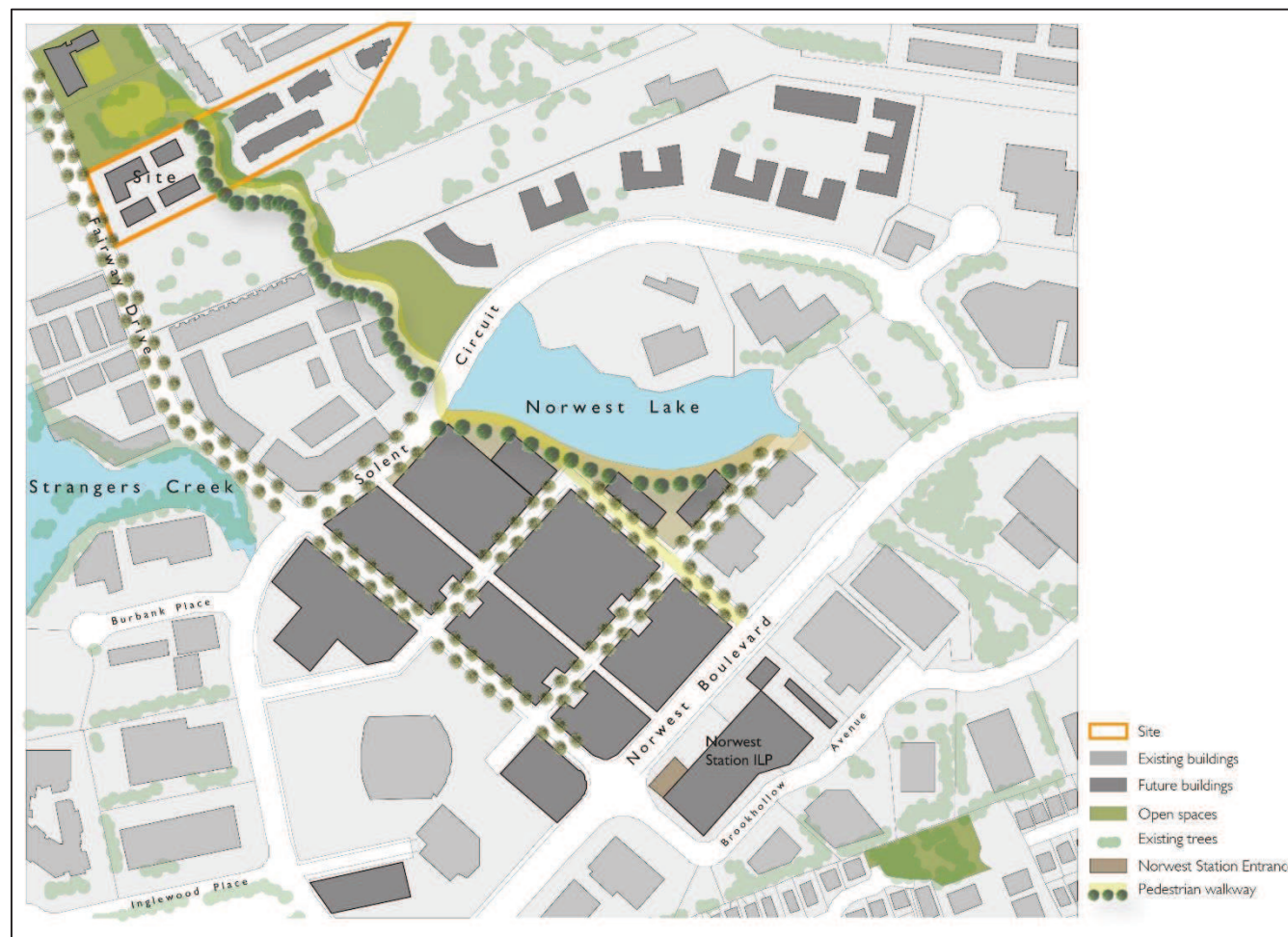


Figure 15: Desired structure

5.2 Land Use

As shown in Figure 16, high density land uses are suitable within 800m of Norwest Rapid Transit Station.

