



May 2019

***Sydney Metro Northwest Places Program  
Norwest Station Site, 25 - 31 Brookhollow  
Avenue, Norwest***

**PLANNING PROPOSAL**

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## Executive Summary

This report has been prepared by Elton Consulting on behalf of Landcom and is submitted to The Hills Shire Council (Council).

The Planning Proposal seeks to amend The Hills LEP 2012 for a 9,404sqm site adjoining the Norwest Station at 25 - 31 Brookhollow Avenue, Norwest. The site is located in The Hills LGA, within the Norwest Business Park.

The site was acquired by the NSW Government to support construction of Sydney Metro Northwest. It is part of Landcom and Sydney Metro's Northwest Places Program to deliver inviting, walkable, mixed use places surrounding Sydney Metro Northwest Stations.

Landcom's vision for the site is for an integrated, transit orientated development that provides a diversified employment-focussed centre at the heart of Norwest Business Park.

The Planning Proposal supports a mix of commercial office space, potential hotel/ serviced apartments, and locally-serving retail to attract a range of employers to the precinct and meet the daily convenience needs of workers, commuters and nearby residents. Accessibility, convenience and quality commercial offices will attract high-value jobs, supporting the transition of Norwest Business Park into a mixed employment precinct.

An Urban Design Report prepared by Scott Carver supports the proposed amendments to The Hills LEP 2012. It presents a potential development concept that complies with the proposed planning controls, referred to as the Illustrative Development Concept.

The Illustrative Development Concept illustrates a commercial, retail and hotel development comprising three main buildings split across two indicative development areas referred to as Site A and Site B, with a central plaza that integrates the two development areas and station landscape.

The proposed outcome will be achieved by amending The Hills LEP 2012 as follows:

- Floor Space Ratio Map on the site at Norwest Station at 25 - 31 Brookhollow Avenue, Norwest from a maximum FSR of 1:1 to 4.1:1 for Site A and 6.5:1 for Site B,
- Height of Building Map on the site at Norwest Station at 25 - 31 Brookhollow Avenue, Norwest from a maximum building height shown in RL of 116 to 135.65 metres for Site A and 184.25 metres for Site B,
- Lot Size Map on the site at Norwest Station at 25 - 31 Brookhollow Avenue, Norwest from a minimum lot size of 8,000sqm to a minimum lot size of 3,500sqm, and
- Schedule 1 and the Additional Permitted Uses Map to facilitate a neighbourhood supermarket development at 25 - 31 Brookhollow Avenue, Norwest.

Key issues in this Planning Proposal relate to built form, ground plane activation, parking, traffic, visual impacts and overshadowing. In relation to parking and traffic, this Planning Proposal adopts a series of maximum car parking rates to arrive at a preferred maximum amount of parking, to optimise the location at the Norwest Station, manage potential traffic generation from the site, and to encourage increased travel by public transport. In relation to overshadowing, the Illustrative Development Concept presents a design that shows that the Planning Proposal can achieve its objectives with minimal overshadowing impacts on residential development to the south of the site.

The Hills Shire Council and Landcom will develop a site-specific DCP to ensure that any development exhibits design excellence, responds to the adjacent properties and provides certainty to the community about the future development of the site, while maintaining flexibility

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for a future developer to innovate, refine the concept and respond to market demand and preference.

This report demonstrates that the proposed planning controls and site-specific development controls will meet both the NSW Government and Council's broad strategic objectives for the site by facilitating a landmark development that will be a well-defined and recognisable centre at Norwest Station, which will promote the transition of Northwest to a more compact employment centre focussed on the benefits of the Metro station.

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## Acronyms

Acronym	Description
ADG	Apartment Design Guideline
CBD	Central Business District
DA	Development Application
DCP	Development Control Plan
DGL	Developable Government Land
DPE	Department of Planning and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
FSR	Floor Space Ratio
GFA	Gross Floor Area
GSC	Greater Sydney Commission
IPC	Independent Planning Commission
km	Kilometres
LEP	Local Environmental Plan
LGA	Local Government Area
m	Metres
NWRL	North West Rail Link
REP	Regional Environmental Plan
RL	Registered Level
RMS	Roads and Maritime Services
RPA	Relevant Planning Authority
SEPP	State Environmental Planning Policy
SMNW	Sydney Metro North West
SREP	Sydney Regional Environmental Plan
SSI	State Significant Infrastructure

# 1. Project overview

## 1.1. Introduction

This report has been prepared by Elton Consulting on behalf of Landcom to support the amendment to The Hills Local Environment Plan 2012 (LEP) for a 9,404sqm site adjoining the Norwest Station at 25 - 31 Brookhollow Avenue, Norwest. The legal property description is Lot 71 DP 1252765. The site is located within The Hills Local Government Area (LGA) and is shown in blue in **Figure 1** and **Figure 2** below.

**Figure 1** Subject Site



Source: Landcom, 2019

**Figure 2** Subject Site – Delineation for Height and FSR Controls



Source: Scott Carver, 2019

Development of the site and planning to support a mix of uses is necessary to capitalise on the benefits of transit-oriented development. The proposed amendment to the LEP responds to the new Metro station by providing for density, built form and a mix of uses that are appropriate for a Metro station site.

The proposed amendment will facilitate development enabling the creation of a landmark site and specialised centre in the heart of Norwest. The proposed building height and floor space ratio controls vary across the site. The controls are designed to meet both the NSW Government and Council’s broad strategic objectives for the site, while ensuring that potential environmental impacts are minimised.

This report provides sufficient detail to enable a Gateway determination to be issued and for the proposal to proceed to consultation and Public Exhibition.

The Planning Proposal is consistent with the requirements of Part 3 of the Environmental Planning and Assessment (EP&A) Act and in accordance with Department of Planning and Environment’s (DPE) *A guide to preparing Planning Proposals*, and *A guide to preparing local environmental plans* (2016).

This report and supporting technical studies have been developed by a multi-disciplinary team to assess and address the strategic merit of the proposal at this preliminary stage. This Planning Proposal is to be read in conjunction with the supporting documents listed in **Table 1**.

**Table 1 Supporting Documentation**

Document	Prepared by	Date
Urban Design Report	Scott Carver	May 2019
Land Use Analysis	SGS Economics and Planning	July 2018
Traffic and Transport Assessment and Technical Memorandum	SCT Consulting	May 2019
Wind Report	Windtech	May 2019

## 1.2 Background

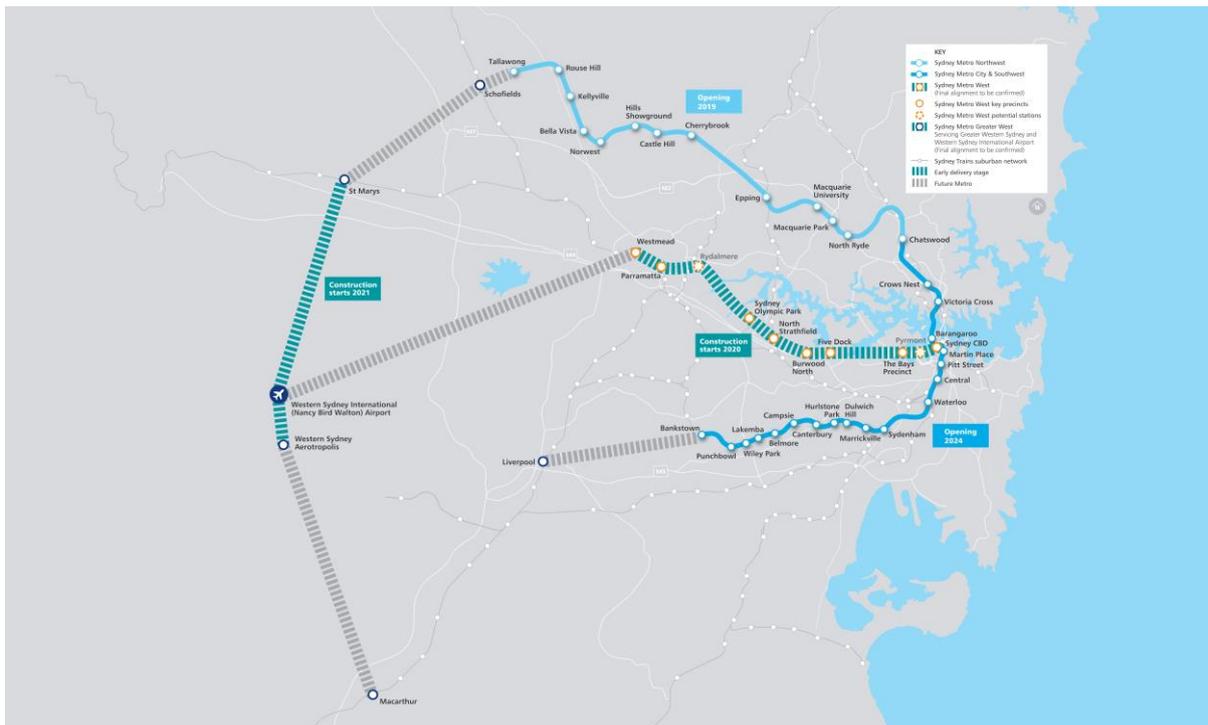
Sydney’s new world-scale Metro system is the biggest program of public transport infrastructure currently under construction in Australia and the largest urban rail infrastructure investment in the nation’s history.

Sydney Metro’s projects are:

- Sydney Metro Northwest – formerly the 36km North West Rail Link. This \$8.3 billion project will open in the second quarter of 2019 with 13 stations and 4,000 commuter car spaces; and
- Sydney Metro City & Southwest – a new 30km Metro line extending Metro rail from the north west under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate future capacity to run a Metro train every two minutes each way through the centre of Sydney.

- Sydney Metro West – a new underground railway linking the Sydney CBD with Greater Parramatta by the second half of the 2000s. Key areas identified to be serviced by Sydney Metro West are Westmead, Parramatta, Sydney Olympic Park, The Bays Precinct and the Sydney CBD.
- Sydney Metro Western Sydney Airport – The railway servicing the new Western Sydney Airport will be developed and delivered by Sydney Metro. The project will become the spine for the region’s growth for generations to come, connecting communities and travellers within Western Sydney and the rest of Sydney with a fast, easy and reliable Metro service.

**Figure 3 Sydney Metro overview**



Source: Sydney Metro 2019

Sydney Metro Northwest is the first stage of the overall project. It involves eight new stations and commuter car parking as well as upgrades to the existing railway line between Epping and Chatswood to meet Metro rail standards. Sydney Metro acquired land to support construction and delivery of Sydney Metro Northwest. Land which was no longer required for either station development or the ongoing operation of the Metro are now available to be developed for other uses, including new homes and spaces for businesses and community uses.

These sites are referred to within this report as Developable Government Land (DGL).

### **Sydney Metro Northwest Places Program**

Landcom and Sydney Metro are planning for inviting, walkable, mixed use places surrounding Sydney Metro Northwest (SMNW) Stations. This program is known as Sydney Metro Northwest Places and includes projects at Tallawong (Rouse Hill), Kellyville, Bella Vista, Hills Showground, Norwest, Castle Hill and Cherrybrook Stations.

Landcom is the master developer for Sydney Metro owned land next to new Sydney Metro Northwest stations, and in this role, will support planning for places that maximise the benefits of Sydney Metro Northwest.

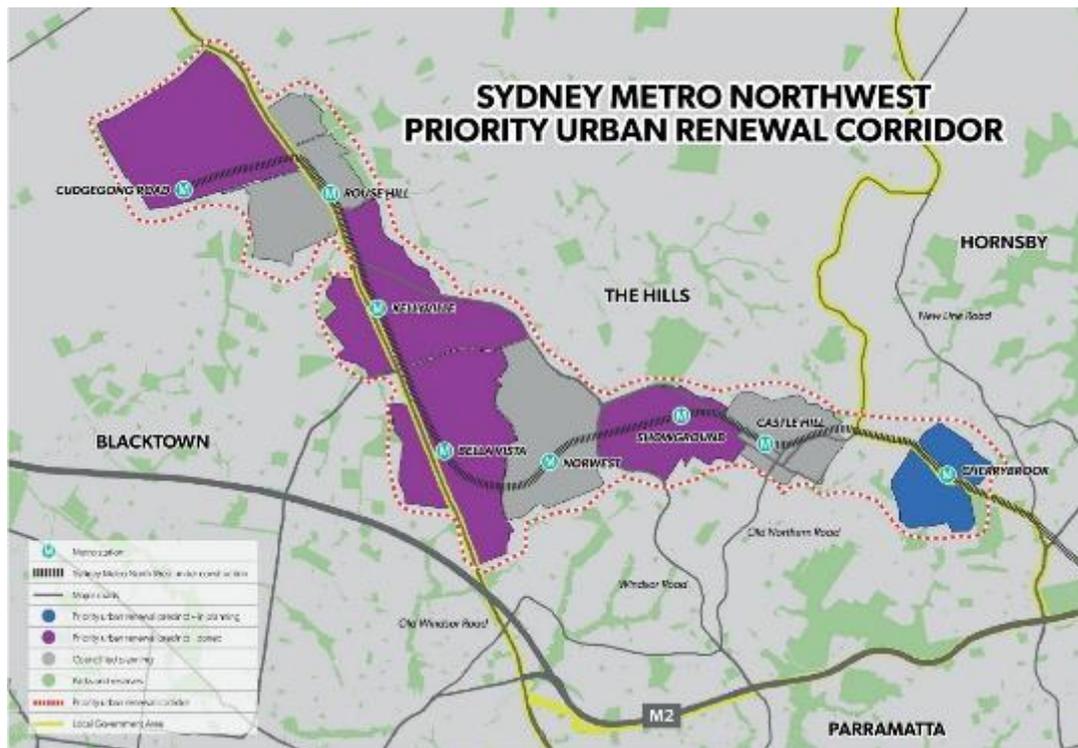
**Figure 4 Sydney Metro Northwest Places Program**



Projects within Sydney Metro Northwest Places Program were identified by the Department of Planning and Environment (DPE) as part of Sydney Metro Northwest Priority Urban Renewal Corridor (see **Figure 5**).

Within individual projects, a number of state significant infrastructure (SSI) approvals have been granted for the construction of SMNW and associated works.

**Figure 5 Sydney Metro Northwest Urban Renewal Corridor**



Source: DPE 2018

### **Norwest Station Site, Sydney Metro Northwest Places**

One of the sites acquired was for the new Norwest Station on Norwest Boulevard, within Norwest Business Park.

Landcom is planning and preparing the DGL site for sale and development. Originally, the site included the Metro station, however, the land has been subdivided into separate lots for the Metro station and DGL, refer to **Figure 6**. This Planning Proposal seeks to meet the strategic objectives of the site under NSW Government and local policy; while also providing certainty for potential purchasers by proposing a clear planning framework for the DGL site.

Landcom's vision for the site is for an integrated, transit orientated development that provides a diversified employment-focussed centre at the heart of Norwest Business Park.

**Figure 6**      **Norwest site**



Source: Landcom, 2019

## 2. The site

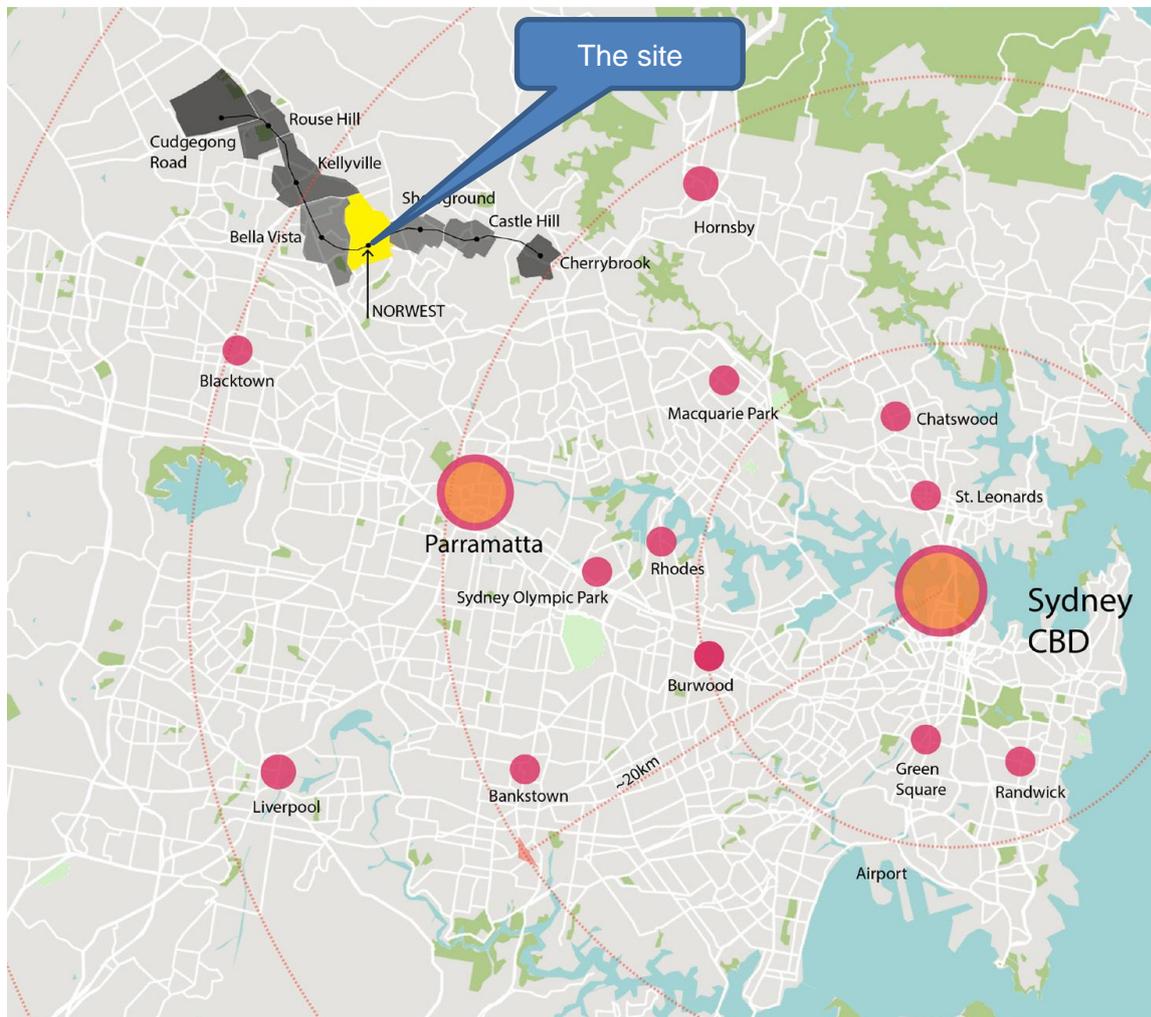
### 2.1. Context

The site is Lot 71 DP 1252765 located at Norwest Station at 25 - 31 Brookhollow Avenue, within the Norwest Business Park in Norwest.

