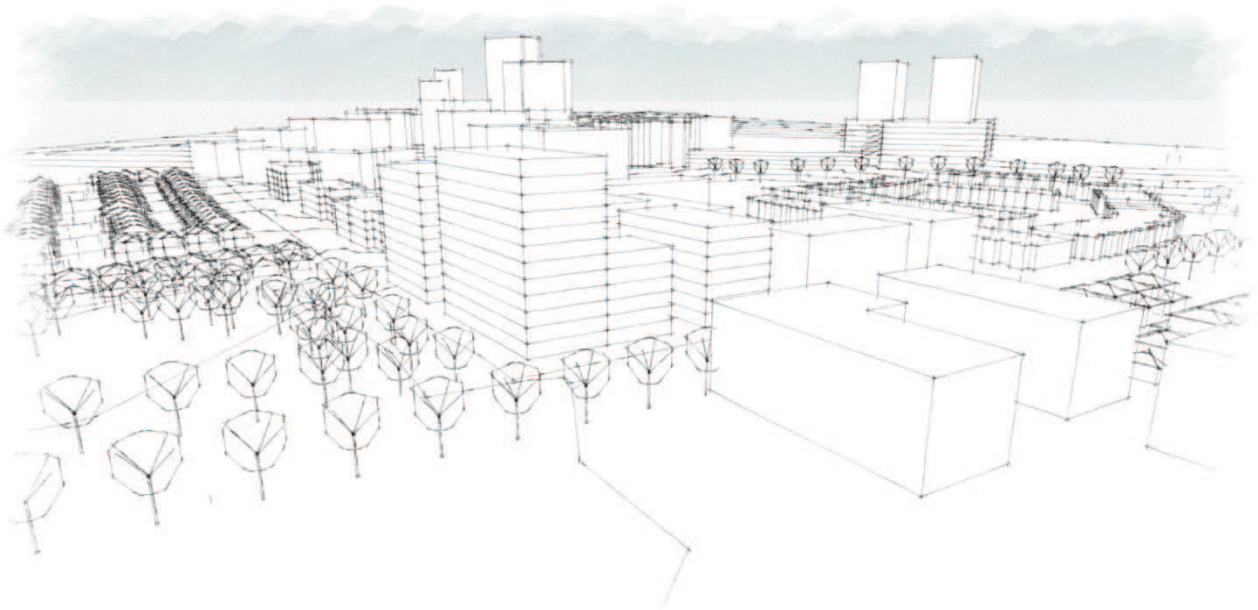


28 Fairway Drive

Norwest Strategic Centre

Planning Proposal

October 2015



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Project: 28 Fairway Drive Kellyville

Document: Planning Proposal

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1.0 Introduction

This Planning Proposal has been prepared by ae design partnership on behalf of Arden CH (NSW) Pty Ltd seeking the modification of planning controls within The Hills Local Environmental Plan (LEP) 2012 pertaining to Allotment 31 in DP 247442 (otherwise known as 28 Fairway Drive, Kellyville. Refer Section 1.1 of this report). The proposed controls pertaining to this land are as follows:

- Maximum permissible Height of Buildings from O2 (16 metres) to V1 (36 metres) for western portion of the site.
- Maximum permissible FSR from nil to V-2.6:1 across the site.

The Planning Proposal has been prepared in accordance with Section 55(2) of the Environmental Planning and Assessment Act 1979 and the Department of Planning and Environment's *A Guide to Preparing Planning Proposals*.

Documents forming part of this application are scheduled within Table 1 below.

Table 1: Documents forming part of this application

Documents forming part of this application:	Prepared By
Urban Design Report	ae design partnership
Traffic Impact Assessment	Varga Traffic Pty Ltd

1.1 Site Analysis

As seen in Figure 1, the subject site, identified as Allotment 31 in DP 247442 (otherwise known as 28 Fairway Drive, Kellyville):

- Is located in the southern portion of the Balmoral Road Release Area.
- Is within the Norwest Station Precinct, less than 800 metres north of the Norwest Station.
- Has irregular shape with total site area 20,237m².
- Has frontage to Fairway Drive (western boundary) and Horatio Avenue (northern boundary).
- Is traversed approximately north-south by Strangers Creek and its associated riparian corridor.

The eastern portion of the site is undergoing construction consistent with approved DA 824/2013/JP (see Section 1.2 of this report).

1.2 Background

On 16 October 2014, the JRPP approved DA 824/2013/JP enabling the development of 7 residential flat buildings at 28 Fairway Drive. The information in support of the application was compiled prior to the North West Rail Link Corridor Strategy being endorsed.

As seen in Figure 1:

- Buildings 4-7 are located within the eastern portion of the subject site and are currently under construction.
- Buildings 1-3 (containing a total of 79 apartments) are located within the western portion of the subject site to which the additional height is proposed. This portion of the development is not under construction.

Note:

- The footprint of Buildings 1-6 as shown in Figure 1 is consistent with this original approval.
- The footprint of Building 7 as shown in Figure 1 is consistent with a later Alterations and Additions DA lodged by ae design partnership approved by Council on 20 August 2015. The Alterations and Additions enabled the construction of a fifth level containing 2 units.

On 28 August 2015, the JRPP approved a Section 96(2) Application seeking amendments to Building 5, including the construction of an additional fifth level (including 10 additional units), internal reconfiguration of some units, including changes to unit mix and size and amendments to roof pitch, materials and façade design.

The site is already zoned R4 High Density Residential under The Hills Local Environmental Plan 2012 and the intended use of the site as Residential Flat Buildings is already permissible under this zone. Accordingly, while the planning proposal seeks to facilitate higher density development on the site it does not seek a change of permissible use.

2.0 Planning Proposal

2.1 Part 1 – Objectives or Intended Outcomes

This Planning Proposal pertains to lot 31 in DP 247442 (otherwise known as 28 Fairway Drive) within The Hills Local Government Area (see Figure 1). The intended outcome of the Planning Proposal is to enable development within the land such that it has:

- 1) Greater height and scale, creating a sense of entry to the Norwest Business Park at its key northern access road (Fairway Drive); and
- 2) Greater density, locating more people:
 - a) Within an established and growing Strategic Centre (Norwest) which includes:
 - i. A full range of retail and commercial services, employment and recreational opportunities; and
 - ii. Norwest Station on the Sydney Metro Northwest (previously North West Rail Link), forming part of the Sydney Metro Network – a high speed rapid transit system running between Rouse Hill and Bankstown via the Sydney CBD on a line separate to the existing Sydney Trains network.
 - b) Within a mix of apartment sizes, providing increased housing choice for the diverse range of demographics, living needs and budgets of The Hills' current and future residents and responding to the larger, family oriented apartment sizes expected of The Hills Shire.

The proposal will accommodate additional population close to planned and existing services and infrastructure, being located on the edge of the Norwest Business Park and Town Centre, and less than 800 metres from the future Norwest Station.

The applicant's development concept is limited to a maximum yield of 250 new dwellings to ensure that it does not over-tax or burden existing and planned services, facilities and infrastructure and is consistent with the extent of development envisaged for the site under the Norwest Station Structure Plan.

The intended outcomes are to be achieved through amendment of the height and FSR controls pertaining to the land as outlined within the following section.