- Recent low rise strata development has restricted the short term opportunity for increased residential activity within Norwest Strategic Centre.
- The embellishment of riparian corridors to re-direct pedestrian activity from the Norwest Lake, promenade and direct access to the station would be improved through additional high density housing at the northern entrance to the Centre.
- High density residential development should be 7-12 Storeys within 800m of Norwest Station.

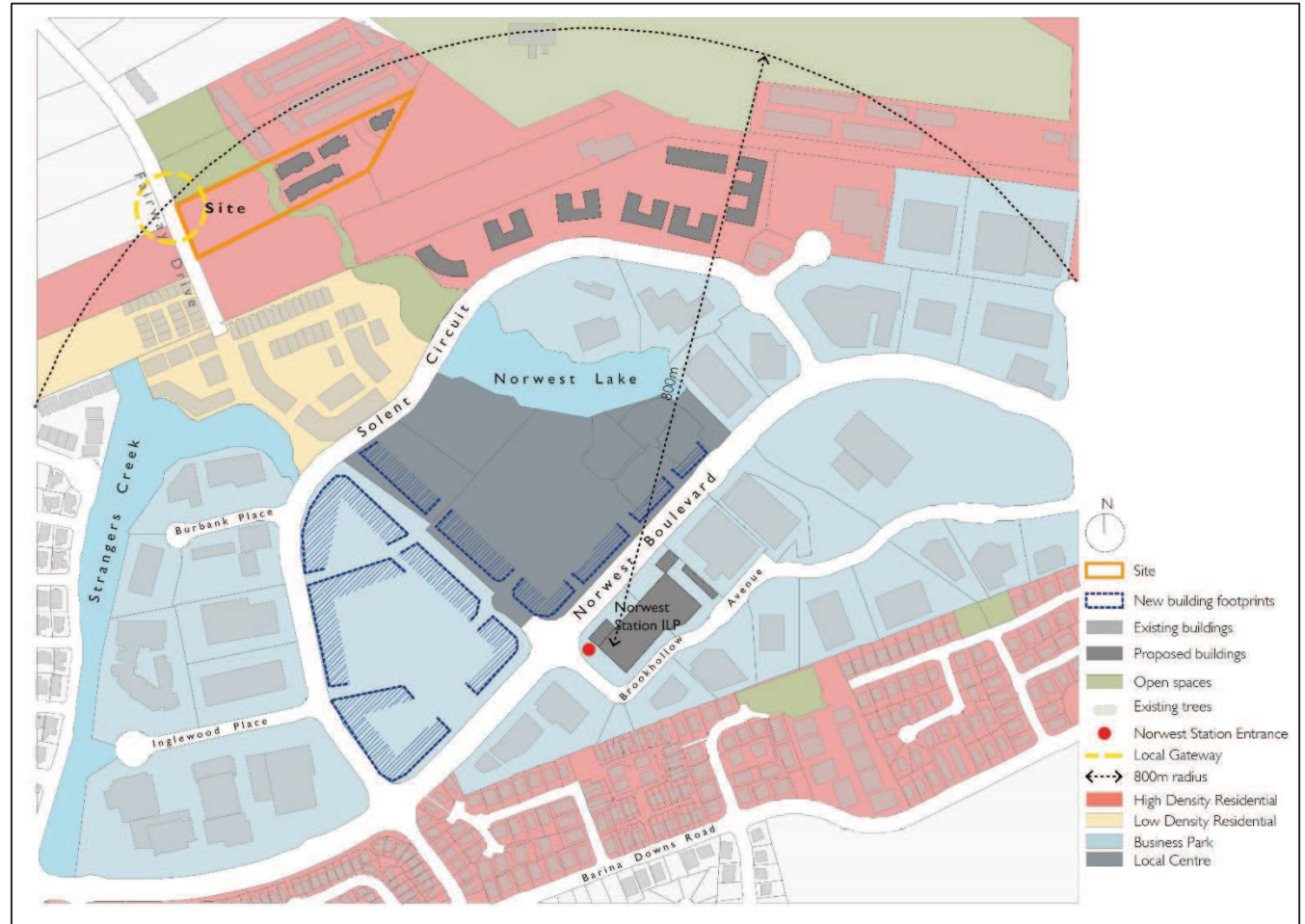


Figure 16: Desired land use structure

5.3 Pedestrian

As shown in Figure 17, improved pedestrian permeability is desired within the Norwest Strategic Centre. This is to be achieved through:

- Break-up of existing block structure; and
- Provision of new pedestrian link within riparian corridor associated with Strangers Creek.
- Increase the amount of pedestrian activity away from Fairway Drive along Strangers Creek to promenade along Norwest Lake.
- Provision of community facility and embellished recreational facilities to the north of the site will increase pedestrian activity along Fairway drive and future pedestrian links along Strangers Creek.
- Pedestrian access to the station which is more direct and, in most instances, is closer than that offered by the development at 30 Fairway Drive or 47 Spurway Drive.