In north west Sydney, the site is approximately 10 kilometres north of Parramatta Central Business District (CBD) and in the Hills LGA.

The site is accessible by bus with routes to Parramatta, Castle Hill and Kellyville. Once complete, Norwest Station will provide direct access to major employment centres at Macquarie Park, Chatswood, North Sydney and Sydney CBD. Norwest Station will attract a large number of commuters who work in and around the Norwest Business Park.

**Figure 7** Site context



Source: Scott Carver 2018

Historically, Norwest Business Park has functioned largely as a traditional business park, catering to commercial and industrial businesses. In recent years, service-based industries catering to everyday needs of the working population have emerged in the business park.

## 2.2. Site Description

The 9,404sqm site has a south west/north east orientation and is bounded by the newly completed Metro station and to the south east by Brookhollow Avenue as shown in **Figure 5** above.

**Table 2 Site details**

<b>Site address</b>	25-31 Brookhollow Avenue, Norwest, 2153
<b>Legal description</b>	Lot 71, DP1256725
<b>Area</b>	9,404 square metres (sqm)
<b>Land use zone</b>	B7 Business Park

The site has been used to support construction of Norwest Station, which runs adjacent to Norwest Boulevard. Upon commencement of the Metro in late May 2019 the site will be clear of construction activity and fenced around its perimeter.

The site previously contained two warehouse structures and onsite car parking, demolished between 2012 and 2013.

## 2.3. Surrounding development

The land uses immediately surrounding the site comprise a mix of commercial, industrial, retail and residential land uses. The area is characterised by large commercial sites that are typical of a traditional business park and predominantly detached residential dwellings, particularly to the south site.

The site's location within the Norwest Business Park and surrounding residential areas is shown below.

**Figure 8 Norwest Business Park**



Source: Norwest Business Park website, 2018

The commercial core of Norwest Business Park, including the site, is zoned B7 Business Park, which allows a range of uses from commercial offices through to light industrial uses, including high technology industries. Retail premises are not permitted in the B7 zone, however, neighbourhood shops are a permissible use in the zone.

To the north east, south and east of the site commercial development includes offices and restaurants. Hillsong Church Hills Campus and College, located to the west of the site, is also within the B7 zone. Beyond the employment area, the lands are zoned for a mix of high and medium density residential. To the south and west of the site is a residential development that is predominantly detached housing.

Norwest Markettown Shopping Centre to the north of the site, is zoned B2 Local Centre to allow for retail, business, entertainment and community uses. It offers a range of retail services including a Coles supermarket, specialty shops and local commercial offices. North of Norwest Markettown lies a lake, to the north of which is an area with a mix of townhouses and residential flat buildings and significant open space comprising a golf course.

Norwest Markettown is the subject of a Planning Proposal that seeks to rezone the site to allow for mixed use development with heights of up to 40 storeys and around 1,000 residential units. The proposal contemplates retail space, space for commercial, office and community and leisure facilities and serviced apartments. The proposal was deferred

by the West Central Planning Panel (now called the Sydney Central City Planning Panel), due to concerns about the potential impact on the local area.<sup>1</sup>

There are a further two Planning Proposals that have been submitted in the vicinity of the Norwest Metro Station, highlighting the opportunities afforded by the opening of the Metro and demonstrating the increasing market interest in Norwest. These proposals are:

- 34-46 Brookhollow Ave, Norwest – the proposal seeks to rezone the site from B7 Business Park to B4 Mixed Use, alter HOB from RL 116m to RL 223m; alter FSR from 1:1 to 5.8:1 for a high density mixed use development suitable for its proximity to Norwest Rail Station
- 1 Columbia Court, Norwest – the proposal seeks to rezone the site from B7 Business Park to B4 Mixed Use. The proposal, is for a mixed use development including residential, retail, entertainment, employment & recreation. The proposal would amend the FSR from 1:1 to 4.5:1 and HOB from RL116m to RL 207m

Both proposals are currently being assessed by The Hills Council.

## 2.4. Existing planning controls

This Planning Proposal has been prepared with regard to the existing planning framework of The Hills LEP 2012, as the Environmental Planning Instrument (EPI) for the site. The Hills LEP 2012 identifies aims for development within The Hills LGA, zones and specific land use objectives and prescribes principal development standards. Existing controls applicable to the site are outlined below. Part 4 of this report contains existing LEP maps.

### ***Aims of the LEP***

The aims of The Hills LEP 2012, which guide the preparation of the Planning Proposal for the site, are:

- to guide the orderly and sustainable development of The Hills, balancing its economic, environmental and social needs
- to provide strategic direction and urban and rural land use management for the benefit of the community
- to provide for the development of communities that are liveable, vibrant and safe and that have services and facilities that meet their needs
- to provide for balanced urban growth through efficient and safe transport infrastructure, a range of housing options, and a built environment that is compatible with the cultural and natural heritage of The Hills
- to preserve and protect the natural environment of The Hills and to identify environmentally significant land for the benefit of future generations
- to contribute to the development of a modern local economy through the identification and management of land to promote employment opportunities and tourism.

This Planning Proposal gives effect to these objectives, in particular the objective relating to development of a modern local economy.

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<sup>1</sup> Decision of the Sydney West Central Planning Panel, 21 September 2017

**Table 3 The Hills LEP 2012**

Clause	Development Standard	Comment
<p>Clause 2.1 Land use zone Land use table</p>	<p>B7 Business Park</p> <p><b>Objectives of zone</b></p> <ul style="list-style-type: none"> <li>• To provide a range of office and light industrial uses.</li> <li>• To encourage employment opportunities.</li> <li>• To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</li> <li>• To make provision for high technology industries that use and develop advanced technologies, products and processes.</li> </ul> <p><b>Permitted without consent</b></p> <p>Nil</p> <p><b>Permitted with consent</b></p> <p>Building identification signs; Business identification signs; Business premises; Centre-based child care facilities; Food and drink premises; Garden centres; Hardware and building supplies; Heliports; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Self-storage units; Serviced apartments; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4</p> <p><b>Prohibited</b></p> <p>Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities</p>	<p>This Planning Proposal seeks to retain and reinforce the objectives of the zone, and will also seek to include neighbourhood supermarket as an additional permitted use for the site.</p>
<p>Clause 2.1 Land use zone Land use table</p>	<p>B7 Business Park</p> <p><b>Objectives of zone</b></p>	<p>This Planning Proposal seeks to retain and reinforce the objectives of</p>

Clause	Development Standard	Comment
	<ul style="list-style-type: none"> <li>• To provide a range of office and light industrial uses.</li> <li>• To encourage employment opportunities.</li> <li>• To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</li> <li>• To make provision for high technology industries that use and develop advanced technologies, products and processes.</li> </ul> <p><b>Permitted without consent</b></p> <p>Nil</p> <p><b>Permitted with consent</b></p> <p>Building identification signs; Business identification signs; Business premises; Centre-based child care facilities; Food and drink premises; Garden centres; Hardware and building supplies; Heliports; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Self-storage units; Serviced apartments; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4</p> <p><b>Prohibited</b></p> <p>Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities</p>	<p>the zone, and will also seek to include neighbourhood supermarket as an additional permitted use for the site.</p>
<p>Clause 4.1 Minimum subdivision lot size</p>	<p>The size of any lot resulting from a subdivision of the site is not to be less than 8,000sqm.</p>	<p>The Planning Proposal seeks to accommodate the potential subdivision of the site in individual development parcels. This development standard will be varied to accommodate the intention of the Planning</p>

Clause	Development Standard	Comment
		Proposal and enable lots to be created that are less than the current MLS. The proposed mechanism is through an amendment to the Lot Size Map.
Clause 4.3 Height of buildings	RL116	This Planning Proposal seeks to amend the building height to increase the maximum permitted building height to 97.25m
Clause 4.4 Floor space ratio	1:1	This Planning Proposal seeks to increase the maximum Floor Space Ratio (FSR) to 4.1: and 6.5:1
Clause 5.10 Heritage conservation	Heritage items in the vicinity of the DGL: <ul style="list-style-type: none"> <li>» St Joseph's Novitiate, 1002 Mackillop Drive (I7)</li> <li>» Avenue of trees leading to Castle Hill Country Club, RMB 47 Spurway Drive and Castle Hill Country Club (I25)</li> <li>» Windsor Road from Baulkham Hills to Box Hill (I28)</li> </ul>	Not applicable
Clause 7.1 Acid Sulfate Soils	Aims to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.	Not applicable as no class specified.
Clause 7.2 Earthworks	Aims to ensure that earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural and heritage items or features of the surrounding land and to allow earthworks of a minor nature without requiring development consent.	Not applicable. This will be addressed at the DA stage.
Clause 7.3 Flood planning	Applies to land at or below the flood planning level, which means the level of 1:100 average recurrent interval flood event plus 0.5 metre freeboard.	Not applicable.
Clause 7.4 Biodiversity (Terrestrial)	Aims to protect native fauna and flora, protect ecological processes and encourage recovery of native fauna and flora and their habitats.	Not applicable.
Clause 7.7 Design Excellence	Development consent for new buildings over 25 metres must not be granted unless the development exhibits design excellence.	Not Applicable. This will be addressed at the detailed DA stage.  The Planning Proposal is a concept only and does not seek development consent for a specific design. Design principles have informed the urban design approach, see <b>section 3.2</b> . The Illustrative Development Concept was assessed by Landcom's Design Advisory Panel.

Clause	Development Standard	Comment
Clause 7.11 Residential development yield on certain land	Aims to achieve provision of a mix of dwelling types in residential flat buildings and to provide for suitable housing density that is matched by the provision of services.	Not applicable.
Clause 7.12 Development on land within Sydney Metro Northwest Urban Renewal Corridor	Aims to support provision of increased housing around train stations and a mix of dwellings in residential flat buildings.	Not applicable.

## 2.5. Opportunities and constraints under the current planning controls

### **Opportunities:**

- The site is well connected by road and Metro.
- Create good pedestrian connection between residential area to the south, Brookhollow Avenue, Norwest Boulevard and developments north of Norwest Boulevard through the site.
- Whilst the surrounding area contains several lower order creeks, there are no major drainage lines affecting the site.

### **Constraints:**

- Existing FSR controls limit the development potential of the site and do not permit development suited to a location immediately adjacent to the Metro station.
- Existing building height controls are not appropriate for a landmark commercial office development envisaged for a new town centre focused on Norwest Station.
- The prohibition of retail premises, particularly neighbourhood supermarkets, in the B7 zone restricts the site from serving the needs of Metro customers, local workers and residents or enable high levels of activation.
- Norwest Boulevard constrains north-south movement, effectively separating the core of Norwest Business Park in two. The road is operating near capacity. An underground pedestrian connection is under construction under Norwest Boulevard to meet the needs of pedestrians accessing the Metro station and moving between both sides of the site.

### 3. The illustrative development concept

#### 3.1. Overview

This Planning Proposal is supported by an Urban Design Report prepared by Scott Carver.

The Urban Design Report presents a potential development concept that complies with the proposed planning controls (Illustrative Development Concept). It shows how the potential impacts from the proposed height and FSR controls will be acceptable and illustrates the key design principles that need to be included in the DCP. The report supports the increase of height and FSR sought in this Planning Proposal.

The vision is for a landmark development that transforms the site into a transit oriented, diversified centre, with increased employment densities and an inviting, high quality public domain.

The Illustrative Development Concept indicates that within the proposed planning framework, the site can:

- become a distinct destination for Metro commuters using Sydney Metro Northwest by providing high-density employment opportunities at the Metro station
- support the Norwest Business Park’s evolution to a transit oriented, diversified employment-focused centre at the heart of the business community and integration with the business park and surrounding residential areas
- provide a development that supports new jobs and promotes liveable and inclusive places
- provide a landmark development.

To achieve the above, the report articulates design principles that focus on integrating the site with the station, ensuring ground floor and building edge activation and an emphasis on the pedestrian experience with linkages through the site.

In response to the land use analysis undertaken by SGS Economics and Planning, the urban design approach has derived a potential mix of office, retail and hotel accommodation which suit the scale of the development. The outcome of the urban design analysis land uses and yield are outlined in **Table 4**. The uses identified and the quantum of floor space for each may vary when the site is the subject of a formal development proposal.

**Table 4 Illustrative Development Concept indicative yields**

Land use	Gross Floor Area (GFA)
Commercial office	39,455sqm
Short term accommodation	8,645 sqm
Retail	3,900sqm

### 3.2. Design principles

Based on site analysis and evaluation of challenges and opportunities, the following design principles were adopted to guide the development of the Illustrative Development Concept:

- integrate the DGL and the Norwest Station into a **seamless development**
- **capture** regional, neighbourhood and local **activators**
- **address the character** on Norwest Boulevard and Brookhollow Avenue
- **make a 'mark'** both at the ground level and by establishing a visual node
- ensure **continuity of space** by integrating various open spaces
- establish a **distinct address** with clear pedestrian and vehicle entry points
- **create an identity** that is a catalyst for future redevelopment and allows for proper transitions to surrounding development
- allow **flexibility** in development staging

### 3.3. Key features

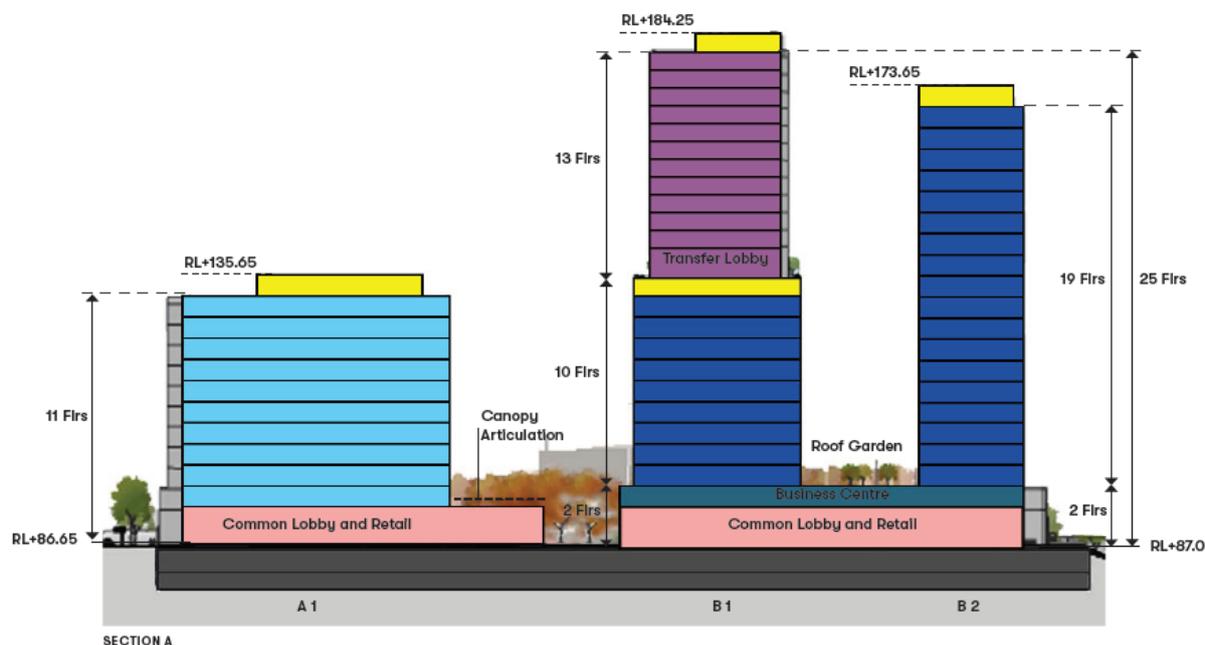
The Illustrative Development Concept illustrates a mixed-use development comprising three main buildings split across two building podiums, with a central plaza that integrates the development and station landscape. The Illustrative Development Concept anticipates potential staging of development on the site as reflected in the proposed Height of Building and Floor Space Ratio planning controls.

**Figure 9** Aerial render of Illustrative Development Concept viewed from the north



Source: Scott Carver, 2019

**Figure 10 Indicative built form viewed from the south**



Source: Scott Carver, 2019

To support pedestrian connectivity, the Illustrative Development Concept includes a central plaza between the two buildings. It also illustrates the principles by which the ground plane could be activated by retail, a neighbourhood supermarket, services like a pharmacy and medical offices and restaurants and cafes on the ground floor.

### 3.4. Access and parking

To facilitate the potential staged development of the site, it would be desirable to have two car park entries from Brookhollow Avenue. The Illustrative Development Concept shows how this could be accommodated by rearranging the kiss and ride, taxi and bus spaces for the Metro station and by removing a central island on Brookhollow Avenue currently located near the northern car park entrance. These changes were developed with Sydney Metro and Transport for NSW. Other configurations may be possible but should not reduce the availability or convenience of transport connections.

A schematic basement parking plan developed for design testing illustrates two levels of basement parking that could provide in the order of 360 car parking spaces including 7 disabled parking spaces and 10 shared vehicle parking spaces, as well as 372 bicycle parking spaces and 7 motorcycle parking spaces.

For further detail regarding the potential access arrangements and justification for the proposed car parking spaces see section 4 of the Traffic and Transport Assessment, and the Concept Design chapter of the Urban Design Report.