2.2 Part 2 – Explanation of Provisions

The proposed outcomes will be achieved through amending the Hills Local Environmental Plan 2012 as follows:

- 1) The portion of lot 31 in DP 247442 west of Strangers Creek in the Height of Buildings Map (Sheet HOB_016) rezoned from O2 (16 metres) to V1 (36 metres); and
- 2) An FSR of 2.6:1 across the site in the Floor Space Ratio Map (FSR_016), currently having nil FSR zoning, rezoned to V (2.6:1).

These amendments are illustrated within Section 2.4 of this report.

No amendments are proposed to the written Environmental Planning Instrument.

2.3 Part 3 – Justification

2.3.1 Section A – Need for the Planning Proposal

1. *Is the planning proposal a result of any strategic study or report?*

The Planning Proposal is in response to the Norwest Station Structure Plan. It has been prepared by ae design partnership on behalf of the applicant, Arden CH (NSW) Pty Ltd, to enable the rezoning of the subject site such that it is able to achieve the objectives and intended outcomes outlined within Section 2.1 of this report.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Under the existing DA approval pertaining to 28 Fairway Drive, Kellyville, three four storey buildings incorporating 79 apartments were approved within the portion of the site west of Strangers Creek (see Section 1.2 of this report). The proposed amendment of the maximum permissible height to 36 metres and FSR 2.6:1 is the best means of achieving the intended outcomes as it enables development which:

- 1) Creates a sense of entry to the Norwest Business Park via Fairway Drive, a key northern access road; and
- 2) Facilitates greater density than that which is currently approved, locating more people within an established and growing centre (Norwest) and within a mix of apartment types, improving housing choice and affordability.
- 3) Density close to the station which in most instances is closer than that offered by development at 30 Fairway Drive or 47 Spurway Drive.

A Planning Proposal being the best means of achieving the intended outcomes was supported by Council.

2.3.2 Section B – Relationship to Strategic Planning Framework

3. *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)?*

The Planning Proposal is consistent with the applicable regional and subregional strategies as outlined below:

A Plan for Growing Sydney (NSW Department of Planning and Environment 2015)

The Planning Proposal is consistent with 'Goal 2 Sydney's housing choices' of *A Plan for Growing Sydney* as shown in Table 2.

Table 2: Planning Proposal's consistency with Directions and Actions within the Goals set out within *A Plan for Growing Sydney*

GOAL 2: Sydney's housing choices.				
Directions:		Actions:		Consistency with Planning Proposal:
No.	Title:	No.	Title:	
2.1	Accelerate housing supply across Sydney.	2.1.1	Accelerate housing supply and local housing choices.	Under the existing approval pertaining to 28 Fairway Drive, 79 apartments are provided within the portion of the subject site west of Strangers Creek. The Planning Proposal enables development with greater density within that land, facilitating the provision of increased housing supply and choice within The Hills LGA.
		2.1.2	Accelerate new housing in designated infill areas (established urban areas) through the Priority Precincts and UrbanGrowth NSW programs.	The Planning Proposal facilitates increased housing within Norwest, identified as a Strategic Centre within <i>A Plan for Growing Sydney</i> on the Sydney Metro Northwest (previously North West Rail Link).
		2.1.3	Deliver more housing by developing surplus or under-used government land.	N/A – the subject site is not within government ownership however the land is under-utilised with the current approval.
2.2	Accelerate urban renewal across Sydney – providing	2.2.1	Use the Greater Sydney Commission to support Council-led urban infill projects.	N/A - development enabled by the Planning Proposal is not considered infill as the subject site was occupied by greenfield uses until construction began

	homes closer to jobs.			pursuant to DA 824/2013/JP (see response to Action 2.4.1 below).
		2.2.2	Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres.	The subject site is within a transport corridor, located within the Norwest Study Area of the North West Rail Link Structure Plan with Norwest thus being identified as a Strategic Centre in <i>A Plan for Growing Sydney</i>. The subject site is currently undergoing urban renewal with the previous low density residential use being replaced by 7 low-rise residential flat buildings consistent with approved DA 824/2013/JP. Nevertheless, the Planning Proposal will enable development which will contribute to the transformation of the transport corridor by achieving the intended outcomes outlined in Section 2.1 of this report.
2.3	Improve housing choice to suit different needs and lifestyles.	2.3.1	Require local housing strategies to plan for a range of housing types.	A <i>Residential Direction</i> document has been prepared as part of The Hills' <i>Adopted Draft Local Strategy</i> . The Planning Proposal is consistent with the document.
		2.3.2	Enable the subdivision of existing homes and lots in areas suited to medium density housing.	The subdivision of existing homes and lots to enable medium density housing does not form part of the intended outcomes of this Planning Proposal. However, the subject site is identified as being suitable for High Density Residential uses under the Norwest Structure Plan. The construction of a metro rail station providing frequent service and the enhancement of Norwest to a Strategic Centre increases the need for additional high density housing within walking distance (800 metres) to the Norwest Station, noting the subject site is closer to 650m to the Norwest Station.
		2.3.3	Deliver more opportunities for affordable housing.	The Planning Proposal enables development with an FSR of 2.6:1 and to a height of 36 metres within the portion of the subject site west of Strangers Creek.

				The increased height and FSR facilitates a mix of apartment sizes similar to those currently under construction in Stage 1, providing increased housing choice for the diverse range of demographics, living needs and budgets of The Hills' current and future residents. The prices and affordability are consistent with Stage 1 currently being constructed.
2.4	Deliver timely and well planned greenfield precincts and housing.	2.4.1	Deliver greenfield housing supply in the North West and South West Growth Centres.	The subject site does not form part of either of Sydney's Growth Centres. However, <i>A Plan for Growing Sydney</i> defines 'greenfield development' as "development that occurs in areas previously used for non-urban purposes" (p 137). The site is part of the Western Sydney Growth Area according to the Special Infrastructure Contribution assessment. Prior to the commencement of construction pursuant to DA 824/2013/JP, 19,693m² site was occupied by no more than one single storey detached dwelling. As a consequence, it is considered that the subject site was greenfield and DA 824/2013/JP is consistent with the definition of 'greenfield development'. The Planning Proposal will enable development which will contribute to the delivery of greenfield housing by achieving the intended outcomes outlined in Section 2.1 of this report.
		2.4.2	Develop a framework for the identification of new Growth Centres.	The Norwest is identified as part of an Urban Renewal Corridor within <i>A Plan for Growing Sydney</i> .

The subject site is located within the Norwest Strategic Centre within Sydney's West Central Subregion. The Planning Proposal is consistent with the 'Priorities for the West Central Subregion' and 'Priorities for the Norwest Strategic Centre' of *A Plan for Growing Sydney* as shown in Table 3.