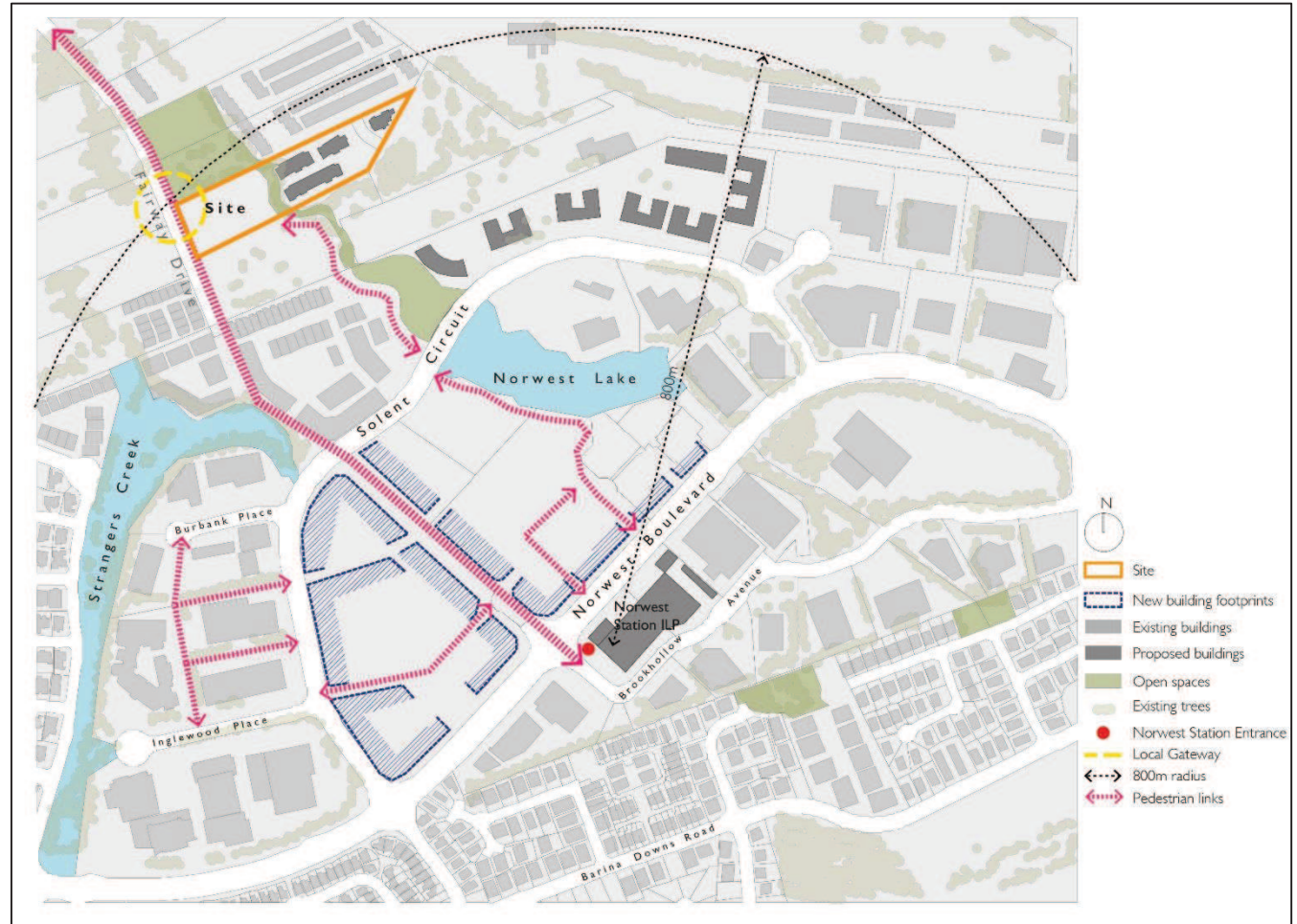


Figure 17: Desired pedestrian permeability

5.4 Vehicular Accessibility

As shown in Figure 18, the break-up of the existing block structure to enable improved vehicular accessibility is desired within the Norwest Strategic Centre.

- Fairway Drive is the most important north south route within the Norwest Strategic Centre.
- There is an opportunity to improve the amenity of Fairway drive at the entrance to the Centre through embellishment of open space, provision of facilities and high density development the entrance to the centre.