### 3.5. Summary of design opportunities

In summary, key design opportunities provided by the Illustrative Development Concept are that it:

- allows for staged development of the site
- integrates the station service box with the site
- achieves appropriate scale and urban form, which creates an opportunity for a landmark building, minimises overshadowing and maintains important view corridors
- supports ground plane activation by proposing retail and hospitality uses at street level in high-amenity locations
- shapes a well-proportioned central plaza articulated by the built form that is approachable, inviting and has good interface with Brookhollow Avenue and the station landscape
- locates retail, food and beverage at the ground floor to enable all day/night activation
- enables two basement car park entries to be provided from Brookhollow Avenue whilst still maintaining safe and convenient access to the station for pedestrians and customers accessing the station from kiss and ride spaces or taxis.

## 4. Planning proposal

### 4.1. Part 1—Objectives and intended outcomes

To amend The Hills Local Environmental Plan 2012 to enable the development of the site at Norwest Station to facilitate transit-oriented development to create a diverse employment centre at the heart of the Norwest Business Park, taking advantage of the accessibility of the Metro.

The outcome of the Planning Proposal will enable the staged development of the site.

The Planning Proposal will:

- increase the FSR for the site from 1:1 to 4.1:1 for Site A and 6.5:1 for Site B,
- increase in the maximum building height shown in RL of 116 to 135.65 metres for Site A and 184.25 metres for Site B,
- enable the staged development of the site,
- provide the opportunity for retail premises to support the accompanying land uses.

### 4.2. Part 2—Explanation of provisions

#### 4.2.1. Proposed amendments

The proposed outcome will be achieved by amending The Hills LEP 2012 as follows:

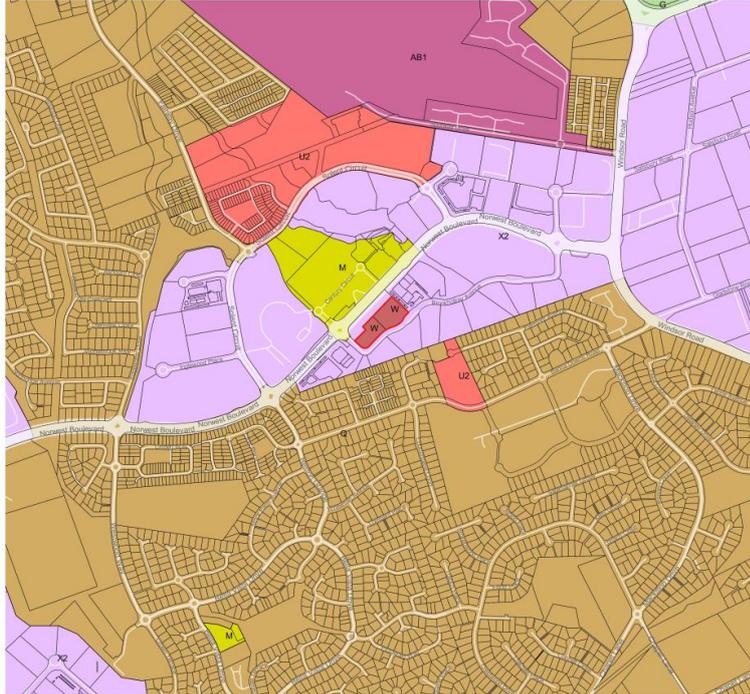
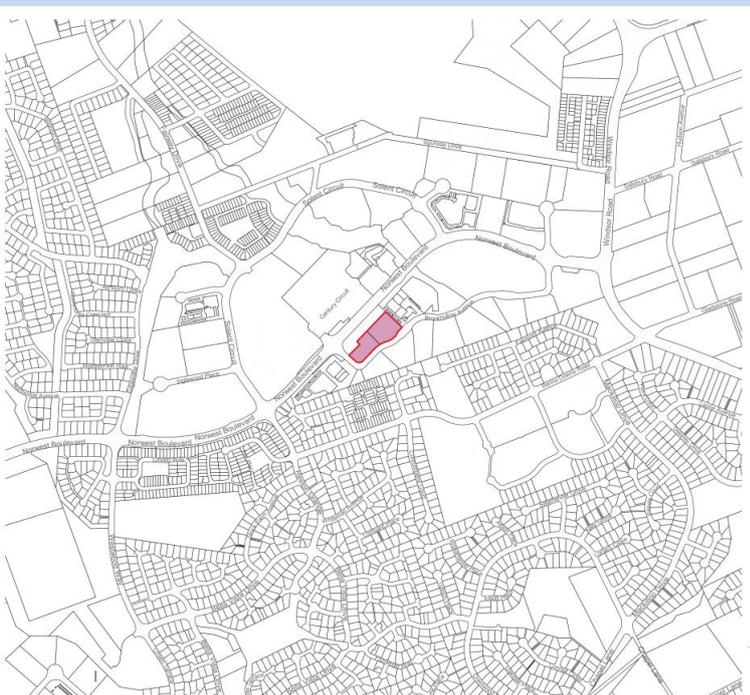
- Floor Space Ratio Map on the site at Norwest Station at 25 - 31 Brookhollow Avenue, Norwest from a maximum FSR of 1:1 to 4.1:1 for Site A and 6.5:1 for Site B
- Height of Building Map on the site at Norwest Station at 25 - 31 Brookhollow Avenue, Norwest from a maximum building height shown in reduced level (RL) of 116 to 135.65 metres for Site A and 184.25 metres for Site B,
- Lot Size Map on the site at Norwest Station at 25 - 31 Brookhollow Avenue, Norwest from a minimum lot size of 8,000sqm to 3,500sqm, and
- Schedule 1 and the Additional Permitted Uses Map to allow development for the purpose of a neighbourhood supermarket at 25 - 31 Brookhollow Avenue, Norwest,

The new planning controls provide:

- Increased floor space ratio controls to guide the future development outcomes and ensure that buildings are compatible with the bulk and scale of the desired future character of the locality
- building height that would allow up to a maximum of 184.25 metres (in RL, or 97.25metres measured from ground level, equivalent to circa 25 storeys).
- capacity to develop a neighbourhood supermarket that is not currently permissible in the B7 zone,
- ability to subdivide the site.

**Table 5 Proposed LEP Map amendments**

Map	Description
<p><b>Height of Building</b></p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Cadastral</li> <li>Site</li> </ul> <p><b>Maximum Building Height (m)</b></p> <ul style="list-style-type: none"> <li>J - 10</li> <li>K - 11</li> <li>O2 - 15</li> <li>P2 - 18</li> <li>Q2 - 20</li> <li>R1 - 21</li> <li>T2 - 27</li> </ul> <p><b>Height shown on map in RL (m)</b></p> <ul style="list-style-type: none"> <li>108</li> <li>116</li> <li>135.65</li> <li>143.2</li> <li>169</li> <li>184.25</li> </ul> <p>© OpenStreetMap contributors 0 0.3 0.6 km</p>
<p><b>Floor Space Ratio</b></p>	<p><b>Legend</b></p> <ul style="list-style-type: none"> <li>Cadastral</li> <li>Site</li> </ul> <p><b>Maximum Floor Space Ratio (n:1)</b></p> <ul style="list-style-type: none"> <li>N - 1.0</li> <li>R1 - 1.4</li> <li>R2 - 1.49</li> <li>S1 - 1.5</li> <li>T1 - 2.0</li> <li>T3 - 2.3</li> <li>T4 - 2.42</li> <li>U1 - 2.6</li> <li>V2 - 3.2</li> <li>X - 4.1</li> <li>AA - 6.5</li> </ul> <p>Area A</p> <p>© OpenStreetMap contributors 0 0.3 0.6 km</p>

Map	Description
<p><b>Minimum Lot Size</b></p>	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>□ Cadastre</li> <li>□ Site</li> </ul> <p><b>Minimum Lot size (sq m)</b></p> <ul style="list-style-type: none"> <li>G - 450</li> <li>M - 600</li> <li>Q - 700</li> <li>U2 - 1800</li> <li>W - 3500</li> <li>X2 - 8000</li> <li>AB1 - 10ha</li> </ul> <p>© OpenStreetMap contributors 0 0.3 0.6 km</p>
<p><b>Additional Permitted Uses</b></p>	 <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>□ Cadastre</li> <li>□ Site</li> <li>□ Additional Permitted Uses</li> </ul> <p>© OpenStreetMap contributors 0 0.3 0.6 km</p>

#### 4.2.2. Site specific development controls

The Hills Shire Council and Landcom will develop a site-specific DCP to ensure that any future development:

- minimises environmental impacts

- responds to the adjacent lower scale properties through suitable setback and building height controls
- provides certainty to the community about the future development of the site
- showcases design excellence consistent with clause 7.7 of The Hills LEP 2012..

The key provisions that the site-specific DCP is likely to address are:

- Vision and development principles—to provide the overarching vision for the site addressing character, layout and land use
- Active street frontages—to provide for active uses at the ground plane, ensure clear address and sense of arrival for the developments
- Public domain and landscaping—to provide a range of integrated and quality public spaces and to set out the size and width of links through the site enabling connectivity through the site and landscaped areas
- Solar access and overshadowing—to ensure a minimum number of hours of sunlight for adjoining properties
- Wind—to ensure amenity for pedestrians in open spaces and reflect the mitigation measures recommended by Windtech
- Building setbacks—to create attractive and cohesive streetscapes while minimising overshadowing impacts
- Car parking and vehicle access—to establish the car parking requirements and identify entry points
- Bicycle parking and facilities—to ensure that bicycle parking and end of trip facilities are provided.

### 4.3. Part 3—Justification

#### Section A – Need for the Planning Proposal

##### 4.3.1. Q1. Is the Planning Proposal a result of any strategic study or report?

Yes.

[North West Rail Link Corridor Strategy and Norwest Structure Plan, 2013](#)

##### **Overview**

The North West Rail Link (NWRL) Corridor Strategy highlights the role of transit-oriented development in maximising the benefits of the rail investment in delivering dwelling and employment growth for the area. It identifies objectives to grow patronage, increase access to public transport, help communities access jobs and services closer to home, build liveable centres and improve housing affordability.

As part of the Corridor Strategy, Transport for NSW and DPE jointly developed structure plans for each of the eight new stations. Station precincts were based on an approximate 10-minute walking distance around each of the new stations, adjusted to account for lot

boundaries, roads, topography and other local features. The structure plans contained analysis of each precinct's physical characteristics and existing planning controls.

**Key findings**

The Corridor Strategy articulates a vision to further reinforce Norwest as a specialised precinct and the largest employment centre for Sydney's north west. With the construction of a new station, the vision for Norwest is to evolve into a vibrant and active centre of business for the region comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the anticipated 650,000 people who will live in Sydney's north west by 2036.

The Norwest Station Structure Plan articulates a vision for a 'specialised precinct for the north west', centred around a compact, mixed use commercial core around the station including commercial floor space with a focus on efficient, large floor plate, campus-style office spaces.

Analysis of the station precinct found that existing controls do not promote the growth of Norwest as a specialised employment precinct.

In the Structure Plan, the DGL site is envisaged within the commercial core as providing attractive A-Grade commercial floor space. The strategy also identifies the following desired future character for the DGL site:

**Objectives:** To provide a precinct that contains a flexible mix of retail and commercial uses that suit the surrounding character and are located in close proximity to the proposed station.

**Character:** It is anticipated that under the vision and Structure Plan this precinct could accommodate buildings up to 30 storeys to accommodate tower forms at appropriate locations within close proximity to the station, subject to merit assessment. This precinct would also provide residents with direct access to the new rail link and station which would be located underground.

**Figure 11 Norwest Station surrounds Structure Plan**



Source: Norwest Station Structure Plan, TfNSW and DPE, 2013

The Strategy anticipates the following residential and employment growth in Norwest as follows, based on floor space ratio assumptions for different development types:

**Table 6 Residential and employment growth under the NSW Government’s Norwest Structure Plan**

	2012	2036	Growth
Dwellings	1,300	5,650	+4,350
Jobs	13,000	26,200	+13,200

Source: *Norwest Structure Plan, DPE and TfNSW 2013*

### **Conclusion/Recommendations**

The Structure Plan recommended a framework including the following relevant matters:

- retaining Norwest Boulevard as the primary thoroughfare of Norwest, with upgrades to improve pedestrian access and amenity needing to be considered including signalised crossings and potentially grade-separated overpasses
- upgrading of streetscapes in and around the proposed station precinct including widening footpaths, barrier-free access and attractive and appropriate street furniture
- connections to link the commercial core and transport interchange with the surrounding area
- provision at the station for Kiss and Ride spaces and taxi spaces on Brookhollow Avenue, bicycle parking and bus bays.

The Corridor Strategy is due to be updated (Central City District Plan, p.67).

### **Consistency of Planning Proposal**

The North West Rail Link Corridor Strategy provides clear and direct support for rezoning of the DGL site. It articulates that the existing planning controls do not support the strategic objectives to promote Norwest as a specialised centre.

The Planning Proposal seeks to implement the Strategy by establishing a planning framework for the Norwest Station site that facilitates a mixed commercial and retail centre and permits the scale of development to provide a commercial core.

The proposal is consistent with the desired character for buildings of up to 30 storeys, with taller buildings located close to the station.

## **The Hills Corridor Strategy (2015) and Norwest Precinct Plan**

### **Overview**

Council adopted The Hills Corridor Strategy in November 2015. It reflects Council’s strategic direction as outlined in the Local Strategy (see Section 4.3.4) to support housing and employment growth around the Sydney Metro North West and to achieve the right mix of jobs and diversity of housing to reflect The Hills lifestyle. The strategy outlines the desired density, built form and character envisaged around each station, further developing the master planning analysis in the NSW Government’s NWRL Corridor Strategy.

The Strategy defines station precincts as 800 metre walking catchments based on road network and topographical constraints. The station precincts differ from those in the North West Rail Link Corridor Strategy, which The Hills Council Strategy notes in some cases extended as far as 1.5km walking distance from stations.

### **Key findings**

The vision for the Norwest Precinct is 'a specialised employment, retail and entertainment centre with some opportunity for higher density residential living around the Norwest Lake precinct'. This will entail the orderly expansion and intensification of the Business Park by delivering a built form that caters for employment activities, while retaining the open business feel.

The Hills Corridor Strategy adopts a different approach to determining yield from that of the North West Rail Link Corridor Strategy methodology which is based on maximum development yields. Council's residential and employment growth for the Norwest Precinct is identified in **Table 7**.

**Table 7 Residential and employment growth for the Norwest Precinct under the Hills Corridor Strategy**

	2011 existing	2036 forecast	2011-2036 growth
Dwellings	956	6,276	+5,320
Jobs	6,994	21,444	+14,450

Source: Adapted from *The Hills Corridor Strategy, Tables A and B*

### **Conclusion/Recommendations**

Desired outcomes for the Norwest Precinct that relate to this Planning Proposal are:

- provision of 2,255 additional jobs, derived from an employment ratio based on gross floor area
- higher density commercial and mixed-use development to be located close to the station
- the height of landmark buildings shall not exceed 20-22 storeys in the immediate vicinity of the station
- for the station site, Lot 71 DP 1252765 which includes the Norwest Station component of the site as well as the DGL portion a minimum employment FSR of 4.5:1
- the commercial core around Norwest station should contain a retail/mixed use hub, with bus bays on both sides of Norwest Boulevard, kiss and ride spaces, and parking and storage for 30 bicycles.

Key considerations include:

- sub-terrain pedestrian tunnel beneath Norwest Boulevard and station box
- visual impacts on surrounding low and medium density development
- retention of view corridors throughout the precinct.

Desired land use and density outcomes are illustrated in **Figure 12**.

**Figure 12** Desired outcomes under The Hills Corridor Strategy



Figure 9.4: Norwest Desired Outcomes

Source: *The Hills Corridor Strategy 2015*, p.34

The Hills Corridor Strategy identifies the following required traffic infrastructure in Norwest:

- at Norwest Boulevard and Century Circuit, replace roundabout with traffic signals,
- at Norwest Boulevard and Reston Grange, replace roundabout with traffic signals,
- at Norwest Boulevard and Reston Grange, cycleway and pedestrian path enhancement.

### **Consistency of Planning Proposal**

The Hills Corridor Strategy provides support for rezoning of the DGL site to support the strategic objective of evolving Norwest into a specialised employment, retail and entertainment centre.

The Planning Proposal is consistent with The Hills Corridor Strategy in that it proposes land uses that support the strategic objectives of the Strategy. Furthermore, the proposal seeks to increase the number of employment opportunities in close proximity to the Metro station. Modelling of employment impacts based on the yields anticipated in the Illustrative Development Concept indicates that around 2,800 jobs could be generated.

### **Land use analysis**

The Planning Proposal seeks to split the FSR across Site A and Site B (as identified in 4.1 above). The rationale for the proposed FSR is based on the original land parcel which included the station site and had an area of 1.7ha. The Metro station has been subdivided and will retain an FRS of 1:1. The Planning Proposal explicitly identifies the

distinct developments and redistributes the FSR providing increased certainty as to the development outcome across the whole of the site. This is supported by a land use analysis prepared by SGS Economics and Planning and consistent with the Hills Corridor Strategy, which seeks a minimum employment FSR of 4.5:1.

The analysis found that there is significant office employment and retail floorspace forecast for the Norwest Business Park over the next 20 years, driven by continued agglomeration of economic activity in the Norwest Business Park facilitated by public transport connections and accessibility improvements as a result of the new station, and a wealthy, growing surrounding residential population.

The land use analysis found that the station has the potential to accommodate high value economic activities and uses in a landmark development, offering premium commercial floorspace for businesses. The proximity to the station also provides a significant opportunity for other activity generating uses, such as restaurants, short-term accommodation, and a business services hub, attracting residents, workers and visitors as well as catalysing the transition of the Norwest Business Park.

Based on analysis of the commercial market, sale and rental price points, vacancy and absorption rates and likely future demand generated by forecast residents and employees, the land use analysis found that there is:

- strong demand for office floorspace, especially smaller, strata offices, which is likely to be driven by local businesses with local, car dependent workforces,
- likely to be interest from institutional investors seeking freehold properties and potential for the site to attract larger, prestige businesses seeking a presence in north west Sydney,
- demand for retail floorspace to complement the proposed expansion of Norwest Marketown,
- demand for accommodation and conference facilities to support larger and nationally-oriented business and greater night-time activity.