Table 3: Planning Proposal's consistency with Priorities for West Central Subregion and Norwest Strategic Centre

WEST CENTRAL SUBREGION	
PRIORITIES FOR WEST CENTRAL SUBREGION:	CONSISTENCY WITH PLANNING PROPOSAL::
A competitive economy: • Leverage investment and economic development opportunities for the whole subregion generated by the growth of Greater Parramatta and the Global Economic Corridor extension. • Investigate transit corridors focused on Marsden Park. • Plan for a corridor for a potential extension of the North West Rail Link from Cudgegong Road towards Marsden Park. • Protect infrastructure of metropolitan significance including freight corridors, intermodal terminals, Prospect Reservoir and the Warragamba Pipelines. • Recognise and strengthen the subregion's role in Sydney's manufacturing industries, particularly in Bankstown. • Work with councils to identify and protect strategically important industrial zoned land and develop strategies to support the ongoing development of the Western Sydney Employment Area.	The increased density will contribute to the Norwest Strategic Centre's economy through an increased local captive population: • Increasing day and night pedestrian activity surrounding the subject and throughout the Norwest Strategic Centre, improving its vitality and vibrancy through increased patronage of existing retail, commercial, health, public transport and recreational services whilst creating opportunities for casual surveillance. • Increasing the local worker base to support continued job growth within the rapidly developing commercial centre of the Norwest (as defined by the B2 Local Centre and B7 Business Park zonings).
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 Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways. • Plan for continued delivery of housing in the North West Growth Centre with planning focused on infrastructure delivery	The land to which this Planning Proposal applies is suitable to housing growth: • Located within the Norwest Strategic Centre, as defined by <i>A Plan for Growing Sydney</i>; • Located within an Urban Renewal Corridor, as defined by <i>A Plan for Growing Sydney</i>; • Forms part of the Norwest Study Area (as defined by the <i>Norwest Structure Plan</i>), less than 800 metres from Norwest Station on the Sydney Metro Northwest (previously North West Rail Link), providing rapid and frequent services to the Sydney CBD. • Identified as being suited to High Density Residential development (between 7 and 12 storeys) within the <i>Norwest Structure Plan</i>.

when needed, housing choice, affordability and sustainability. • Implement the Western Sydney Parklands Plan of Management. • Work with councils to provide for improved access to the Parramatta River foreshore including the walkway from Ryde to the head of the River. • Work with councils to identify opportunities to revitalise suburbs and reduce concentrations of disadvantage. • Undertake detailed investigations and commence planning of the Priority Growth Area – Parramatta to the Olympic Peninsula including identifying priority precincts.	Existing planning controls do not reflect the suitability of the site to higher density residential uses, as supported by existing approval DA 824/2013/JP providing no more than 79 apartments within the land west of Strangers Creek. The Planning Proposal enables development with greater density, improving housing supply, choice and affordability within an established and currently developing Centre.
Protect the natural environment and promote its sustainability and resilience: • Work with councils to protect and improve the health of waterways and aquatic habitats including Parramatta River, Georges River and the South Creek sub-catchment of the Hawkesbury-Nepean Catchment. • Work with councils to implement the Greater Sydney Local Land Services State Strategic Plan to guide natural resource management. • Work with councils to implement the Cumberland Plain Recovery Plan to protect the threatened biodiversity of the Cumberland Plain as the area develops. • Work with councils to address flood and emergency management issues when planning for growth in the Hawkesbury-Nepean Valley. • Protect internationally significant wetlands and migratory birds at Homebush Bay.	The subject site is traversed approximately north-south by Strangers Creek and its associated riparian corridor. The Planning Proposal: • Applies to land bisected by the riparian corridor. • Will have no impact on the riparian corridor or its function as part of The Hills' drainage network. • Will not impact the treatment of the riparian corridor approved under DA 824/2013/JP.
PRIORITIES FOR STRATEGIC CENTRES:	CONSISTENCY WITH PLANNING PROPOSAL:
Norwest: • Work with council to implement the Norwest and Bella Vista Structure Plans in	Under the existing approval pertaining to 28 Fairway Drive, 79 apartments are provided within

the North West Rail Link Corridor Strategy to provide additional capacity around the future Norwest and Bella Vista 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.

the portion of the subject site west of Strangers Creek.

The Planning Proposal enables development to an FSR of 2.6:1 and a height of 36 metres within the portion of the subject site west of Strangers Creek. The increased height and FSR enables development with greater density within 800 metres of Norwest Station within Norwest Business Park, maximising use of existing and future pedestrian and cycle links to throughout the centre and the range of retail, commercial, health, public transport and recreational services provided within it.

North West Rail Link – Norwest Station Structure Plan (NSW Department of Planning and Environment 2013)

Under the *Norwest Station Structure Plan*, the subject site is identified as:

- A short term opportunity site (Fig. 17, p 20).
- Suitable to High Density Residential development between 7 and 12 storeys, as shown in Figure 1 below.

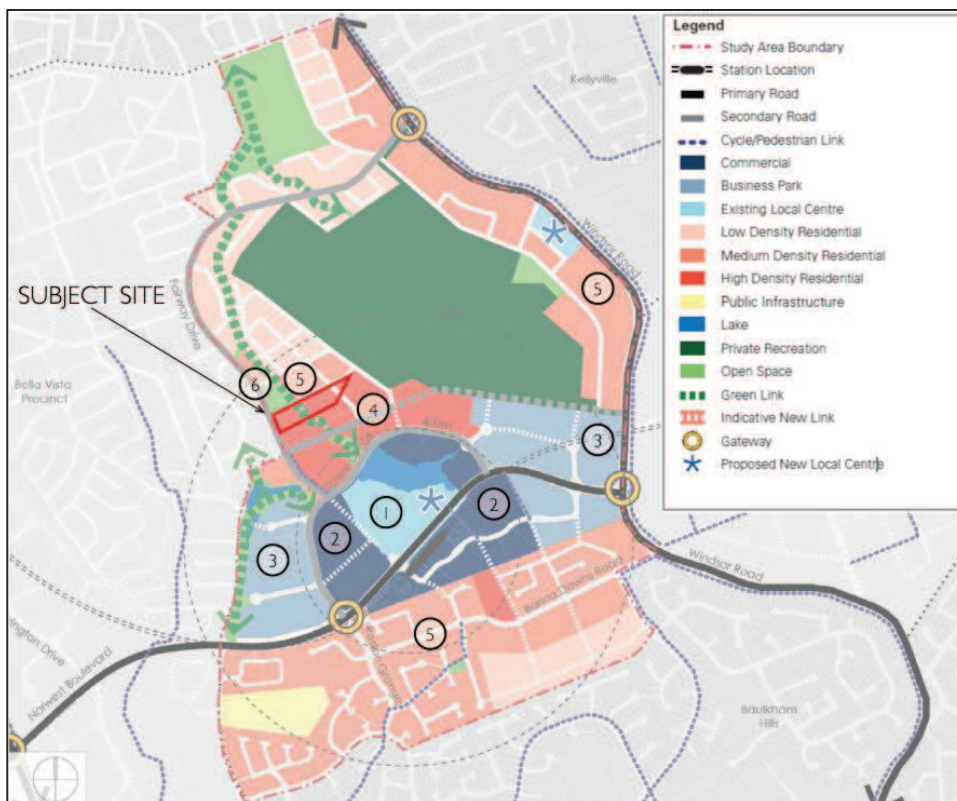


Figure 1: Excerpt Structure Plan for the Norwest Study Area (Department of Planning & Environment 2013, Norwest Structure Plan, Fig. 19, p 25)

The consistency of the proposed amendment to the HLEP 2012 with the Objectives and Character for High Density Residential development, as set out within the *Norwest Structure Plan*, is assessed within Table 5 below:

Table 4: Planning proposal consistency with Norwest Structure Plan Objectives and Character for High Density Residential development

	CONSISTENCY WITH PLANNING PROPOSAL:
Objectives: 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.	Under the existing approval pertaining to 28 Fairway Drive, 79 apartments are provided within the portion of the subject site west of Strangers Creek. The Planning Proposal enables development to an FSR of 2.6:1 and a height of 36 metres within the portion of the subject site west of Strangers Creek. The increased height and FSR enables development with greater density within 800 metres of Norwest Station within Norwest Business Park. The planning proposal will allow for up to 250 additional dwellings on the site which will contribute to the achievement of the projected 4,350 additional dwellings within the Norwest Precinct under the Norwest Station Structure Plan.
Character: 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.	As seen in the Urban Design Report forming part of this application, future development compliant with the planning controls proposed as part of this Planning Proposal can achieve a high level of amenity to existing and future residents of the locality, incorporating high quality communal open spaces and landscaped setbacks to the street.