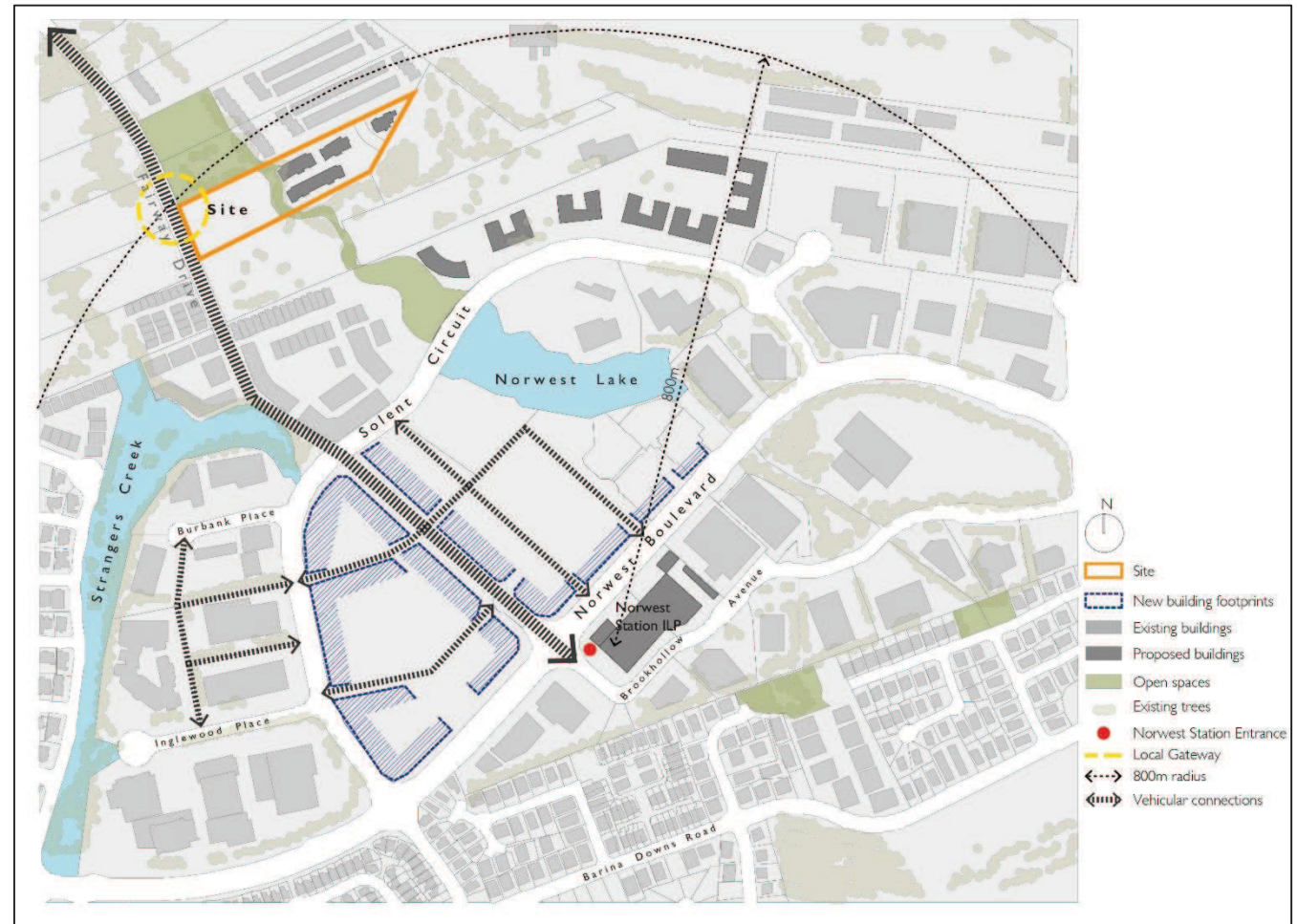


Figure 18: Desired vehicular accessibility

6.0 The Proposal

6.1 Built Form Envelope

As seen in Figure 19, the proposed built form envelope involves the development of 5 buildings described as follows:

- Building 1A: 12 storeys with floor plate 765m².
- Building 1B: 7 storeys with floor plate 256m².
- Building 2: 7 storeys with floor plate 607m².
- Building 3: 10 storeys with floor plate 540m².
- Building 4: 7 storeys with floor plate 730m².

6.2 Voluntary Planning Agreement

A VPA is proposed between The Hills Shire Council and Arden CH (NSW) Pty Ltd. The VPA applies to Allotment 31 in DP 247442 known as 28 Fairway Drive, Kellyville (the subject site). The purpose of the VPA is to facilitate the delivery of the Developer's contributions towards the provision of State public infrastructure referred to in clause 6.1 of the LEP.

The contributions are made toward provision a Multi-Purpose Community Centre and Intersection and Traffic Signal Upgrades.

Multi-Purpose Community Centre (see Figure 19):

Proposed to be located on open space adjacent to the subject site, approximately 800 metres from Norwest Station. The centre will incorporate a variety of spaces suitable for a range of social, leisure and cultural activities.

The centre will fulfil the growing demand for community needs, and will be in keeping with the family-oriented character of The Hills Shire LGA.

Intersection and Traffic Signal Upgrades:

A provisional allowance is made under the Planning Agreement as part contribution toward the upgrade of intersections and traffic signals within the Norwest Precinct. This is to assist in improving the capacity of the road network to accommodate anticipated increased traffic in the Norwest Precinct.



Figure 19: General arrangement plan and proposed works within adjoining open space

7.0 Assessment

7.1 Desired Future Structure

Development enabled by the proposed amendments to planning controls is compliant with the Desired Future Structure:

1) Development responding to Local Gateway and Public Domain:

The proposed built form envelope enabled by the Planning Proposal responds to the:

- Local Gateway by being built to the proposed height limit, creating a sense of entrance to the Norwest Strategic Centre.
- Public Domain through:
 - Building address of the adjoining park to the north and riparian corridor associated with Strangers Creek to the east.
 - Monetary contribution to works required for creation of the adjoining park to the north as part of a proposed VPA (see Planning Proposal).