In the context of Norwest Business Park, the analysis observed that based on patterns of absorption and the site's superior positioning, it was reasonable to assume that between one quarter and one third of office floorspace for the business park overall could be supported on the site.

In terms of the site, the analysis identified:

- demand for commercial office floorspace between 34,000-52,000sqm,
- potential for up to 150 short term accommodation or hotel rooms to increase the attractiveness and competitiveness of office floor space on the site,
- demand for retail floorspace between 7,000-12,000sqm, and
- demand for community and other uses.

The analysis concluded that the site could support floorspace of around 55,000sqm comprising 40,000sqm of office space both strata and freehold, an 11,000sqm accommodation complex including a business hub and 4,000sqm of retail. The site-specific DCP will not stipulate any GFAs for individual uses, in order to allow flexibility for the future developer.

The Illustrative Development Concept presents one possible design scenario containing the mix of uses and GFA supported by the land use analysis.

### ***Proposed controls***

The Hills Corridor Strategy desires maximum building heights of 20-22 storeys for a landmark site close to the station and minimum employment FSR of 4.5:1. The proposal seeks to amend maximum building heights to 97.25 metres from ground level, equivalent to 25 storeys.

Exceeding the maximum heights in The Hills Corridor Strategy is considered justified because:

- this is the key site with the potential to deliver higher employment densities within the Norwest Business Park, being able to take the most advantage of the benefits of the Metro,
- the proposed maximum building heights of up to RL184.25 will not cause unacceptable view corridor or overshadowing impacts, as detailed in section 4.3.8.

### **4.3.2. Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

A Planning Proposal to amend The Hills LEP is considered the best means of facilitating transit-oriented development for the site to create a diverse employment centre at the heart of the Norwest Business Park, taking advantage of the accessibility benefits of the Metro.

The proposed height, floor space ratio and additional permitted land uses will enable the development of a compact, mixed-use commercial core centred around the new station. The Planning Proposal supports a mix of commercial office space and locally-serving retail to attract a range of employers to the precinct and meet the daily convenience needs of workers, commuters and nearby residents. Accessibility, convenience and quality commercial offices will attract high-value jobs, supporting the transition of Norwest Business Park into a mixed employment precinct.

The desired outcome is a landmark development that provides a well-defined and recognisable centre at Norwest Station. Publicly accessible open space and links through the site will integrate Norwest Boulevard, the station and Brookhollow Avenue.

The existing height and FSR controls do not permit the site to achieve the development capacity desired in The Hills or NSW Government strategies to strengthen Norwest as a centre for Sydney's north west. Amending The Hills LEP is the most effective way of providing certainty for Council, the local community and the landowner.

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

## Section B – Relationship to strategic planning framework

### 4.3.3. Q3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

Yes.

The Planning Proposal is consistent with the objectives, actions and targets of the Greater Sydney Region Plan ‘A Metropolis of Three Cities’ 2018 and the Central City District Plan. The proposal is consistent with the principles of a range of broader strategic planning considerations contained within these plans as well as the NWRL Corridor Strategy, which support a transit-orientated and centres-based approach to managing growth.

Assessment of the Planning Proposal against the Greater Sydney Region Plan and the Central City District Plan is provided below. **Table 8** provides an overview of assessment against the strategic merit assessment criteria and site-specific merit criteria in DPE’s *A guide to preparing Planning Proposals*.

**Table 8 Assessment Criteria—Strategic and Site-Specific Merit**

Criteria	Assessment
<b>Strategic Merit Test</b>	
Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or	<b>Consistent.</b> This Planning Proposal is consistent with the NSW Government’s Corridor Strategy (see section 4.3.1) and the Central City District Plan (see section 4.3.3).
Consistent with a relevant local strategy that has been endorsed by the Department; or	<b>Consistent.</b> This Planning Proposal is consistent with The Hills Corridor Strategy (see section 4.3.1, however this strategy has not been endorsed by the Department.
Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognized by existing planning controls.	<b>Consistent.</b> This Planning Proposal directly responds to the NSW Government’s investment in the Sydney Metro Northwest project and the soon to be completed Norwest station at the site.
<b>Site-specific merit test criteria</b>	
The natural environment (including known significant environmental values, resources or hazards)	<b>Consistent.</b> The site is not identified as having any significant environmental values, resources or hazards.
The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal	<b>Consistent.</b> The potential impacts as a result of this Planning Proposal on the existing uses in the vicinity of the site, particularly the residential development south of the site, are considered acceptable. This area is zoned for medium residential development but is currently predominantly detached residential.

Criteria	Assessment
The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision	<p><b>Consistent.</b></p> <p>This Planning Proposal directly response to the provision of Metro service to Norwest. The indicative traffic impacts of the Illustrative Development Concept are considered acceptable.</p>

## Greater Sydney Region Plan

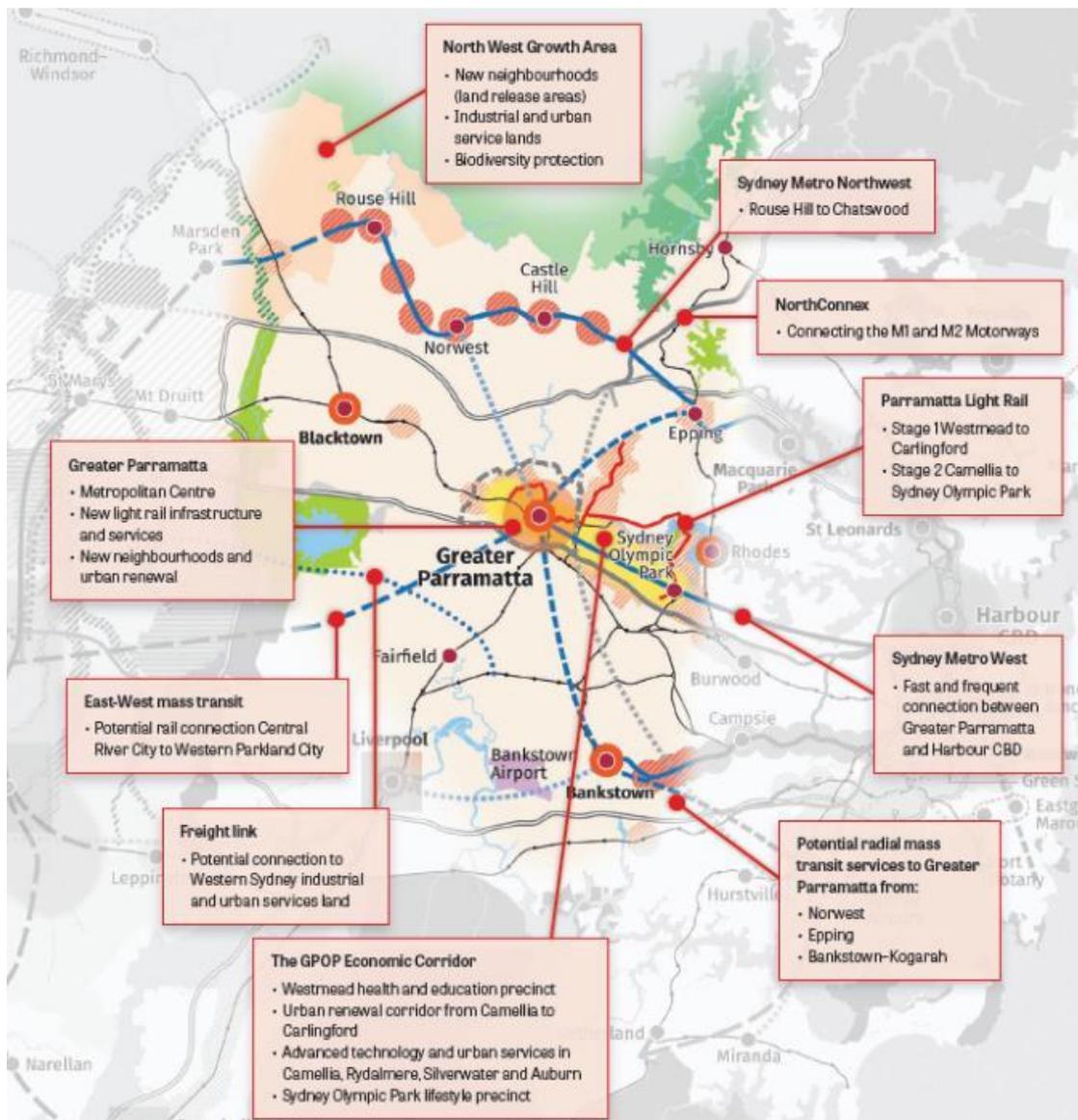
The Greater Sydney Region Plan, *A Metropolis of Three Cities* (2018) (Regional Plan) is the NSW Government’s Metropolitan plan for Sydney. It establishes the aspirations for Sydney to 2036 and articulates a strategic land use plan that is complemented by and integrates with the Future Transport 2036 plan. It seeks to transform Greater Sydney into a Metropolis of three cities where residents live within 30 minutes of their jobs, education, health facilities, services and great places. The Regional Plan sets the planning framework for the five districts which make up the region.

### Overview

Norwest is identified as a strategic centre and transit-oriented development within the Central River City, with the potential for radial mass transit services to Parramatta, see **Figure 12**. Future Transport 2056 identifies Parramatta to Norwest Mass Transit / Train Link as an initiative for investigation in the 20+ year timeframe.

Strategic centres are said to enable access to a wide range of goods, services and jobs. Strategic centres are expected to accommodate high levels of private sector investment and to become important parts of the region’s structure. Norwest is also identified as a ‘commercial office precinct’, generally defined as a precinct with at least 100,000sqm of office floor space. The Regional Plan identifies a need for over 5 million sqm of additional retail floor space and additional stand-alone office developments, suggesting that one way to achieve this is by growing existing centres such as Norwest.

**Figure 13 Central River City vision**



Source: Region Plan, p.19

### **Consistency of Planning Proposal**

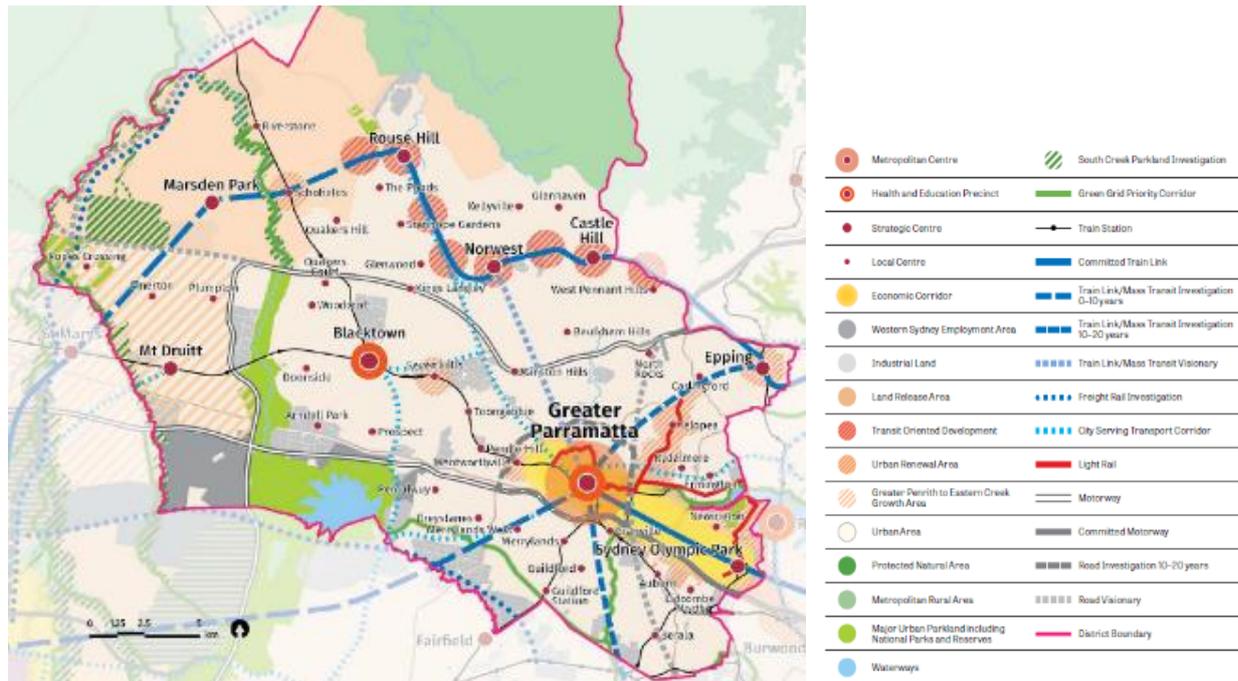
The Planning Proposal supports the aspirations of the Regional Plan by facilitating the creation of a commercial core around Norwest station, by supporting the delivery of office and retail floor space. This will benefit Norwest by diversifying the type of office space currently on offer in the Norwest Business Park. The Planning Proposal particularly supports the direction in the Regional Plan to create the conditions for a stronger economy by increasing jobs in Metropolitan and strategic centres. The subject development is expected to act as a catalyst for further intensive employment-related development at Norwest, responding to the accessibility improvements that the Metro services will bring.

## Central City District Plan

The Regional Plan divides the Sydney Region into five districts following LGA boundaries. The Hills LGA falls within the Central City District, along with Blacktown, Cumberland and Parramatta LGAs. The Greater Sydney Commission's Central City District Plan provides an important link between the Metropolitan-scale Regional Plan, Local Environmental Plans and local strategies.

### Overview

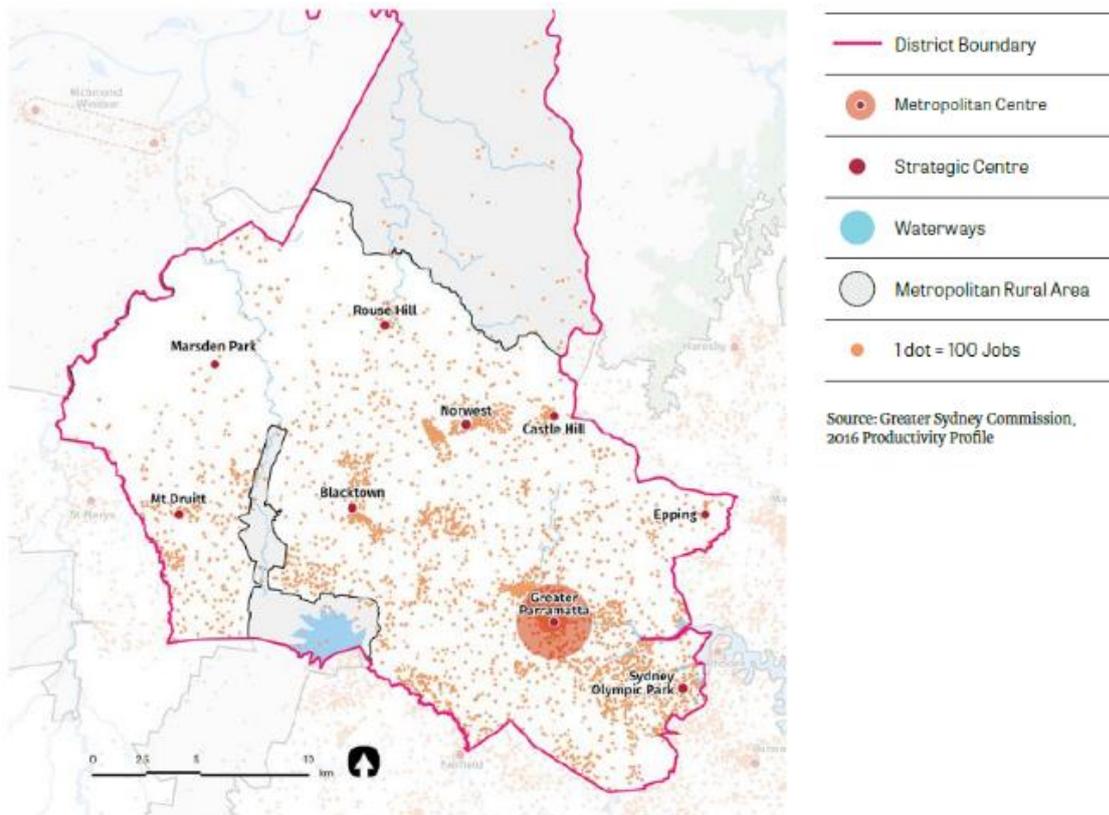
**Figure 14** Site within the context of the Central City District



Source: *Central City District Plan, 2018*

The Central City District is anticipated to increase in population from 971,000 in 2016 to 1,521,500 by 2036, with an accompanying growth in dwellings of 28%. It is anticipated that the Central City District will accommodate 440,300 jobs by 2036, with 17% of workers journeying to work by train (Central City District Plan p.9).

**Figure 15 Central City District job density**



Source: *Central City District Plan*, p.56

### Norwest and Sydney Metro Northwest

The strategy seeks to maximise the land use benefits of major transport investments including Sydney Metro Northwest to support housing and jobs growth around new stations. Some of the station precincts in the Sydney Metro Northwest urban renewal corridor have been nominated as planned precincts, but Norwest is not one of these stations.

Norwest is identified in the District Plan as an established commercial centre (see **Figure 15**). As at 2017, the District Plan identifies that Norwest had 272,474sqm of office space, making it the eighth largest commercial precinct in Greater Sydney (Central City District Plan p.58).

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

**Figure 16** Norwest centre



Source: Central City District Plan, p.82-3

### **Consistency of Planning Proposal**

**Table 9** contains an assessment of this Planning Proposal against the directions, objectives and planning priorities in the Central City District Plan. Where an action is directly relevant to this Planning Proposal it is discussed further below the table.