3. *Is the planning proposal consistent with a council's local strategy or other local strategic plan?*

DRAFT The Hills Corridor Strategy (2015)

Refer to Section 2.4 of the Urban Design Report forming part of this application.

Adopted Draft Local Strategy (The Hills Shire Council 2008)

Council's Vision is: *"Resilient leadership creating vibrant communities balances urban growth protecting our environment and building a modern local economy"* (p 2). The consistency of the proposed

amendment to the HLEP 2012 with the local strategy outcomes (and key directions and actions set out within them), as set out within the *Adopted Draft Local Strategy* is assessed within Table 7 below:

Table 5: Planning proposal consistency with Adopted Draft Local Strategy

HILLS 2026 COMMUNITY OUTCOMES:	LOCAL STRATEGY KEY DIRECTIONS:	ACTIONS:	CONSISTENCY WITH PLANNING PROPOSAL:
Council's finances and assets are effectively managed.	Effectively manage the stormwater system. Provide high quality spaces for community recreation and enjoyment.	Stormwater Infrastructure Asset Management Plan.	The land to which this Planning Proposal pertains is bisected the riparian corridor associated with Strangers Creek, having land use zoning SP2 Drainage under HLEP 2012. The Planning Proposal: - Will have no impact on the riparian corridor or its function as part of The Hills' drainage network. - Will not impact the treatment of the riparian corridor approved under DA 824/2013/JP. Future development (compliant with the proposed controls) within the portion of the subject site to which this Planning Proposal applies should consider stormwater management.
There are places to play and be active.	Protect the Shire's environment and leisure spaces. Provide high quality spaces for community recreation and enjoyment.	Biodiversity Mapping. Tracks and Trails Strategy. Civic Design Manual. Waterways Stream Mapping.	As stated in the response above, the Planning Proposal will have no impact on Strangers Creek and its associated riparian corridor. Future development (compliant with the proposed controls) within the portion of the subject site to which this Planning Proposal applies should:
I feel connected to the community.	Improve the accessibility and connectivity of environment and leisure spaces. Provide for public domain spaces that encourage		- Consider stormwater management. - Provide high quality communal open space. - Incorporate crime prevention through urban design principles including building address of all street frontages, Strangers Creek, adjoining public open space and

	community interaction. Protect Aboriginal cultural heritage.		allotments (where privacy is not impacted). The proposal will have a positive effect on the local community through the provisions of the VPA. Residents within the wider Balmoral Road Release Area will benefit through investment in capital works and local community facilities under the VPA.
I can feel safe.	Plan for natural hazards. Provide for public domain spaces that encourage community interaction. Manage and plan for floodplain risk and floodplain use. Effective stormwater system planning.		
There are a range of housing options.	Accommodate population growth. Respond to changing housing needs. Facilitate quality housing outcomes. Coordinated and effective growth.	Residential Direction. Terminus Street Precinct.	Under existing approval DA 824/2013/JP, 79 dwellings are to be provided within a compliant built form within the portion of allotment 31 in DP 247442 west of Strangers Creek. Under the built form envelope prepared by Bennet Murada (see Urban Design Report forming part of this application), the increased height and FSR enabled by the Planning Proposal facilitates the provision of increased density. The increased dwelling density allows the achievement of intended outcomes of this Planning Proposal, including: 1) Locating more people: a) Within an established and growing centre (Norwest) which includes: i. A full range of retail and commercial services, employment and recreational opportunities; and

			ii. The soon-to-be-complete Norwest Station on the Sydney Metro Northwest (previously North West Rail Link), forming part of the Sydney Metro Network, a high speed rapid transit system running between Rouse Hill and Bankstown via the Sydney CBD on a line separate to the existing Sydney Trains network. b) Within a mix of apartment sizes, providing increased housing choice for the diverse range of demographics, living needs and budgets of The Hills' current and future residents. As The Hills Shire adjusts to potential new patterns of development and centres generated by the North West Rail Link there will be further pressure to provide increased accommodation within the vicinity of the future railway stations. Council has maintained a planned approach to managing urban growth within the Shire, which makes use of existing infrastructure and extends the lifestyle opportunities of its residents. This approach focuses high density development in precincts that show capacity to accommodate further growth, with the result being an increased population around town centres and major transport nodes. The planning proposal is consistent with this philosophy.
I can get where I need to go.	Encourage appropriate transport infrastructure including public transport to serve,	Integrated Transport Direction. Masterplanned Railway Station Precincts.	Under existing approval DA 824/2013/JP, 79 dwellings are to be provided within a compliant built form within the portion of allotment 31 in DP 247442 west of Strangers Creek. Under the built form envelope prepared by Bennet Murada (see Urban Design Report forming part

	support and connect centres. Support the use of public transport. Encourage the delivery of planned infrastructure to meet the needs of community. Ensure adequate infrastructure. Improve the accessibility and connectivity of environment and leisure spaces.	Traffic modelling. Tracks and Trails Strategy.	of this application), the increased height and FSR enabled by the Planning Proposal facilitates the provision of increased density. The increased dwelling density will contribute to patronage of Norwest Station located less than 800 metres from the subject site. Future development on the site will play a key role in supporting the operation of the North West Rail Link as it will provide a resident population within close proximity to high frequency public transport services. This transport link will ensure that the site is well connected to the surrounding residential and strategic centres. The subject site is also services by existing transport infrastructure such as bus routes operated by Hillsbus and Busways and has access to the existing Transitway Bus Interchange facility along Old Windsor Road.
The built environment blends with our natural beauty.	Provide for a sustainable living environment. Ensure that development has minimal impact on scenic and cultural landscape of the Shire. Preserve rural heritage and culture. Manage the Shire's natural waterways.	Residential Direction.	The land to which this Planning Proposal pertains is bisected by the riparian corridor associated with Strangers Creek, having land use zoning SP2 Drainage under HLEP 2012. The Planning Proposal: - Will have no impact on the riparian corridor or its function as part of The Hills' drainage network. - Will not impact the treatment of the riparian corridor approved under DA 824/2013/JP. Future development (compliant with the proposed controls) within the subject site to which this Planning Proposal applies should:
I can feel close to nature.	Ensure the ecological integrity	Biodiversity Mapping.	Consider stormwater management.

	of land is maintained. Ensure that development has a minimal impact on the scenic and cultural landscape of the Shire. Preserve rural heritage and culture. Conserve the Shire's unique diversity of plants and animals.		• Provide high quality communal open space. • Improve links between Fairway Drive and the riparian corridor associated with Strangers Creek. • Incorporate landscaped treatment including a variety of indigenous species linking with the riparian corridor associated with Strangers Creek.
Our Shire is green and pollution free.	Ensure water quality is maintained. Manage the Shire's natural waterways.	BHSC Water Guide.	
Our Shire attracts new businesses and visitors.	Facilitate sustainable economic development that promotes growth in local business and employment opportunities. Reinforce, promote and protect hierarchy of centres within the Shire. Ensure the concentration of large scale retail and commercial activities in the Major Centres and Town Centres.	Employment Lands Direction. Centre Direction. Integrated Transport Direction. Employment Lands Development Monitor.	The land to which this Planning Proposal pertains enables residential development with greater density within that land. The increased density will contribute to the Norwest Strategic Centre's economy through an increased local worker base to support continued job growth within the rapidly developing commercial centre of the Norwest (as defined by the B2 Local Centre and B7 Business Park zonings).