2) Implementation of Planning Proposals to enable development consistent with *Norwest Station Structure Plan (7-12 storey high density residential living)*:

The proposed planning controls enable development to a height of 12 storeys within the High Density Residential zone, consistent with the *Norwest Station Structure Plan*.

3) Improve accessibility including walking and cycling connections:

The Planning Proposal will not inhibit the provision of improved vehicular and pedestrian accessibility and permeability throughout the centre. A VPA providing a monetary contribution to the cycleway along Fairway Drive forms part of the application, improving the connection between the site and the future station.

4) Increased diversity of uses to meet Strategic Centre classification:

Under *A Plan for Growing Sydney*, the key criteria for a Strategic Centre include:

- *The largest centres in the Sydney metropolitan Area, when developed.*
- *Contain mixed-use activity of an amount, density and diversity that is of metropolitan significance, including commercial (office, business and retail), civic and cultural uses; government services; and higher density housing.*
- *Typically on the passenger rail network or serviced by other high frequency public transport.*

At present, Norwest does not exhibit the mix of uses desired of a Strategic Centre, particularly high density apartment living. The Planning Proposal enables high density residential development, contributing to mixed-use activity of an amount, density and diversity that is of metropolitan significance.

5) Increased housing supply, choice and affordability around established centres along key transport corridors, supporting Norwest Private Hospital.

Under the approved DA 824/2013/JP compliant with the existing planning controls, 79 dwellings are provided within the subject site. The Planning Proposal enables the provision of 237 dwellings, increasing supply, choice and affordability within walking distance (800 metres) of strong public transport connections, employment opportunities and services, reducing demand on private vehicle travel (consistent with The Minister's Section 117 Directions). Being located less than 3 kilometres from the hospital, it is expected that dwellings provided as part of future development within the subject site will prove an attractive and affordable housing option for key workers within the hospital precinct.

7.2 Height, Bulk & Scale

The Planning Proposal seeks the site-specific amendment of controls such that development to a maximum height of 36 metres is permissible. The proposed FSR of 2.6:1 arises from a detailed design process of building envelopes compliant with the proposed height limit. The controls are an appropriate outcome for the site as:

- It is consistent with
 - Recent Planning Proposals endorsed at Gateway pertaining to land within the Residential Frame of Norwest which enable development consistent with the *Norwest Station Structure Plan*.
 - The Desired Future Character (see Section 7.1 of this report).
- It is within an area currently undergoing transition to uses with greater height and scale (see Figures 20 and 21).
- It enables development:
 - With greater density, locating more people:
 - Within an established and growing Strategic Centre which includes:
 - Strong public transport links, upon completion of Norwest Station on the Sydney Metro Northwest (previously North West Rail Link).
 - Employment and recreational opportunities, with the mix of uses expected to expand in response to the desired future character.
 - With greater amenity to residents derived from:
 - Carefully master planned around communal open space and incorporating landscaped street setbacks.
 - Increased floor-ceiling heights and apartment sizes.
 - Building address of adjoining park to the north.
 - With greater building mass at the entrance to Norwest, emphasising the entrance to the Norwest Strategic Centre.
 - Creating opportunities for causal surveillance and increased activity within the adjoining park and existing and future streets within the rapidly developing area.
 - With acceptable overshadowing impacts to surrounding development (see Section 7.3 of this report).