**Table 9 Consistency with the Greater Sydney Regional Plan and Central City District Plan**

Directions and objectives	Planning Priority	Assessment
<b>A city supported by infrastructure</b>		
Objective 1: Infrastructure supports the three cities	C1 Planning for a city supported by infrastructure	Consistent
Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact		Consistent, noting that there is no growth infrastructure compact for the precinct.
Objective 3: Infrastructure adapts to meet future needs		Consistent.
Objective 4: Infrastructure use is optimised		Consistent
<b>A collaborative city</b>		

Directions and objectives	Planning Priority	Assessment
Objective 5: Benefits of growth realised by collaboration of governments, community and business	C2 Working through collaboration	Consistent. This Planning Proposal is a direct result of collaboration between State and Local for the Sydney Metro Northwest Urban Renewal Corridor.
<b>A City for People</b>		
Objective 6: Services and infrastructure meet communities' changing needs	C3 Providing services and social infrastructure to meet people's changing needs	Consistent
Objective 7: Communities are healthy, resilient and socially connected	C4 Fostering healthy, creative, culturally rich and socially connected communities	Consistent. This Planning Proposal supports walkable connections through Norwest and open spaces for incidental social interactions.
Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods.		Not applicable
Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.		Not applicable
<b>Housing the city</b>		
Objective 10: Greater housing supply	C5 Providing housing supply, choice and affordability with access to jobs, services and public transport	Not applicable
Objective 11: Housing is more diverse and affordable		Not applicable
<b>A city of great places</b>		
Objective 12: Great places that bring people together	C6 Creating and renewing great places and local centres, and respecting the District's heritage	Consistent
Objective 13: Environmental heritage is identified, conserved and enhanced.		Consistent. This Planning Proposal respects environmental heritage by preserving significant view corridors.
<b>A well-connected city</b>		
Objective 19: Greater Parramatta is stronger and better connected	C7 Growing a stronger and more competitive Greater Parramatta	Not applicable
Objective 21: Internationally competitive health, education, research and innovation precincts.		Not applicable
<b>Jobs and skills for the city</b>		
Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive.	C8 Delivering a more connected and competitive GOP Economic Corridor	Not applicable

Directions and objectives	Planning Priority	Assessment
Objective 14: A Metropolis Of Three Cities – integrated land use and transport creates walkable and 30-minute cities.	C9 Delivering integrated land use and transport planning and a 30-minute city	Consistent
Objective 16: Freight and logistics network is competitive and efficient.		Not applicable
Objective 22: Investment and business activity in centres.	C10 Growing investment, business opportunities and jobs in strategic centres	Consistent. See further detail below this table.
Objective 23: Industrial and urban services land is planned, retained and managed.	C11 Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land	Not applicable.
Objective 24: Economic sectors are targeted for success.	C12 Supporting growth of targeted industry sectors	Consistent
<b>A city in its landscape</b>		
Objective 25: The coast and waterways are protected and healthier	C13: Protecting and improving the health and enjoyment of the District's waterways	Not applicable
Objective 26: A cool and green parkland city in the South Creek corridor.	C14: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element	Not applicable
Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced.	C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes	Not applicable
Objective 28: Scenic and cultural landscapes and protected.		Consistent
Objective 30: Urban tree canopy cover is increased.	C16: Increasing urban tree canopy cover and delivering Green Grid connections	Not applicable
Objective 32: The Green Grid links parks, open spaces, bushland, and walking and cycling paths.		Not applicable
Objective 31: Public open space is accessible, protected and enhanced.	C17: Delivering high quality open space	Consistent. This Planning Proposal seeks to provide open space on the site.
Objective 29: Environmental, social and economic values in rural areas are protected and enhanced.	C18: Better managing rural areas	Not applicable
<b>An efficient city</b>		
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	C19: Reducing carbon emissions and managing energy, water and waste efficiently	Consistent
Objective 34: Energy and water flows are captured, used and re-used		Not applicable

Directions and objectives	Planning Priority	Assessment
Objective 35: More waste is re-used and recycled to support the development of a circular economy		Not applicable
<b>A resilient city</b>		
Objective 36: People and places adapt to climate change and future shocks and stresses	C20 Adapting to the impacts of urban and natural hazards and climate change	Consistent
Objective 37: Exposure to natural and urban hazards is reduced		Consistent
Objective 38: Heatwaves and extreme heat are managed		Not applicable

### **Overview of policy framework relating to centres**

It is particularly important that this site can support outcomes relating to centres, as it will be a landmark development in Norwest. This section provides an assessment against the policy framework outlined in the Regional Plan and District Plan relating to centres—including specific actions for Norwest.

The relevant references are:

- Objective 22 of the Central City District Plan
- Actions 45 and 46 of the Central City District Plan
- Strategies 12.1 and 22.1 of the Regional Plan

The Central City District Plan provides principles for Greater Sydney’s centres. Key points are that:

- Planning for new and existing centres needs to consider the network of centres, retail, commercial and industrial supply and be informed by district-based studies.
- Centres should recognise improvements in walkability as a core outcome for change in centres.
- Respond to detailed planning considerations in Strategy 12.1 and 22.1 of the Regional Plan, which are:

To use a place-based and collaborative approach throughout planning, design, development and management, deliver great places by:

- prioritising a people-friendly public realm and open spaces as a central organising design principle
- recognising and balancing the dual function of streets as places for people and movement
- providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres
- integrating social infrastructure to support social connections and provide a community hub
- recognising and celebrating the character of a place and its people.

To provide access to jobs, goods and services in centres by:

- attracting significant investment and business activity in strategic centres to provide jobs growth
  - diversifying the range of activities in all centres
  - creating vibrant, safe places and a quality public realm
  - focusing on a human-scale public realm and locally accessible open space
  - balancing the efficient movement of people and goods on the road network with supporting the liveability of places
  - improving the walkability within and to centres
  - completing and improving a safe and connected cycling network to and within centres
  - improving public transport services to all strategic centres
  - conserving and interpreting heritage significance
  - designing parking that can be adapted to future uses
  - providing for a diverse and vibrant night-time economy in a way that responds to potential negative impacts
  - creating the conditions for residential development within strategic centres and within walking distance (up to 10 minutes), but not at the expense of the attraction and growth of jobs, retailing and services; where appropriate, strategic centres should define commercial cores informed by an assessment of their need.
- For existing centres, the following principles are relevant:
    - Expansion options will need to consider building heights and outward growth
    - Directly adjacent industrial land may be appropriate for centre expansions to accommodate businesses (noting also that Objective 23 of the Central City District Plan is for industrial and urban services land to be planned, retained and managed)
    - Quality design and adequate infrastructure provision is critical to enable expansions
    - Approach to be informed by local government industrial strategies
  - Business parks need to be developed as urban places which can transition to higher amenity and vibrant places while maintaining their role as an employment precinct

These general principles are supported by specific actions for Norwest:

**Action 45:** Strengthen Norwest through approaches that:

- a) retain and grow commercial capacity to achieve the centre's job targets
- b) encourage complementary retail services around Norwest Lake and the station precinct

**Action 46:** Work with NSW Government to identify a potential future corridor for mass transit links to Greater Parramatta.

### ***Consistency of Planning Proposal with policy framework for Centres***

This Planning Proposal is consistent with the policy framework. The proposed planning controls to enhance the employment-generating land uses on the site are supported by

economic analysis. The proposed land uses respond to the demand identified in the economic analysis and establish a planning framework that, over time, can facilitate the transition from a traditional business park to a site capable of supporting diverse and high-value employment, as well as A-grade commercial offices subject to market conditions.

The Planning Proposal enables the site to deliver a compact, mixed-use commercial core to support the transition of Norwest into a diversified centre. A range of convenience, retailers and hospitality services are supported on the ground floor, which are important in attracting high-value employment. These are important elements that build on the attractiveness that Metro access brings to the Norwest centre.

The central plaza that is accessible to the public is a principal design feature of the Illustrative Development Concept. The plaza offers connections through the site from the station to Brookhollow Avenue, supporting walkability and site permeability.

#### 4.3.4. Q4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

##### Norwest Master Scheme 1992

###### **Overview**

The Norwest Master Scheme is a detailed planning document that provides detailed development standards specific to Norwest Business Park. It contains Estate Development Guidelines that intend to provide relatively coordinated and uniform standard of development across the business park. This approach is credited in the Employment Lands Direction (see 0 below) as contributing to the success of the business park due to the distinctive nature of signage and design throughout the business park.

Under the provisions of the Norwest Master Scheme, the Board of Norwest Association Limited reviews development applications prior to lodgement with Council. The Board pre-approves compliance of any proposed development prior to formal lodgement with Council for development consent. The Board takes advice from the Norwest Planning and Design Review Panel, which comprises two officers from Council and three nominees appointed by the Board to represent members.

The Master Scheme contains Estate Development Guidelines and Property Development Guidelines. The Estate Development Guidelines provide detailed guidance on landscaping, engineering, services and facilities, much of which is more relevant at the DA stage.

The Property Development Guidelines establish standards to ensure proper development and effective utilisation and to ensure consistency across the business park. They are intended to be read in conjunction with the DCP. As with the Estate Development Guidelines, some matters will be more relevant at the development application (DA) stage, such as location of loading areas and waste facilities, signage requirements and driveway design.

The controls identified below have the potential to impact on the GFA.

- i) **Setbacks:** In the case where the site has a frontage to two or more public roads, a minimum building line of 20m will be observed to one road frontage and 50% of the

setbacks to other public road frontages may be used for off-street parking purposes providing the first 10m is formally landscaped to the satisfaction of Council.

- ii) **Site coverage:** The maximum allowable site coverage will not exceed 50%.
- iii) **FSR:** The maximum floor space ratio will not exceed 1:1.
- iv) **Building height:** The maximum allowable building height for any principal structures is restricted to a building level limitation of RL116m (AHD) over the entire business park.
- v) **Car parking:** The minimum car parking spaces are as follows:
  - Offices: 1 space per 25sqm of net floor space
  - General retail: 1 space per 18.5sqm of net floor space
  - Bulky goods retail: 1 space per 40sqm of net floor space
  - Convenience stores: 1 space per 20sqm of GFA
  - Industry: 1 space per 50sqm or two employees, whichever is greater
  - Warehousing: 1 space per 100sqm or two employees, whichever is greater
  - Licensed hotel: 1 space per 1.85sqm of service area in bar and lounge plus 1 space per two employees
  - Restaurants - dine in, catering, reception centres: 15 spaces per 100sqm GFA or 1 space per 3 seats, whichever is greater
  - Entertainment facilities: 1 space per 5 seats or 1 space per 10sqm of non-fixed seating floor space

### ***Consistency of Planning Proposal***

As the gateway to the Norwest Business Park, the site will play an important role in promoting the business park to commuters. It will be important for signage and design to be consistent with the Guidelines.

The development standards under the Guidelines are not considered appropriate for this site. Non-compliance with the development standards is considered justified because of the strategic objectives for the site, which are different in nature from those of the Business Park overall. The Norwest precinct is to be a specialised centre, with land close to the station supporting higher-density, high-value employment and A-grade commercial floor space.

### ***The Hills Community Strategic Direction, 2016***

#### ***Overview***

The 'Hills Future' Community Strategic Direction articulates The Hills Shire community and Council's shared vision to 2026. It identifies values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. It is a direction that creates a picture of where the Hills would like to be in the future, how it will get there and how it will measure the effectiveness of the outcomes. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

### ***Consistency of Planning Proposal***

The Planning Proposal is consistent with the vision and objectives of The 'Hills Future' Community Strategic Direction, as it supports generation of different employment opportunities to enhance Norwest as a place to work and visit. In particular, it supports the desired outcomes of balanced urban growth, vibrant communities and modern economy. It provides built forms that respond appropriately to the surrounding area and provides new open space for the community.

### ***Baulkham Hills Shire Local Strategy, May 2010***

**Note:** The local strategies described here and below were completed prior to the NSW Government committing to the North West Metro project and before the development of the North West Rail Link Corridor Strategy.

#### ***Overview***

The Baulkham Hills Shire Local Strategy provides overall strategic context for the planning and management of development and growth in the Shire to 2031. It identifies five community outcomes each supported by the Local Strategy Key Directions. The Planning Proposal is generally consistent with the strategy outlined in this document and specifically helps Council to achieve the following directions:

- Encourage appropriate transport infrastructure including public transport to serve, support and connect centres.
- Support the use of public transport.
- Encourage the delivery of planned infrastructure to meet the needs of community.
- Ensure the concentration of large-scale retail and commercial activities in the Major Centres and Town Centres.
- Plan for the renewal of existing centres.
- Plan for local job opportunities.
- Encourage redevelopment and utilisation of existing employment lands.
- Provide economic development opportunities.

One of Council's key challenges is locating employment near where people live. The strategy states that the business park will reach capacity in the next 20 (now 12) years and identifies the land in the vicinity of Norwest Station as having the potential to allow for a wider range of employment uses.

### ***Consistency of Planning Proposal***

This Planning Proposal is consistent with the strategy as it will stimulate and diversify employment growth in the commercial core to help address this challenge.

## Centres Direction, June 2009

### Overview

This policy provides an overall strategic context for the planning and management of The Hills Shire's centres to 2031. It supports the local strategy identified above.

In relation to the Norwest centre, the Centres Direction states that Norwest is a logical centre to transition to a town centre. It identifies the following typology and LEP objectives/zone criteria for the Norwest Specialised Centre:

**Table 10 Norwest centre typology and objectives**

TYOLOGY	LEP OBJECTIVES / ZONE CRITERIA
<ul style="list-style-type: none"><li>» Landscaped Business Park.</li><li>» Access to major transport infrastructure, road, future rail</li><li>» Large office floorplates, commercial built form</li><li>» Technology based business and industry</li><li>» Higher density and variety of housing</li><li>» High amenity restaurants, recreation facilities, child care centres, parkland.</li></ul>	<ul style="list-style-type: none"><li>» Promote the specialised technology based employment role of the centre.</li><li>» Mix of employment, commercial and industrial uses is appropriate.</li><li>» Facilities and services should meet the day to day needs of workers in the centre.</li><li>» Minimum lot size and FSR should reflect commercial built form.</li><li>» Height to reflect suburban locality. Densities should be greater near to transport hubs.</li><li>» Locate all retail activities (including bulky goods premises) in a separate and appropriate business zone.</li></ul>

### Consistency of Planning Proposal

The Planning Proposal is consistent with the desired outcome in the Centres Direction to transition Norwest to a town centre and to allow for greater densities near transport hubs, and to provide facilities and services that meet the day to day needs of workers, commuters and nearby residents.

## Employment Lands Direction, June 2009

### Overview

This policy provides an overall strategic context for the planning and management of The Hills Shire's employment lands to 2031. It supports the local strategy identified above.

Norwest's function is identified in the policy as specialised business park/bulky goods retail. Its role is to provide premiere professional employment precinct with a focus on professional, scientific and technical service industries.

The policy identifies an employment target of 31,000 by 2031 for Norwest, up from 14,504 in 2006— the area of highest employment growth in The Hills Shire. It also notes that based on current development trends and applications, the remaining capacity is likely to be taken up by 2016. One option it contemplates is to redevelop at higher density to address limited land availability.

### ***Consistency of Planning Proposal***

The Planning Proposal helps to address the supply constraints for employment lands in Norwest and also helps to achieve key directions relating to quality employment lands and improved accessibility of employment lands by walking, cycling and public transport.

### **Integrated Transport Direction, May 2010**

#### ***Overview***

This policy provides an overall strategic context for the planning and management of the Shire's use of transport 2031. It supports the local strategy identified above.

The policy highlights that private vehicles are the dominant transport mode for The Hills Shire residents and outlines a key direction to enhance sustainable transport choices and reduce car dependence. One of the key strategies to achieve this is renewal of urban land along key transport routes.

### ***Consistency of Planning Proposal***

This Planning Proposal facilitates development that offers a transit-oriented approach by offering employment opportunities at Norwest Station, thereby encouraging workers to travel to work by public transport.

### **4.3.5. Q5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?**

Yes.

The Planning Proposal is consistent with the relevant SEPPs and REPs now deemed SEPPs. The relevant SEPPs are identified below and a detailed assessment of the Planning Proposal against all SEPPs and REPs is included in **Appendix A**.

- SEPP 55 Remediation of Land
- SEPP (Exempt and Complying Development Codes) 2008
- SEPP (Infrastructure) 2007
- SREP No. 20—Hawkesbury-Nepean River (No 2—1997)

### **4.3.6. Q6. Is the Planning Proposal consistent with applicable Ministerial Directions?**

Yes.

The Planning Proposal has been assessed against the applicable section 9.1 Ministerial Directions and is consistent with the relevant matters, as outlined in **Table 11**.