	Support and encourage the timely development of planned centres.		
I can work close to home.	Plan for local job opportunities. Support the use of public transport. Encourage the delivery of planned infrastructure to meet the needs of the community.		
My business can grow.	Encourage redevelopment and utilisation of existing employment lands. Provide economic development opportunities.		

Centres Direction (The Hills Shire Council 2009)

As identified within the Hills Shire Council's *Centres Direction* document, the subject site is located within the Norwest Specialised Centre. This is supported by the NSW Department of Planning and Environment's *A Plan for Growing Sydney* (2015), within which the Norwest is identified as a Strategic Centre.

The site is within close proximity to the Norwest Specialised Centre (Marketown) Village identified within the *Centres Direction*. The Direction proposes that beyond 2016, as the population of the Balmoral Road Release Area increases, Norwest (Marketown) will transition into a town centre to meet the increased demand. The proposal to increase the residential density of the site, which is in close proximity to these, is consistent with this Direction as it seeks to strengthen the role of the existing centres and support the viability of the Norwest (Marketown) Village transition into a town centre beyond 2016.

The consistency of the proposed amendment to the HLEP 2012 with the "key directions and objectives" (p 3) for centres within the Hills LGA, as set out within the *Centres Direction* document, is assessed within Table 6 below:

Table 6: Planning proposal consistency with Centres Direction Key Directions and Objectives

KEY DIRECTIONS AND OBJECTIVES:	CONSISTENCY WITH PLANNING PROPOSAL:
C1 Create vibrant centres that meet the needs of the community. - o Ensure that planning and future development reinforces the hierarchy of centres within the Shire. - o Meet the diverse shopping needs of the community.	The Planning Proposal enables development with greater density within the land to which it applies, contributing to the vitality and vibrancy of the centre through an increased local captive population: • Increasing day and night pedestrian activity surrounding the subject and throughout the Norwest Strategic Centre, improving the its vitality and vibrancy through increased patronage of existing retail, commercial, health, public transport and recreational services whilst creating opportunities for casual surveillance. • Increasing the local worker base to support continued job growth within the rapidly developing commercial centre of the Norwest (as defined by the B2 Local Centre and B7 Business Park zonings).
C2 Make centres more attractive places to visit. - o Achieve centres that are safe, vibrant and active. - o Provide for attractive centres that address changing lifestyle trends. - o Improve the sustainability of centres.	
C3 Make centres accessible to the community. - o Encourage appropriate transport infrastructure to serve, support and connect centres. - o Improve accessibility within centres.	Additional density within walking distance to the Strategic Centre will encourage: - Increased Pedestrian Activity, - Increased patronage of transport infrastructure - Improved permeability within centre - Increased activity within Strategic Centre after business hours
C4 Improve the functioning and viability of existing centres. - o Guide the revitalisation and redevelopment of existing centres. - o Facilitate and promote the revitalisation and redevelopment of existing centres.	This planning proposal will contribute to the revitalisation of Norwest as a Strategic Centre for reasons discussed in part C3.
C5 Plan for centres in new areas. o Guide the development of new centres to meet the needs of the future population.	Providing higher density residential areas within the frame of the core of Norwest development, provides new residents the opportunity to walk to public recreation spaces, services, retail and businesses and transport to Sydney CBD.

Residential Direction (The Hills Shire Council 2008)

As identified within the Hills Shire Council's *Residential Direction* document, the subject site is located within a Planned Residential Growth Area.

The consistency of the proposed amendment to the HLEP 2012 with the "key directions and objectives" (p 3) for centres within the Hills LGA, as set out within the *Residential Direction* document, is assessed within Table 7 below:

Table 7: Planning proposal consistency with Residential Direction Key Directions and Objectives

KEY DIRECTIONS AND OBJECTIVES:	CONSISTENCY WITH PLANNING PROPOSAL:
R1 Accommodate population growth. - o Ensure that planning controls effectively provide for balanced growth in the Shire's population. - o Provide for well located housing close to services supported by appropriate infrastructure. - o Facilitate the timely delivery of planned residential development.	Under existing approval DA 824/2013/JP, 79 dwellings are to be provided within a compliant built form within the portion of allotment 31 in DP 247442 west of Strangers Creek. Under the built form envelope prepared by Bennet Murada (see Urban Design Report forming part of this application), the increased height and FSR enabled by the Planning Proposal facilitates the provision of increased density within the same land to accommodate population growth within walking distance of the Norwest Strategic Centre and the range of retail, commercial, health, public transport and recreational services provided within it.
R2 Respond to changing housing needs. - o Provide for a diversity of housing choice that is appropriate to residents needs. - o Promote a range of housing that is affordable to households of varying financial capacity.	The increased dwelling density allows the achievement of intended outcomes of this Planning Proposal, including: 2) Locating more people: a) Within a mix of apartment sizes, providing increased housing choice for the diverse range of demographics, living needs and budgets of The Hills' current and future residents.
R3 Provide a sustainable living environment. - o Contribute to the development of communities that offer a sense of place and community connection. - o Improve the environmental sustainability of residential development. - o Manage potential conflicts between more intense land uses and residential amenity.	The subject site does not adjoin any higher intensity land uses.

o Ensure the protection of the Shire's cultural heritage as residential growth happens.	
R4 Facilitate quality housing outcomes. - o Protect and enhance residential character and streetscape in lower density residential development. - o Monitor and improve the design quality of higher density residential development.	This Planning Proposal will facilitate the delivery of higher quality residential density through the construction of high quality residential flat buildings, which are SEPP 65 Compliant but have apartment sizes greater than the minimum allowed in SEPP 65 and an apartment mix consistent with The Hills Shire DCP.

4. *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

The consistency of the proposed amendment to the HLEP 2012 with the State Environmental Planning Policies (SEPPs) is assessed within Table 8 below.

Table 8: Planning proposal's consistency with SEPPs

NO.	TITLE	CONSISTENCY WITH PLANNING PROPOSAL
1	Development Standards	N/A
14	Coastal Wetlands	N/A
15	Rural Landsharing Communities	N/A
19	Bushland in Urban Areas	N/A
21	Caravan Parks	N/A
26	Littoral Rainforests	N/A
29	Western Sydney Recreation Area	N/A
30	Intensive Agriculture	N/A
32	Urban Consolidation (Redevelopment of Urban Land)	N/A
33	Hazardous & Offensive Development	N/A
36	Manufactured Home Estates	N/A
39	Spit Island Bird Habitat	N/A
44	Koala Habitat Protection	N/A
47	Moore Park Showground	N/A
50	Canal Estate Development	N/A
52	Farm Dams & Other Works Land/Water Management Plan Areas	N/A
55	Remediation of Land	N/A
59	Central Western Sydney Regional Open Space & Residential	N/A
60	Exempt & Complying Development	N/A
62	Sustainable Aquaculture	
64	Advertising & Signage	
65	Design Quality of Residential Flat Development	YES:

		Buildings will be consistent with SEPP 65 and RFDC
70	Affordable Housing (Revised Schemes)	N/A
71	Coastal Protection	N/A
	(Affordable Rental Housing) 2009	N/A
	(Building Sustainability Index: BASIX) 2004	YES: BASIX will be addressed at Development Application
	(Exempt & Complying Development Codes) 2008	N/A
	(Housing for Seniors or People with a Disability) 2004	N/A
	(Infrastructure) 2007	N/A
	(Kosciuszko National Park–Alpine Resorts) 2007	N/A
	(Kurnell Peninsula) 1989	N/A
	(Major Development) 2005	N/A
	(Mining, Petroleum Production & Extractive Industries) 2007	N/A
	(Penrith Lakes Scheme) 1989	N/A
	(Port Botany and Port Kembla) 2013	N/A
	(Rural Lands) 2008	N/A
	(SEPP 53 Transitional Provisions) 2011	N/A
	(State & Regional Development) 2011	N/A
	(Sydney Drinking Water Catchment) 2011	N/A
	(Sydney Region Growth Centres) 2006	N/A
	(Temporary Structures) 2007	N/A
	(Urban Renewal) 2010	N/A
	(Western Sydney Employment Area) 2009	N/A
	(Western Sydney Parklands) 2009	N/A

5. *Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)?*

The consistency of the proposed amendments to the HLEP 2012 with the Ministerial Directions for LEPs under Section 117 of the Environmental Planning and Assessment Act 1979 is assessed within Table 9 below.

Table 9: Planning proposal consistency with Ministerial Directions for LEPs under Section 117 of the EP&A Act 1979.

1. Employment and Resources.			
No.	Title:	Objectives:	Consistency with Planning Proposal:
1.1	Business and Industrial Zones.	(a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and	Additional housing within the residential frame of the Norwest Strategic Centre will contribute to

		(c) support the viability of identified strategic centres.	employment growth and the vitality of the centre. This development will not impact on employment land or industrial land.
3. Housing, Infrastructure and Urban Development.			
No.	Title:	Objectives:	Consistency with Planning Proposal:
3.1	Residential Zones.	(a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	Make more efficient use of existing infrastructure and services, and reduce the consumption of land for housing and associated urban development on the urban fringe.
3.4	Integrating Land Use and Transport.	(a) Improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and	Additional accommodation is located within Norwest Strategic Centre. Refer to Figure 2, which illustrates the sites proximity to Norwest Station. Refer to Varga Traffic Report Pty Ltd.

		(e) providing for the efficient movement of freight.	
5. Regional Planning			
No.	Title:	Objectives	Consistency with Planning Proposal:
5.9	North West Rail Link Corridor Strategy	(a) promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) (b) ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.	Enabling additional building height and density at this site will enable transit orientated development. Additional patronage on the NWRL is likely to occur as a result of the increase in density at the subject site. Refer to Figure 2.
7. Metropolitan Planning.			
No.	Title:	Objectives:	Consistency with Planning Proposal:
7.1	Implementation of A Plan for Growing Sydney.	(1) The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.	Higher density development in proximity to railway stations will encourage greater use of public transport. The proposal will increase the residential density and boost housing supply close to existing and planned services and infrastructure and is consistent with the plan.

2.3.3 Section C – Environmental, Social and Economic Impact

6. *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?*

Development compliant with the proposed controls will not have ecological impacts further than that which can be expected under approved DA 824/2013/JIP.

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

Amenity:

The proposed amendments to the HLEP 2012 will not have significant impact on amenity to adjoining land uses or the public domain.

Future development compliant with the proposed amendment should ensure that:

- Any amenity impacts to adjoining development and/or the public domain are minimised as part of the design process.
- An acceptable level of internal amenity achieved through compliance with the Apartment Design Guide.

Traffic:

Traffic Impacts are manageable (refer to Varga Traffic Report).

8. *Has the planning proposal adequately addressed any social and economic effects?*

Public Benefit

A Voluntary Planning Agreement (VPA) has been prepared under subdivision 2 of Division 6 of Part 4 of the EP&A Act 1979 and forms part of this application.

The VPA provides that the Developer will make a monetary contribution to be applied toward a public purpose in accordance with Section 93F of the Environmental Planning and Assessment Act 1989. 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 proposal will have a positive effect on the locality through the provisions of the VPA. Residents within the wider Balmoral Road Release Area will benefit through investment in capital works and local community facilities.

2.3.4 Section D – State and Commonwealth Interests

9. *Is there adequate public infrastructure for the planning proposal?*

The Planning Proposal seeks the amendment of planning controls pertaining to the site and does not require increased or improved provision of public infrastructure.

Further assessment of public infrastructure provision should be conducted at DA stage.

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

The amendment of planning controls as sought under this Planning Proposal will not have any more environmental impacts that have not been addressed at the existing development application for 28 Fairway Drive.