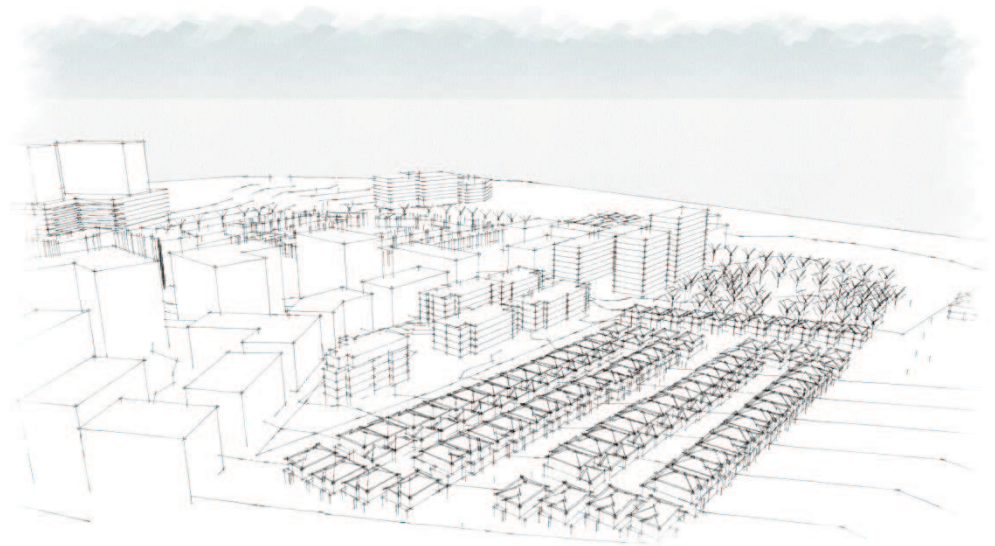


Figure 20: Norwest undergoing transition (Bennet Murada 2015)



Figure 21: Norwest undergoing transition (Benent Murda 2015)

7.3 Amenity

7.3.1 External Amenity

- As seen in Figure 22, the overshadowing impacts of a built form envelope consistent with the proposed controls are acceptable:
 - Nil overshadowing impacts on adjoining open space to the north.
 - Minimal overshadowing impact on existing/under construction development.
 - Minimal overshadowing impact on adjoining riparian corridor to the east.
 - Overshadowing impacts to potential future development to the south may be mitigated through the design process at DA stage.
- Privacy impacts to potential future development to the south are reduced through building setback to the boundary. Further mitigation of privacy impacts including privacy screening may be achieved at DA stage.