**Table 11 Assessment against relevant Ministerial Directions**

Ministerial Direction Objectives	Assessment
<b>1. Employment and Resources</b>	
<p><b>1.1 Business and Industrial Zones</b></p> <ul style="list-style-type: none"> <li>» Encourage employment growth in suitable locations</li> <li>» Protect employment land in business and industrial zones</li> <li>» Support the viability of identified strategic centres.</li> </ul>	<p><b>Consistent</b></p> <p>The Direction requires a Planning Proposal to:</p> <ul style="list-style-type: none"> <li>(a) give effect to the objectives of this direction</li> <li>(b) retain the areas and locations of existing business and industrial zones</li> <li>(c) not reduce the total potential floor space area for employment uses and related public services in business zones</li> <li>(d) not reduce the total potential floor space area for industrial uses in industrial zones</li> <li>(e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Secretary of the Department of Planning and Environment.</li> </ul> <p>This Planning Proposal supports the objectives of the Direction by encouraging employment growth in the Norwest centre.</p> <p>It increases the potential floor space area for employment uses and proposes planning controls that support a feasible building envelope, unlike the existing planning controls.</p> <p>This Planning Proposal does not affect industrial uses.</p> <p>It relates to an existing employment area.</p>
<b>2. Environment and Heritage</b>	
<p><b>2.3 Heritage Conservation</b></p> <p>To conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p>	<p><b>Consistent</b></p> <p>The site does not contain any heritage items. View corridor analysis undertaken in relation to the Planning Proposal indicates that important views will be preserved.</p>
<b>3. Housing, Infrastructure and Urban Development</b>	
<b>4. Hazard and Rise</b>	
<p><b>4.3 Flood Prone Land</b></p> <ul style="list-style-type: none"> <li>» To ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</li> <li>» To ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.</li> </ul>	<p><b>Not relevant</b></p> <p>This Planning Proposal does not relate to flood prone land.</p>
<b>5. Housing, Infrastructure and Urban Development</b>	

Ministerial Direction Objectives	Assessment
<p><b>5.9 North West Rail Link Corridor Strategy</b></p> <ul style="list-style-type: none"> <li>» To promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL)</li> <li>» To ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans</li> </ul>	<p><b>Consistent</b></p> <p>The Direction requires that a Planning Proposal that applies to land located within the NWRL Corridor must:</p> <ul style="list-style-type: none"> <li>(a) give effect to the objectives of this direction</li> <li>(b) be consistent with the proposals of the NWRL Corridor Strategy, including the growth projections and proposed future character for each of the NWRL precincts</li> <li>(c) promote the principles of transit-oriented development (TOD) of the NWRL Corridor Strategy.</li> </ul> <p>This Planning Proposal is consistent with the NWRL Corridor Strategy (see section 4.3.1) and supports the growth and proposed future character identified in the Norwest Structure Plan. It is based on principles of TOD in that it proposes high amenity, high density employment adjacent to Norwest Station.</p>
<p><b>5.10 Implementation of Regional Plans</b></p> <p>To give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p>	<p><b>Consistent</b></p> <p>This Planning Proposal has been assessed against and is consistent with the Regional Plan and District Plan, as required by Section 3.8 of the EP&amp;A Act. See section 4.3.3.</p>
<p><b>6. Local Plan Making</b></p>	
<p><b>6.1 Approval and Referral Requirements</b></p> <p>Ensure that LEP provisions encourage the efficient and appropriate assessment of development</p>	<p><b>Consistent</b></p> <p>Nothing in this Planning Proposal creates additional requirements for concurrency, consultation or referrals to a Minister or public authority.</p>
<p><b>6.3 Site Specific Provisions</b></p> <ul style="list-style-type: none"> <li>» To discourage unnecessarily restrictive site-specific planning controls</li> </ul>	<p><b>Consistent</b></p> <p>The Direction requires that a Planning Proposal that will amend another EPI in order to allow a particular development proposal to be carried out must either:</p> <ul style="list-style-type: none"> <li>(a) allow that land use to be carried out in the zone the land is situated on, or</li> <li>(b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or</li> <li>(c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</li> </ul> <p>This Planning Proposal is consistent with subsection (a), as it seeks to allow the land use of neighbourhood supermarket to be carried out in the B7 zone.</p>

#### **4.3.7. Q7. 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?**

The urban design analysis undertaken in relation to this Planning Proposal identified remnants of Cumberland Plain Woodland south of the DGL site. These remnants will not be affected as a result of the proposal.

#### **4.3.8. Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

##### Traffic and parking

##### ***Proposed parking provision***

This Planning Proposal will seek the following parking controls by way of a site-specific DCP

- Car parking at the following maximum rate per sqm:
  - 1 space per 145sqm for commercial/office
  - 1 space per 130sqm for retail/shops
  - 1 space per 2 hotel rooms

Based on the yield and land use mix and the recommended maximum parking rates for each type of uses, the illustrative development concept would supply 360 car parking spaces.

- Bicycle parking at the following rate per sqm:
  - 1 space per 125sqm for commercial/office
  - 1 space per 70sqm for retail
  - 1 space per 20 hotel rooms

##### ***Discussion***

The Illustrative Development Concept indicates how in the order of 360 parking spaces can be accommodated, including 7 disabled parking spaces and 10 shared vehicle parking spaces, as well as 372 bicycle parking spaces and 7 motorcycle parking spaces.

A compliant parking scheme under The Hills Shire Council DCP 2012 would require 1,370 car parking spaces. The proposed car parking provision represents a 75% reduction in car parking compared to the DCP. The reduced parking rate is justified as the best approach to promote sustainable travel and maximise the potential of the location at Norwest Station.

A principal justification for the SMNW project is to improve poor transport connections between the north west and Sydney CBD, in recognition of the strong demand for reliable public transport solutions in the corridor. The NWRL project aims to reduce congestion on the road network, which is anticipated to increase by more than 50% by 2021 (NWRL Environmental Impact Statement). The SMNW project has been justified by the NSW Government on the basis that it would reduce travel times on the road network as a result of transport mode shift from road to rail.

This site is unique in its capacity to deliver an employment core centred on Norwest Station, and to take advantage of the high levels of Metro accessibility to reduce demand for private vehicle as a mode of travel to work. At present, the dominant travel mode to Norwest Business Park is by car, with 79% arriving by vehicle as a driver and 5% by vehicle as a passenger. Only two percent of Norwest Business Park employees arrive by bus. This is expected to change significantly with the introduction of SMNW and Norwest Station, as residential areas throughout the Sydney Metro alignment will have direct and frequent access to Norwest via improved public transport through integrated heavy rail, bus and Metro.

SCT Consulting have provided an analysis of journey to work mode share to public transport for 25 employment centres across the Sydney Metropolitan Area between 2011 and 2016. The analysis found that for the Norwest Station site, the public transport mode share could increase to beyond 19% and potentially up to 61% subject to implementation of appropriate transport and built form policies.

The provision of in the order of 360 car parking spaces is considered to strike an appropriate balance. It recognises that private car transport is regarded as supporting an overall quality of life in The Hills, the transformative potential of the Metro and the likelihood that private car use is likely to reduce gradually within the corridor.

The Hills Shire DCP parking requirement was adopted in 2012 prior to commencement of building the Metro, and does not contain any provisions enabling reduced parking around Metro stations in response to the high frequency public transport services. Utilising maximum parking rates is a key tool to influence journey to work travel behaviour to reduce car use and encourage use of public transport and, at the same time, minimise congestion in the surrounding road network.

The increased network coverage, train frequency, journey-time reliability and improved customer offering of SMNW, will encourage public transport usage and increase journey to work trips by non-car modes. Reduction in the office parking rates is justified on the basis that over time the majority of workers will be using Sydney Metro and bus to travel to the site based on predictive journey to work modelling.

In terms of the retail component of the site, most customers during business hours are anticipated to be employees within the walking catchment and Metro station users. Customers wanting to park during business hours would likely go to Norwest Marketown, Castle Hill or Rouse Hill Regional Centre, which offer more parking and a broader range of retail services.

Sydney has several precincts with parking maximums that operate successfully including the Sydney CBD, North Sydney and emerging precincts in Green Square, Parramatta North, Lachlans Line (North Ryde) and Rhodes East.

### ***Impacts***

The indicative impacts of the Planning Proposal based on the Illustrative Development Concept are considered acceptable. The traffic and transport impacts have been modelled by SCT Consulting, including the Metro-associated traffic. The analysis assumes that most people arriving at the development will arrive by public or active transport. The traffic and transport impacts of the indicative yield illustrated in the Illustrative Development Concept would likely generate:

- 700 pedestrian movements during the AM peak hour and 800 pedestrian movements during the PM peak hour, most of whom would be Metro and bus customers
- 146 vehicle trips during the AM peak and 104 vehicle trips during the PM peak, applying the RMS Technical Direction 2013/2014
- additional traffic at seven intersections along Norwest Boulevard in the range of 1-4% during AM and PM peak, resulting in a lower level of intersection performance as shown in **Table 12**.

**Table 12 Intersection performance with and without development and Metro Station**

Intersection		Delays (seconds)	Level of Service	95 <sup>th</sup> percentile queue (longest approach)	Delays (seconds)	Level of Service	95 <sup>th</sup> percentile queue (longest approach)
		EXISTING			PROPOSED		
Norwest Boulevard / Lexington Drive / Lady Macarthur Drive	AM	27.4	B	240m (west approach)	49.5	D	488m (west approach)
Norwest Boulevard / Solent Circuit / Reston Grange	AM	10.4	A	55m (west approach)	16.0	B	109m (west approach)
Norwest Boulevard / Century Circuit / Brookhollow Avenue	AM	5.8	A	26m (west approach)	53.8	D	394m (east approach)
Norwest Boulevard / Century Circuit / Brookhollow Avenue	PM	5.8	A	26m (west approach)	44.9	D	237m (west approach)
Norwest Boulevard / Columbia Circuit / Brookhollow Avenue	AM	13.0	A	238 (west approach)	19.1	B	327m (east approach)

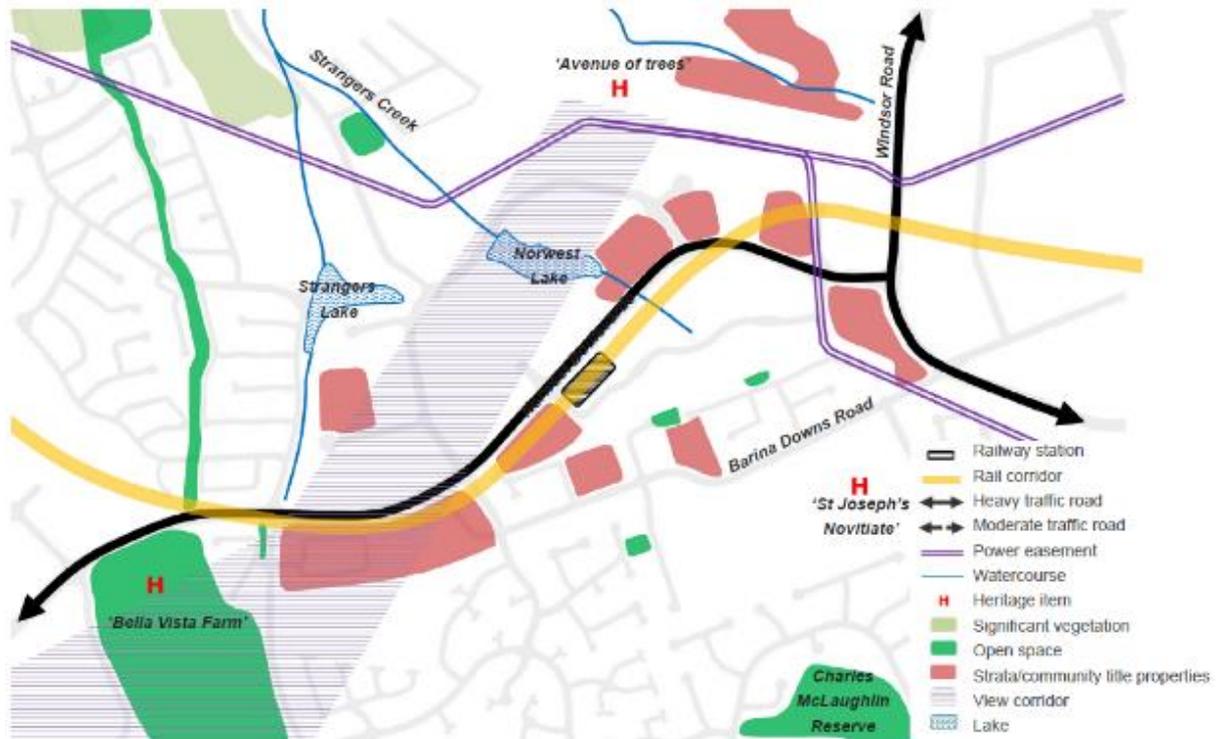
All the intersections are expected to perform at Level of Service D or better, which is considered acceptable in the urban context. Further, the maximum increase (approximately 100 vehicles per hour at an intersection) is less than 5% of existing traffic experienced along Norwest Boulevard, which is well-within the daily variation of traffic experience on any major roads in Sydney.

## View corridor

The primary consideration is views to and from the Bella Vista Farm, located south west of the site.

The views of the surrounding district from Bella Vista Farm are identified in The Hills Corridor Strategy as an extremely important aspect of cultural significance of the farm and surrounding areas. The Strategy indicates the view corridor on a map (see **Figure 17**) and states that future development within Norwest must demonstrate that significant views and vistas to and from Bella Vista Farm will be retained and conserved.

**Figure 17** View corridor, Norwest Precinct Plan, The Hills Corridor Strategy 2015



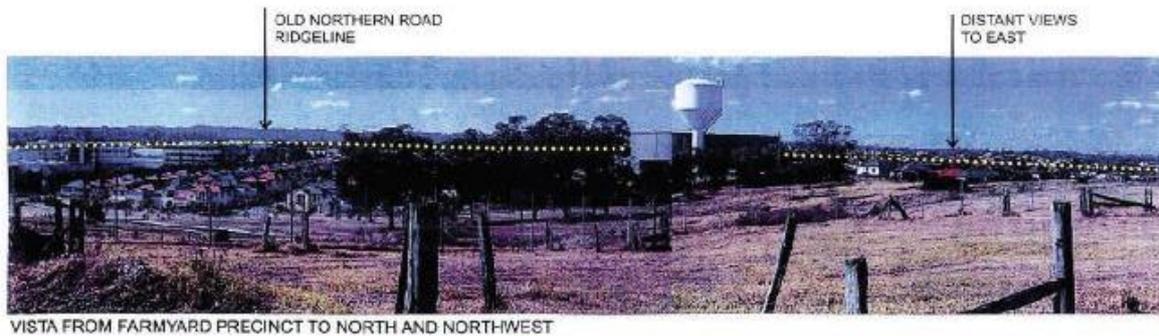
Source: The Hills Corridor Strategy 2015

The Hills DCP 2012 contains controls to protect views and vistas available to and from Bella Vista Farm. Relevant to the site, the DCP seeks to protect:

- distant views to the farm from the Castle Hill Seventh Day Adventist Church site,
- views from the roundabout at the intersection of Norwest Boulevard and Westwood Way, and
- the vista from the farmyard precinct to the Old Northern Road Ridgeline (see **Figure 18**).

The DCP did not contemplate the land use change likely to result from SMNW.

**Figure 18** Vista from Bella Vista Farm, The Hills DCP 2012



Indicative view corridor analysis was undertaken as part of the Urban Design Report. **Figure 19** illustrates the relationship between the indicative view corridor (based on GIS mapping of the view corridor in The Hills Corridor Strategy 2015) from Bella Vista Farm and the site. It shows that the site sits outside of the view corridor.

**Figure 19** View corridor analysis



Source: Scott Carver, 2018

The image below illustrates the view from Bella Vista Farm. Vistas of the Old Northern Road Ridgeline are already somewhat affected by development. The Planning Proposal for Norwest Marketown also has the potential to affect the views to and from Bella Vista Farm.

**Figure 20** Photo of view from Bella Vista Farm



Source: Scott Carver, 2019

### Overshadowing

The analysis accompanying the Illustrative Development Concept in the Urban Design Report illustrates that it is possible for a development under the proposed planning framework to comply with the existing DCP requirement for residential development to achieve at least 4 hours of direct sunlight on 50% of the private open space between 9am and 3pm on 21 June.

The Illustrative Development Concept provides one potential design scheme for the site, and illustrates that it is possible to design a scheme that is consistent with the DCP. The impacts of the Planning Proposal are therefore considered to be reasonable. Further, the residential area south of the site could change in the future, given it is zoned for medium density residential.

### Wind impacts

The Planning Proposal is supported by an assessment of wind effects undertaken by Windtech Consultants Pty Ltd. The assessment addressed only general wind effects and localised effects, based on field experience and examination of the architectural drawings in the context of the local wind climate, building morphology and land topography. No wind tunnel testing was undertaken. This will be undertaken as part of the future DA once the final building form has been determined.

Notwithstanding, Windtech concluded that adverse wind effects are expected within certain areas of the development due to exposure with minimal shielding from the easterly and westerly prevailing wind directions. Suitable wind conditions can be achieved through all trafficable areas within and around the site can be achieved with treatments. The Urban Design Report responded to and incorporated some recommendations in the

Windtech Study. Windtech’s recommendations are also proposed to be included in the site-specific DCP.

### 4.3.9. Q9. Has the Planning Proposal adequately addressed any social and economic effects?

This Planning Proposal has examined the following social and economic effects of the proposal:

- Community benefits
- Economic impacts.

#### Community benefits

The Illustrative Development Concept demonstrates that this Planning Proposal could facilitate public, accessible open space on the ground floor plane to create an inviting experience for residents, workers and commuters passing through the site.

A suitable DCP control will ensure that a central plaza of 900-1000sqm is provided in any future development that integrates the development and the station landscape, provides direct access to the station and delivers a continuous public domain.

Retail, food and beverage is proposed at the ground floor to ensure day and night activation for workers and local residents. These uses are enhanced by the plaza arrangement and pedestrian movement lines through the site.

In addition, these proposed uses have capacity to support local economic development and provision of local jobs.

#### Economic impacts

The Planning Proposal will generate positive economic impacts by attractive additional jobs as well as different types of employment to the area.

An analysis of jobs generation based on indicative floor space yield in the Illustrative Development Concept anticipates that approx. 2,800 direct jobs will be generated on the site. The breakdown by land use type is shown in **Table 13**. Total *additional* jobs for the Norwest centre are likely to be less than approx. 2,800, as some jobs could transfer from elsewhere in Norwest.

This does not include any jobs likely to be generated through the the construction stage.

**Table 13** Anticipated jobs generation based on the Illustrative Development Concept

Land use	GFA (sqm)	Ratio	Jobs
Office (well located) (includes the business hub)	39,455	15	2,630
Retail	3,900	35	111
Hotel accommodation	8,645	200	43
<b>Total</b>	<b>52,000</b>		<b>2,784</b>

#### **4.3.10. Q10. Is there adequate public infrastructure for the Planning Proposal?**

Yes. It is anticipated that SMNW will accommodate the proposed growth on the subject site. SMNW will provide Metro services every four minutes in the peak, providing a reliable public transport service to an area that currently relies heavily on cars.

The Planning Proposal responds to the investment in a new Metro service. It proposes appropriate amendments to the LEP that address one of the principal justifications for the SMNW project, which is to encourage mode shift from road to rail. By supporting a concentration of employment opportunities at Norwest Station, the Planning Proposal provides an incentive for workers travelling to the site to travel by rail rather than road. These outcomes support State Government objectives for strategic centres.

The site is served by existing utility services and further investigations will be undertaken in support of a future development application, to determine if any infrastructure upgrades are required.

The site has good access to existing public infrastructure and it is expected that the contribution of money in accordance with Council's development contribution policy, will go towards providing further infrastructure to support the population growth in the Norwest area.