2.4 Part 4 – Mapping

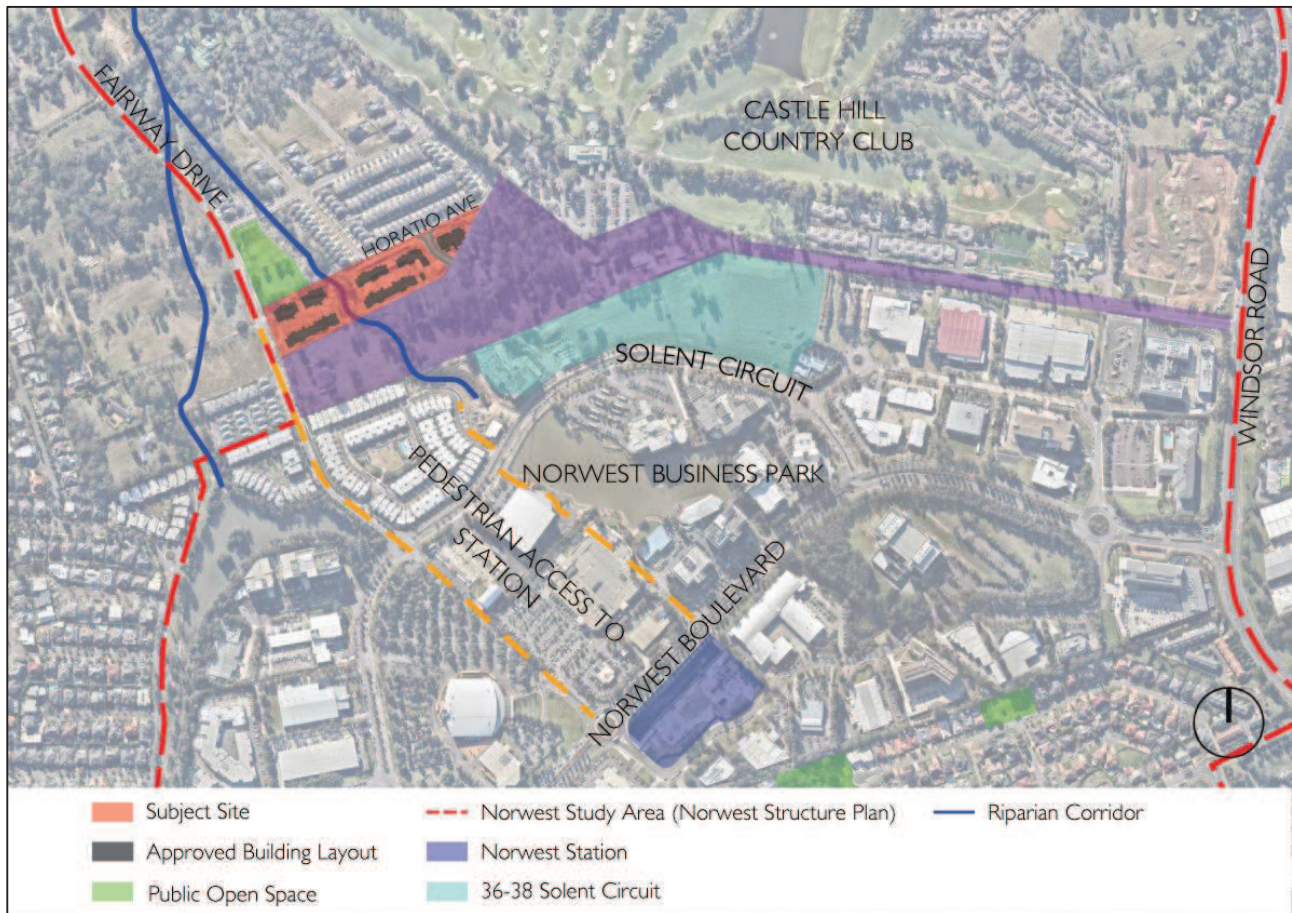


Figure 2: Site context

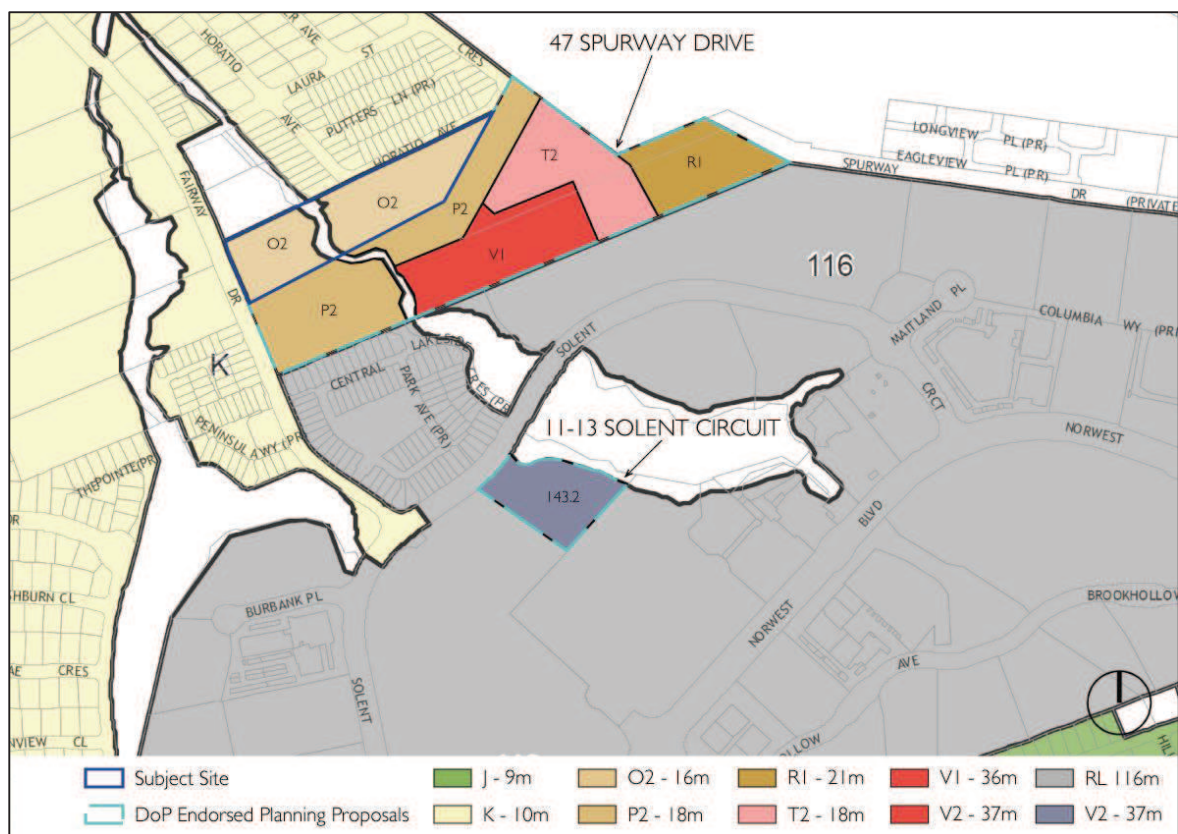


Figure 3: Excerpt existing Height of Buildings Map (HELP 2012, Sheet HOB_016) with Gateway approved amendment to controls applying to 47 Spurway Drive overlaid

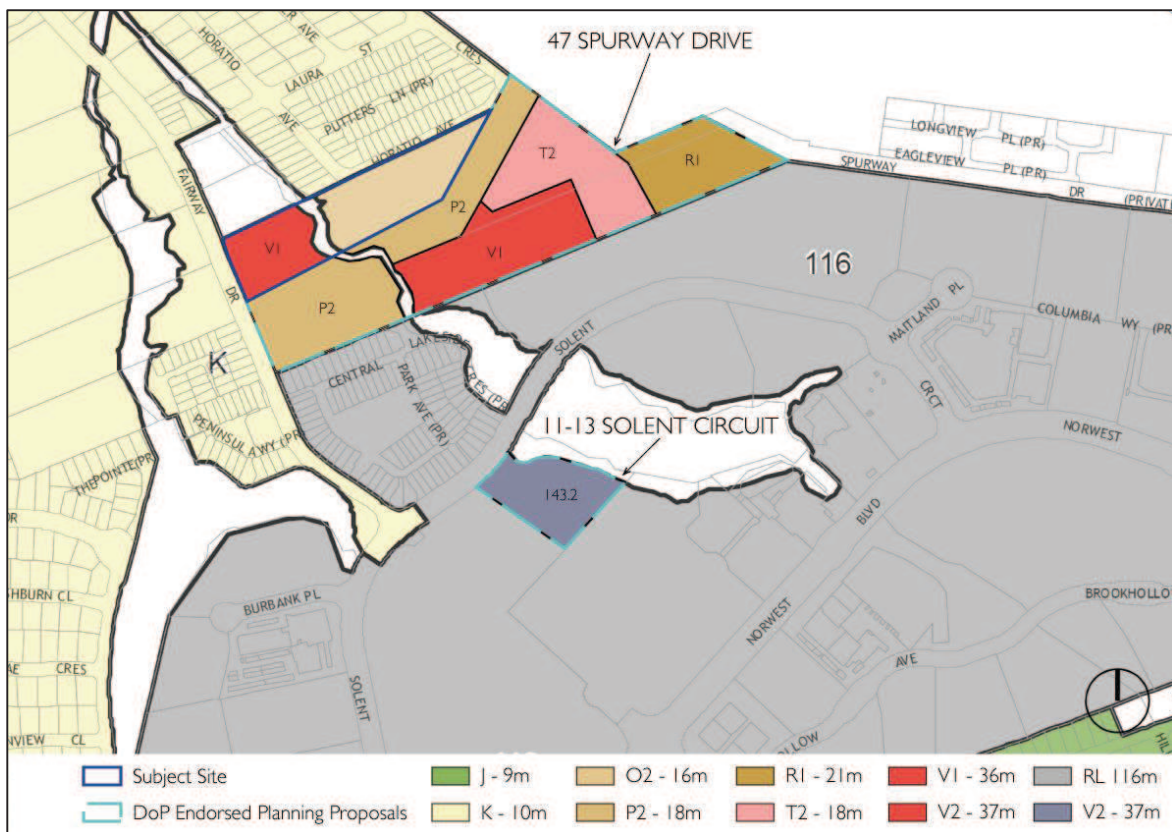


Figure 4: Excerpt existing Height of Buildings Map (HLEP 2012, Sheet HOB_016) with Gateway approved amendment to controls applying to 47 Spurway Drive and proposed amendments to subject site overlaid