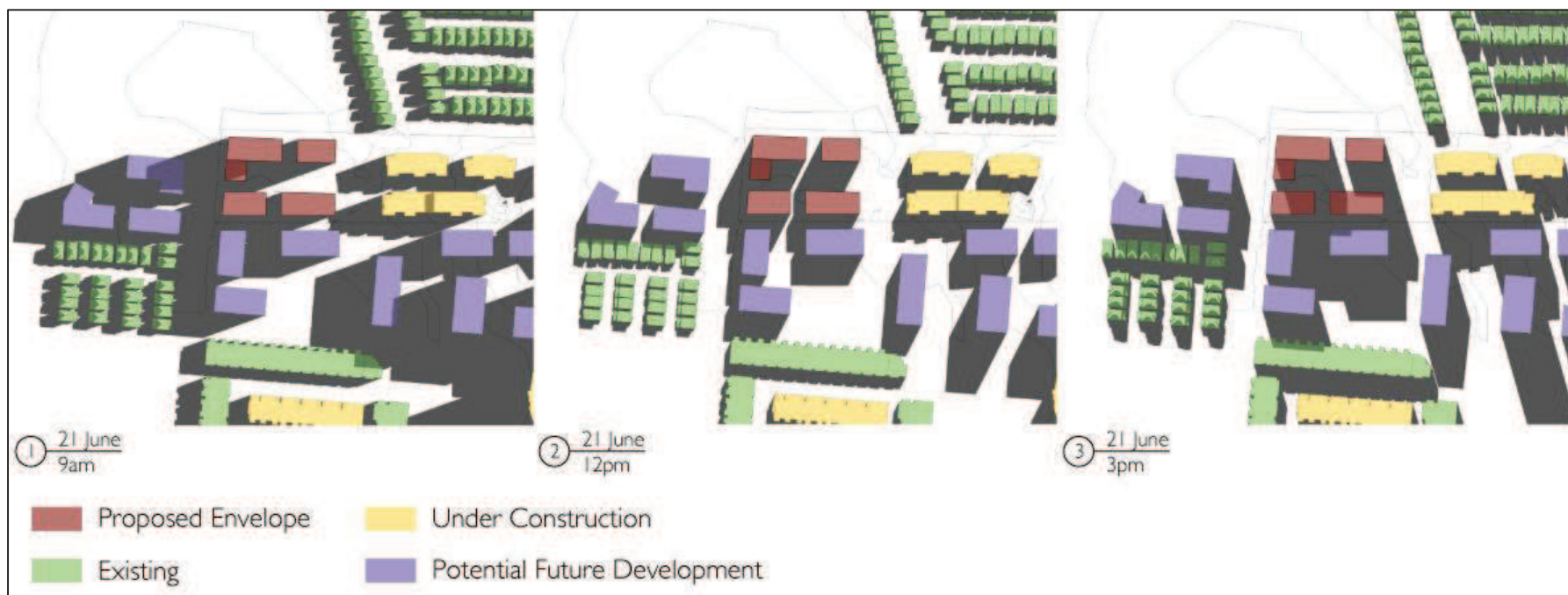


Figure 22: Overshadowing impacts

7.3.2 Internal Amenity

A high level of internal amenity is achieved through:

- Apartment sizes exceeding the minimum set out within the Apartment Design Guide in response to the higher proportion of families within The Hills Shire LGA.
- Careful master planning of the built form envelope around communal open space and landscaped street setbacks.
- 70% of apartments receiving at least 2 hours of solar access in mid-winter, consistent with the Apartment Design Guide (see Figure 23).
- 60% of apartments being adequately cross-ventilated (see Figure 23).
- Deep Soil exceeding Council DCP requirements a total of 15%.
- 30% of the proposal would incorporate Communal Open Space with linkages to the park and community facilities to the north.



Figure 23: Typical floor plan (Bennet Murada 2015, Dwg No. CD_04)

8.0 Conclusion

The Planning Proposal seeking amendment of planning controls pertaining to 28 Fairway Drive, Kellyville (Allotment 31 in DP 247442) are as follows:

- Height of Buildings: from O2 – 16 metres to V1 36 metres.
- Floor Space Ratio: 2.6:1.

The existing controls are unsuitable as they do not enable development consistent with the desired future character for the locality.

Bennet Murada have prepared a built form envelope consistent with the proposed controls and the Apartment Design Guide. It is considered that the built form envelope is an acceptable outcome for the site on the grounds that it:

- Consistent with the Desired Future Structure :
 - Responds to the Local Gateway to the Norwest Strategic Centre and adjoining Public Domain including public park to the north and riparian corridor to the east.
 - Consistent with recent Planning Proposals endorsed at Gateway enabling development consistent with the *Norwest Station Structure Plan*, being high density residential development with a maximum height of 12 storeys.
 - Contributes to the diversity of uses of an amount, density and diversity is of metropolitan significance.
 - Increases housing supply, choice and hence affordability around an established centre, within walking distance of Norwest Station.
- Has acceptable height, bulk and scale:
 - Being within an area currently undergoing transition to uses with greater height and scale.
 - Locating greater density within an established and growing Strategic Centre incorporating future public transport links and a range of employment and recreation opportunities, with the diversity of uses expected to expand in the future.

- Offering a high level of amenity to future residents without significant compromise of amenity to residents of existing and future potential development within the locality.
- Increased opportunities for casual surveillance of existing and future streets and the public domain.

On the grounds that the Planning Proposal has urban design merit, the proposed amendments to planning controls are recommended for approval.