#### **4.3.11. Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?**

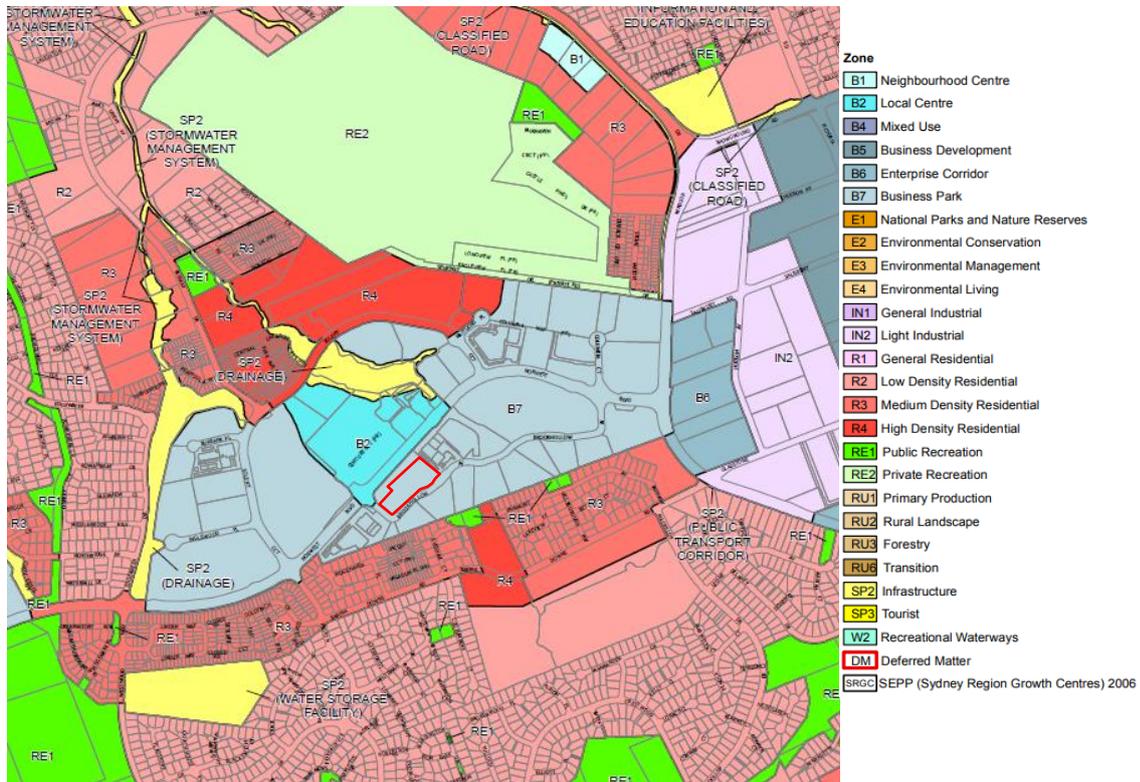
Engagement with the relevant state authorities will be progressed following the Gateway determination. Consultation with Commonwealth public authorities is not required for this proposal.

### **4.4. Part 4—Maps**

The Planning Proposal seeks to achieve a number of modifications to the existing Hills Shire LEP 2012. Existing LEP maps are shown in section 4.4.1 and LEP maps proposed to be amended are shown in section 4.4.2.

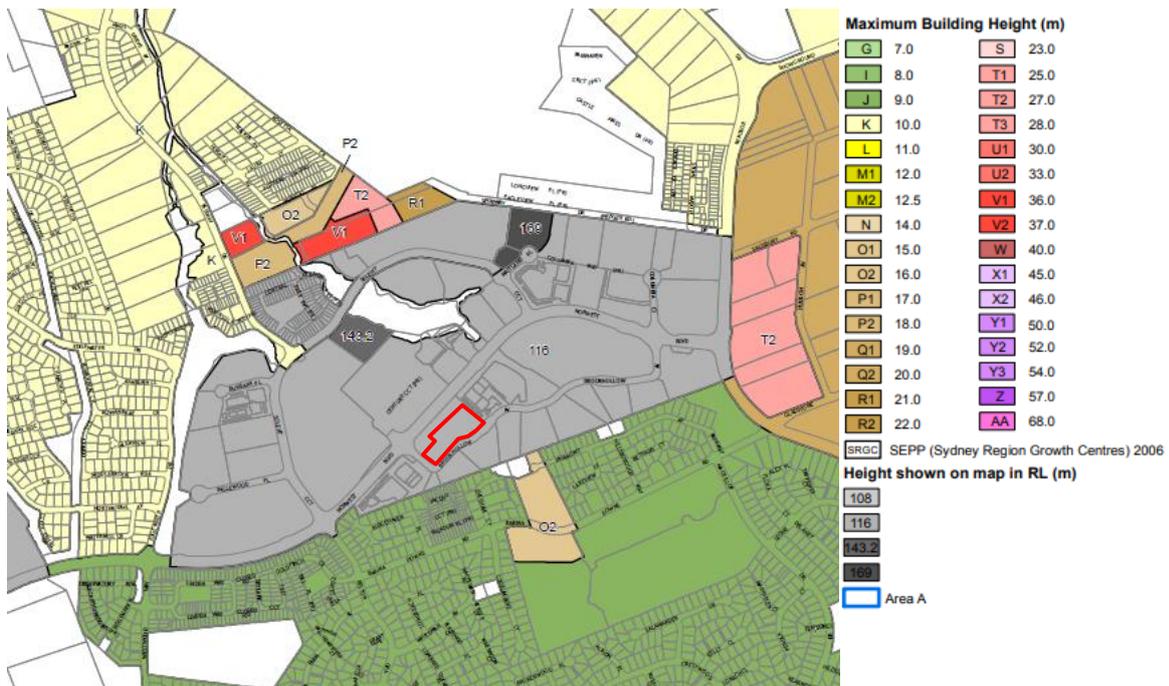
## 4.4.1. Existing LEP Maps

**Figure 21 Land zoning map**



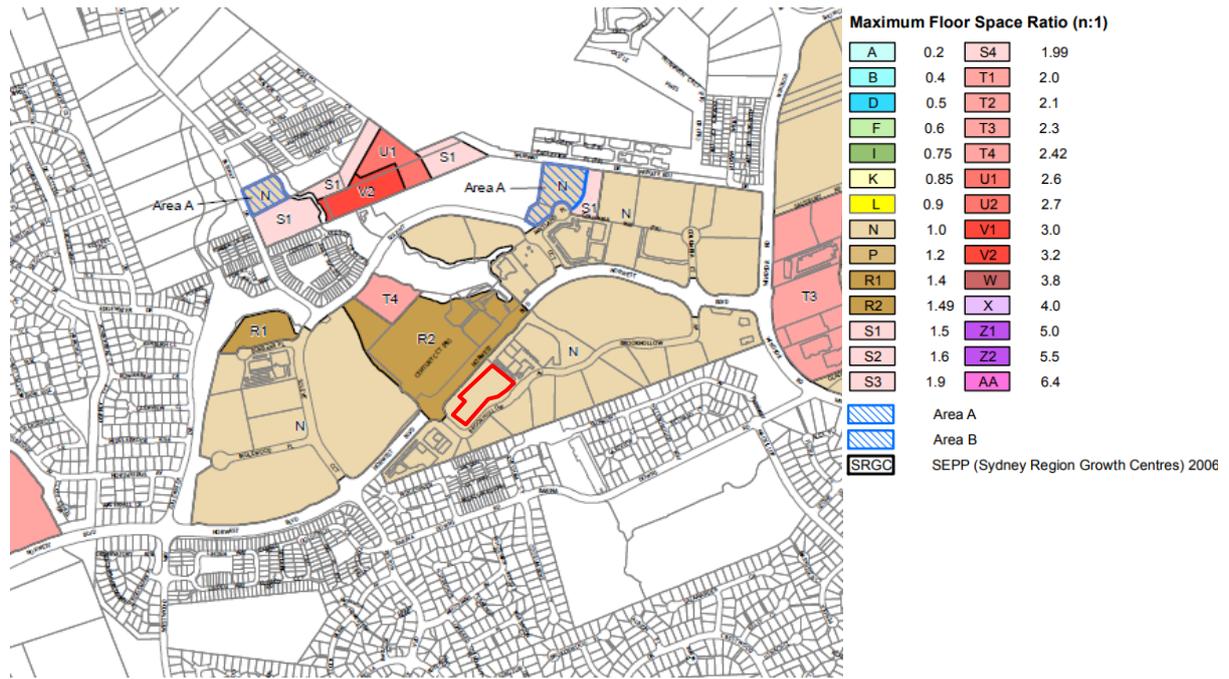
Source: The Hills LEP 2012, LZN\_016

**Figure 22 Height of buildings map**



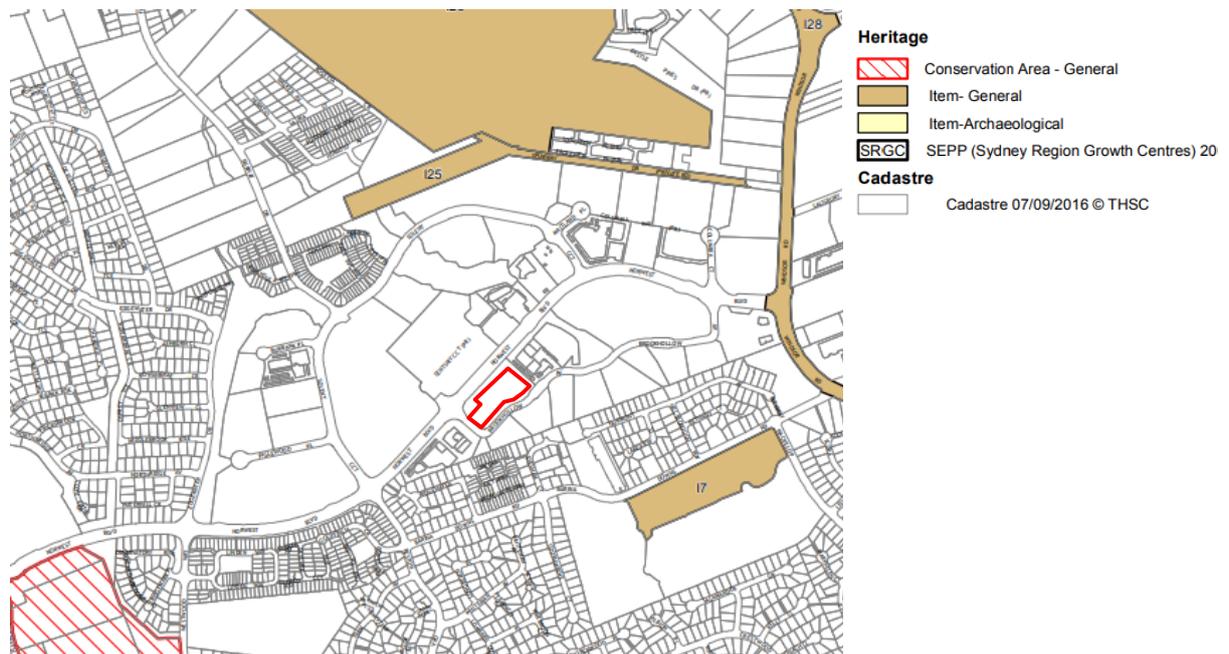
Source: The Hills LEP 2012, Sheet HOB\_016

**Figure 23 FSR Map**



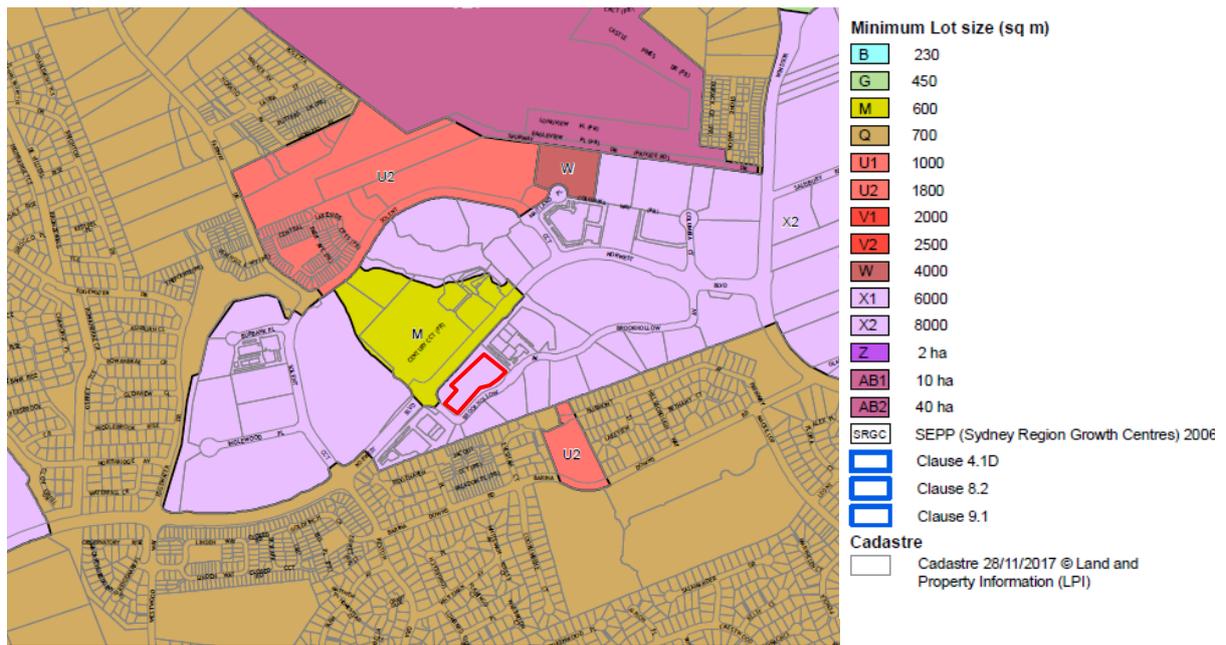
Source: The Hills LEP 2012, Sheet FSR\_016