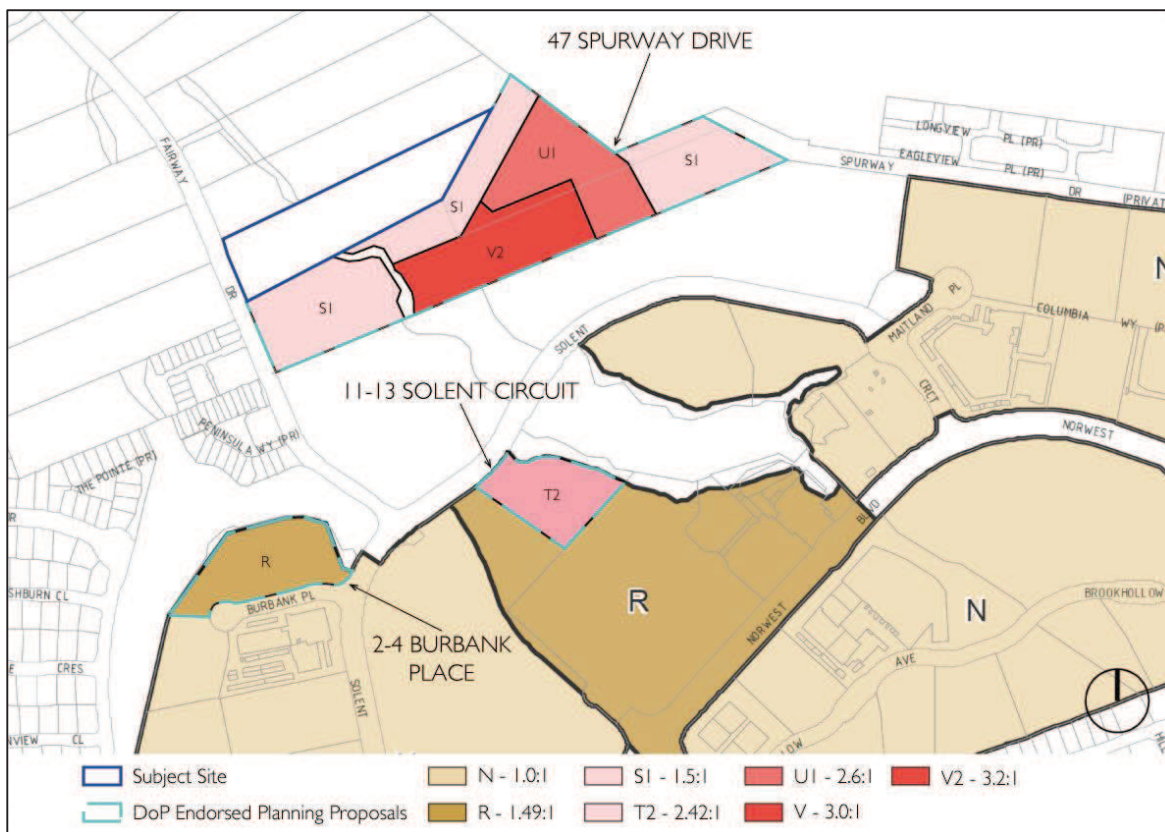


Figure 5: Excerpt existing Floor Space Ratio Map (HLEP 2012, Sheet FSR_016) with Gateway approved amendment to controls applying to 47 Spurway Drive overlaid

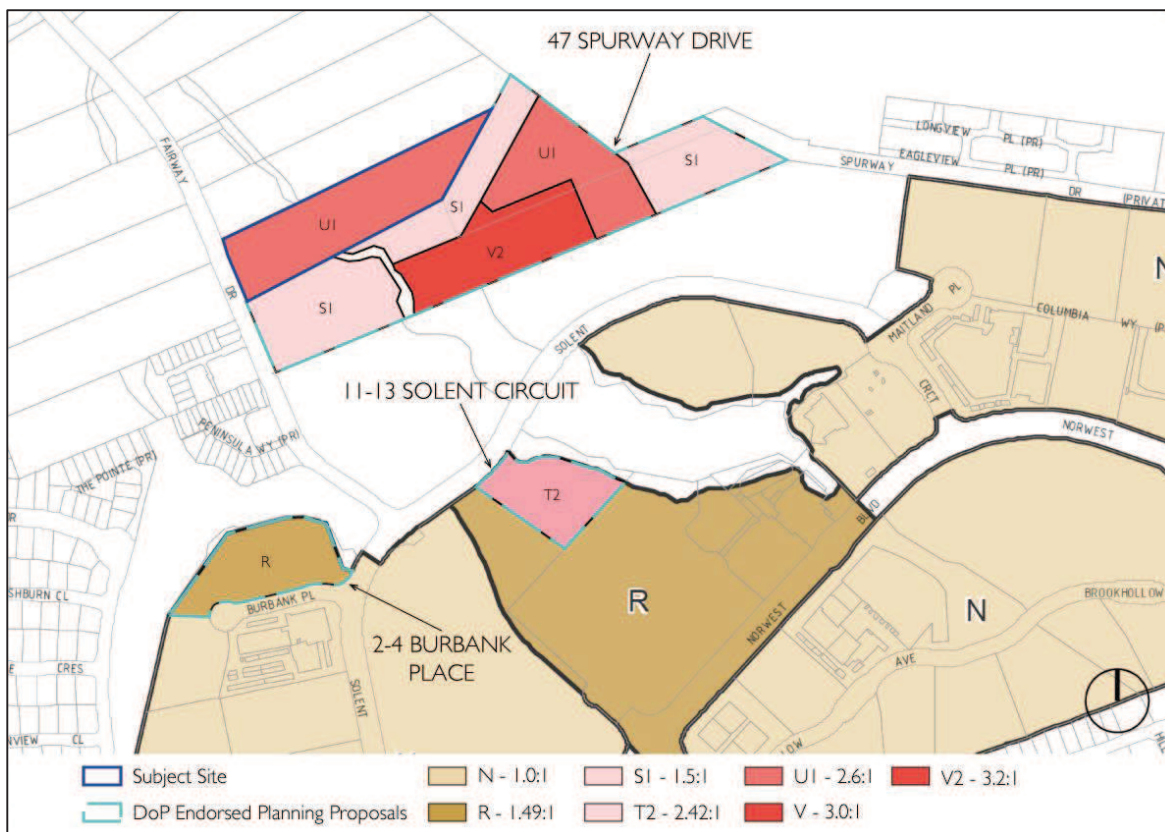


Figure 6: Excerpt existing Floor Space Ratio Map (HLEP 2012, Sheet FSR_016) with Gateway approved amendment to controls applying to 47 Spurway Drive and proposed amendments to subject site overlaid

2.5 Community Consultation

Notification in accordance with Council policies.