**Figure 24 Heritage Map**



Source: The Hills LEP 2012, Sheet HER\_016

**Figure 25 Minimum Lot Size Map**



Source: *The Hills LEP 2012, Sheet LSZ\_016*

## 4.4.2. Proposed LEP Maps

Figure 26 Proposed Height of Buildings map

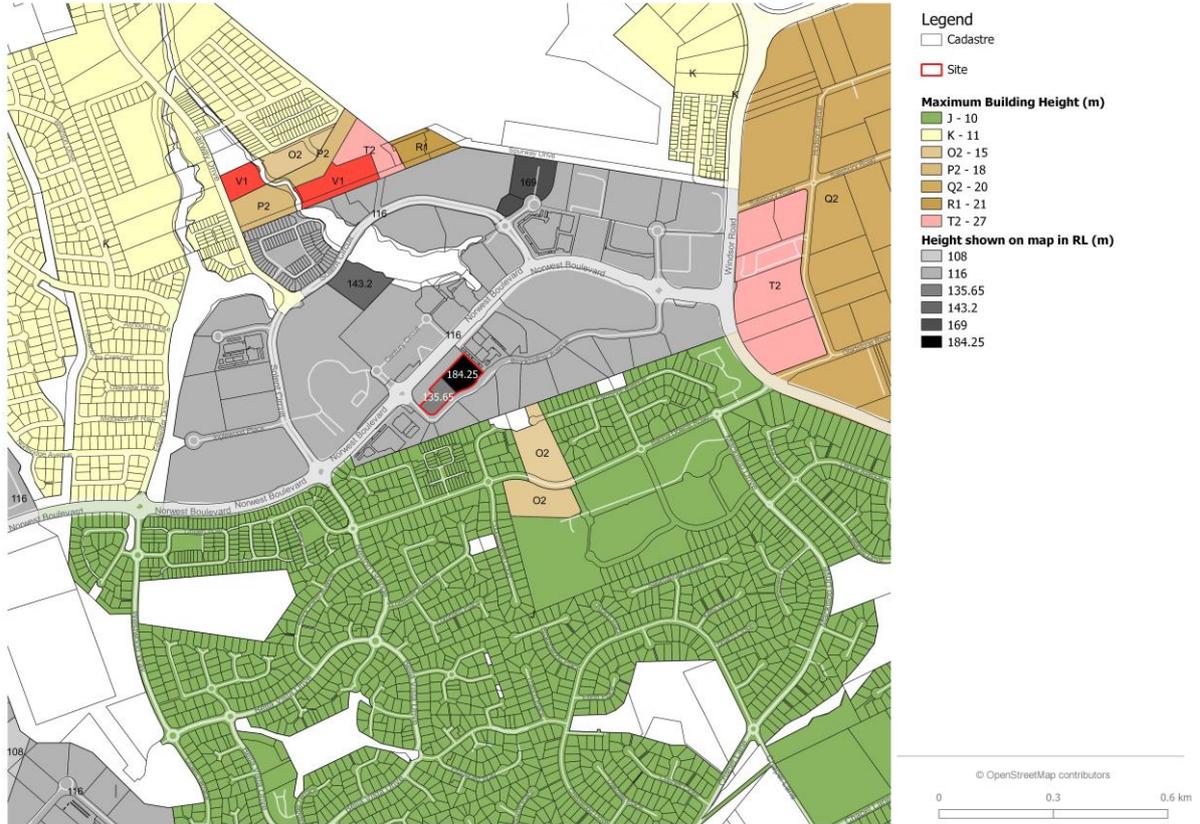
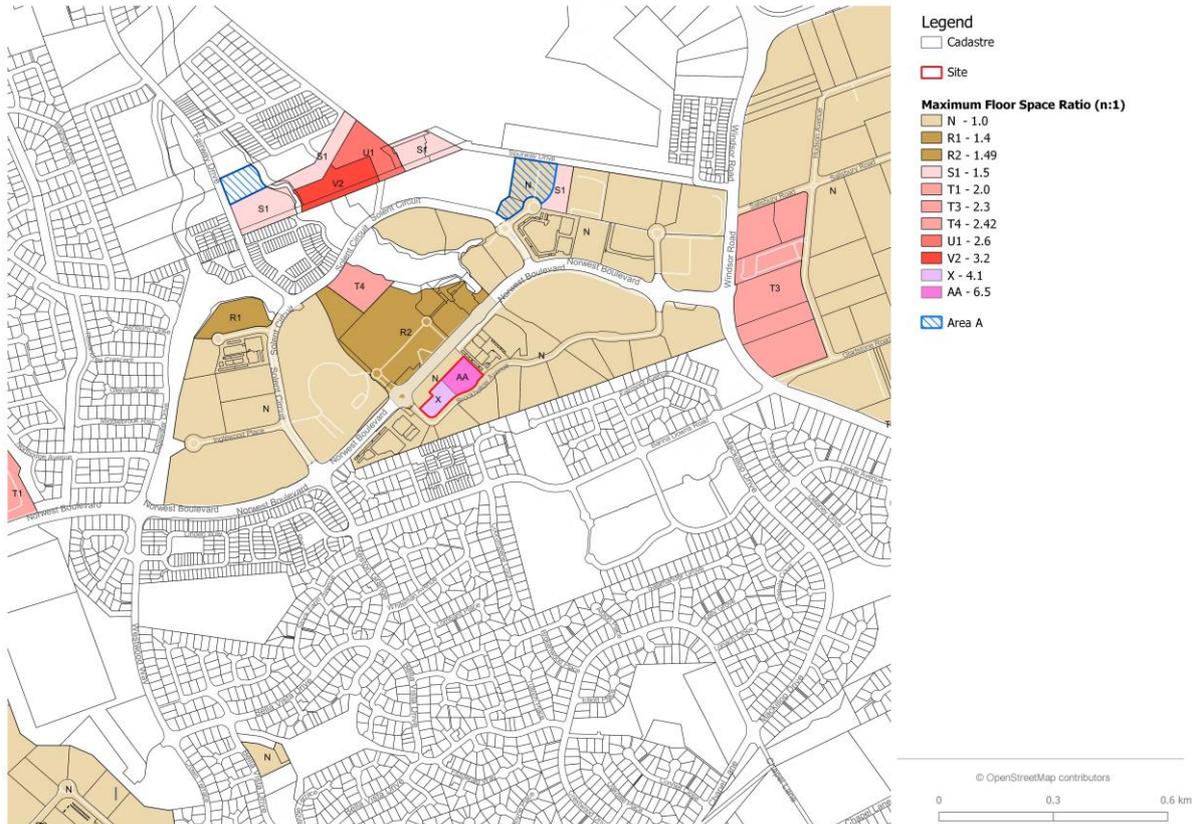
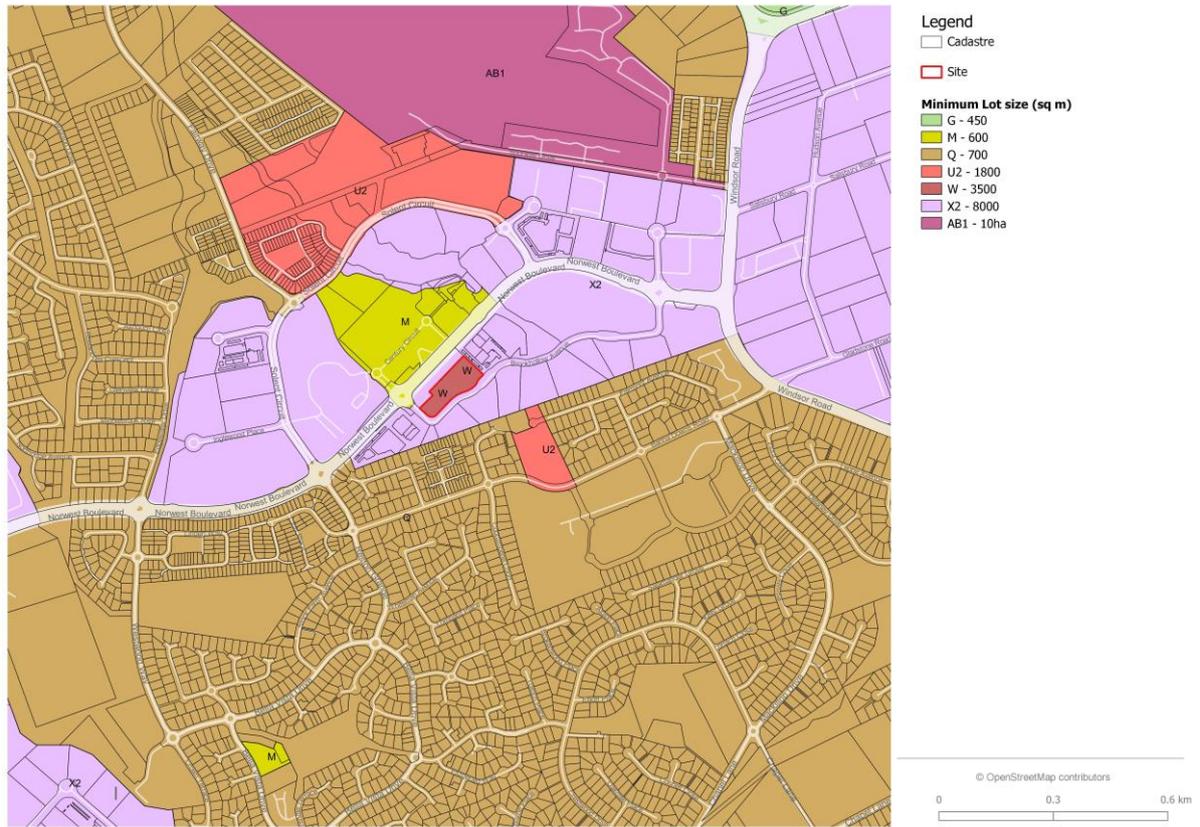


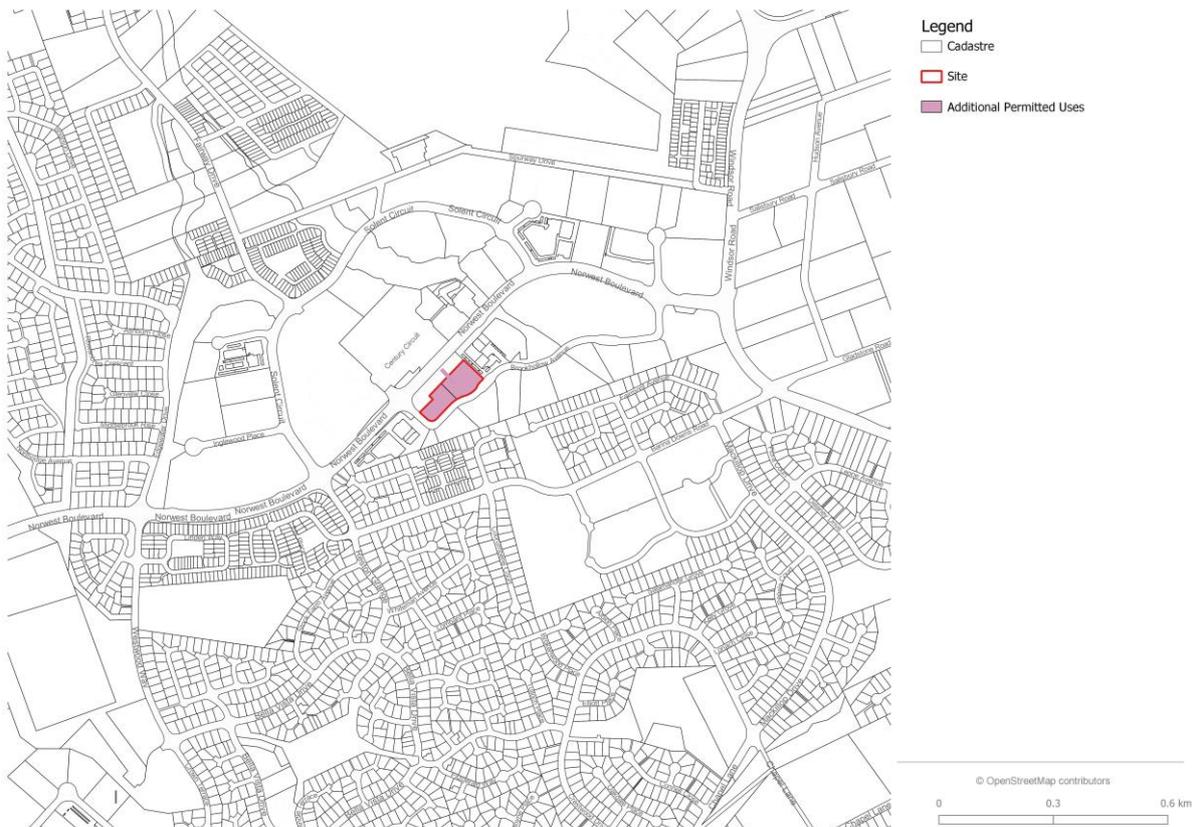
Figure 27 Proposed FSR Map



**Figure 28 Proposed Minimum Lot Size Map**



**Figure 29 Proposed Additional Permitted Uses map**



## 4.5. Part 5—Community Consultation

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. The Gateway determination will specify the community consultation requirements that must be undertaken on the Planning Proposal. The Gateway determination will:

- outline the timeframe for exhibition
- relevant state or Commonwealth authorities to be consulted
- whether a public hearing is to be held into the matter by the IPC or other specified person or body.

It is expected that the Planning Proposal will be publicly exhibited for 28 days and that public agencies above will be consulted.

Public exhibition of the Planning Proposal is generally undertaken in the following manner:

- a public notice in the local newspaper(s)
- a notice on The Hills Shire Council website
- written correspondence to affected and adjoining landowners.

The RPA can undertake additional consultation if this is deemed appropriate or necessary. This may include, but is not limited to broad consultation by letter, open days or public forum.

The written notice must:

- give a brief description of the objectives or intended outcomes of the Planning Proposal
- indicate the land affected by the Planning Proposal
- state where and when the Planning Proposal can be inspected and give the name and address of the RPA for the receipt of submissions
- indicate the last date for submissions and confirm whether delegation for making the LEP has been issued to the relevant planning authority (RPA)

During the exhibition period, the following material must be made available for inspection:

- the Planning Proposal in the form approved for community consultation
- the Gateway determination and any information or technical information relied upon by the Planning Proposal.

The community consultation is complete only when the RPA has considered any submissions made concerning the proposed LEP and the report of any public hearing into the proposed LEP (if required).

Council will be responsible for managing the exhibition process and consider the submissions on behalf of the Panel who is the RPA.

The Applicant will hold a community information session during the exhibition period to inform the community of the project vision, what is proposed and the scope of changes to planning controls for the site.

## 4.6. Part 6—Project Timeline

The timeframe for the completion of the Planning Proposal will depend on Council, the community and the complexity of comments received. Requests for a gateway review by either Council or the Applicant, if made, may also influence the timeframe of a Planning Proposal.

An estimated project timeline is outlined in the **Table 14**. This timeline assumes Council and DPE support for the project progressing. Further the timeline based on the project being determined by Council and submitted to DPE for gazettal.

**Table 14 Estimated Project Timeline**

Project Timeline	Proposed Dates
Submission of draft original Planning Proposal to Council	December 2018
Council Assessment	January-May 2019
Local Planning Panel review of Planning Proposal	May 2019
Consideration of the Planning Proposal by Council	May 2019
Submission to the DPE	June 2019
DPE assessment	June-July 2019
Gateway Determination Issued	August 2019
Pre-exhibition government agency consultation (if required)	August 2019
Revised documentation prepared in response to Gateway (if required)	September 2019
DPE/Council assessment of the Planning Proposal and approve for public exhibition	October 2019
Planning Proposal publicly exhibited	October-November 2019
Council/DPE assess of submissions and resolve any agency objections	December 2019
Post exhibition submission report prepared/ considered	February 2020
LEP Finalisation	February 2020
LEP amendment published on NSW legislation website	March 2020

# Appendices

## A Consistency with applicable SEPPs

**Table 15 Assessment against relevant SEPPs**

Description	Assessment
<b>SEPP No.1 — Development Standards</b>	
Provides flexibility in the application of planning controls operating by virtue of development standards where strict compliance with the standards would be unreasonable or unnecessary.	<b>Not applicable</b>
<b>SEPP No.19 — Bushland in Urban Areas</b>	
Protects and preserves bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. The policy is designed to protect bushland in open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.	<b>Not relevant</b> The Planning Proposal does not relate to land that is zoned bushland or reserved for public open space under The Hills LEP purposes and does not adjoin any such land. Regardless, it is not proposed to disturb the bushland in this area.
<b>SEPP No.21 — Caravan Parks</b>	
Encourages orderly and economic use and development of land used or intended to be used as a caravan park, proper management of such land to promote social and economic welfare of the community, ensures provision of community facilities and to protect the environment.	<b>Not relevant</b> The proposal does not relate to development for the purposes of a caravan park.
<b>SEPP No.30 — Intensive Agriculture</b>	
Establishes development consent requirements, provides for public participation and identifies development application considerations so as to achieve greater consistency for cattle feedlots and piggeries.	<b>Not relevant</b> The proposal does not relate to intensive agriculture.
<b>SEPP No.33 — Hazardous and Offensive Development</b>	
Establishes new definitions relating to hazardous and offensive development, sets out information requirements for assessing an application for potentially hazardous or offensive development and to impose conditions to reduce or minimise any impact and overrides provisions in EPIs prohibiting development for the purpose of a storage facility other than as defined in this Policy.	<b>Not relevant</b> The proposal does not relate to development for a potentially hazardous or potentially offensive development.
<b>SEPP No.36 — Manufactured Home Estates</b>	
Encourages and provides for orderly development of manufactured home estates. Ensures adequate servicing, protection of the environment and ensures security of tenure for residents.	<b>Not relevant</b> The proposal does not relate to manufactured home estates.
<b>SEPP No.19 — Bushland in Urban Areas</b>	
Protects and preserves bushland within certain urban areas, as part of the natural heritage or for	<b>Not relevant</b>

Description	Assessment
recreational, educational and scientific purposes. The policy is designed to protect bushland in open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.	The Planning Proposal does not relate to land that is zoned bushland or reserved for public open space purposes and does not adjoin any such land.
<b>SEPP No. 44 — Koala Habitat Protection</b>	
Encourages proper conservation and management of areas of natural vegetation that provide habitat for koalas. Aims to reverse the current trend of koala population decline.	<b>Not applicable</b>
<b>SEPP No. 47 — Moore Park Showground</b>	
Enables the redevelopment of the Moore Park Showground and improves and enhances its facilities for the people of NSW.	<b>Not applicable</b>
<b>SEPP No. 50 — Canal Estate Development</b>	
Prohibits canal estate development to ensure that the environment is not adversely affected by the creation of new developments of this kind.	<b>Not relevant</b> This proposal does not relate to canal estate development.
<b>SEPP No. 52 — Farm Dams and Other Works in Land and Water Management Plan Areas</b>	
Encourages proper conservation and management of areas of natural vegetation that provide habitat for koalas. Aims to reverse the current trend of koala population decline.	<b>Not applicable</b>
<b>SEPP No. 55 —Remediation of Land</b>	
Provides state-wide planning controls for the remediation of contaminated land. Clause 8 states that land must not be rezoned unless contamination has been considered and, where relevant, land has been appropriately remediated.	<b>Applies</b> A Soils and Groundwater Assessment was undertaken for the NWRL Environmental Impact Assessment Stage 2. Contamination will be addressed at development application stage.
<b>SEPP No. 62 – Sustainable Aquaculture</b>	
Encourages sustainable aquaculture and makes it permissible in certain zones.	<b>Not relevant</b> This Planning Proposal does not relate to aquaculture.
<b>SEPP No. 64 – Advertising and Signage</b>	
Ensures quality, content and display of signage, ensures compatibility with its setting and regulates display of advertisements in transport corridors.	<b>Not relevant</b> This Planning Proposal does not relate to advertising or signage
<b>SEPP No 65—Design Quality of Residential Apartment Development</b>	
Raises the design quality of residential apartment development across the state through the application of a series of design principles and an accompanying guideline Apartment Design Guideline (ADG) which are required to be	<b>Not relevant</b> This Planning Proposal does not include apartment development

Description	Assessment
considered as part of the assessment process for residential flat buildings.	
<b>SEPP No 70—Affordable Housing (Revised Schemes)</b>	
<p>This Policy:</p> <ul style="list-style-type: none"> <li>» Identifies that there is a need for affordable housing in certain local government areas</li> <li>» Describes the kinds of households for which affordable housing may be provided being very low to moderate income households</li> <li>» Makes a requirement with respect to the imposition of conditions relating to the provision of affordable housing.</li> </ul>	<p><b>Not relevant</b></p> <p>The Planning Proposal does not relate to affordable rental housing and does not seek to rely on any of the incentives under this SEPP.</p>
<b>SEPP (Affordable Rental Housing) 2009</b>	
Provides a consistent planning regime for the provision of affordable rental housing and aims to facilitate the effective delivery of new affordable rental housing through incentives.	<p><b>Not relevant</b></p> <p>The Planning Proposal does not relate to affordable rental housing and does not seek to rely on any of the incentives under this SEPP.</p>
<b>SEPP (Building Sustainability Index: BASIX) 2004</b>	
<p>Operates in conjunction with provision of the EP&amp;A regulation to encourage sustainable residential development (BASIX scheme).</p> <p>The SEPP aims to ensure that new residential development within New South Wales is designed and constructed to use less water and energy. This policy incorporates BASIX, which is a web-based planning tool for the assessment of the potential performance of a development against an agreed set of criteria for energy and water conservation.</p>	<p><b>Not relevant</b></p> <p>This Planning Proposal does not seek approval for building construction. It does not contain provisions that conflict or obstruct the application of this SEPP.</p>
<b>SEPP (Coastal Management) 2018</b>	
<p>The SEPP gives effect to the objectives of the Coastal Management Act 2016 from a land use planning perspective, by specifying how development proposals are to be assessed if they fall within the coastal zone.</p> <p>It defines the four coastal management areas in the Act through detailed mapping and specifies assessment criteria that are tailored for each coastal management area. Councils and other consent authorities must apply these criteria when assessing proposals for development that fall within one or more of the mapped areas.</p>	<p><b>Not relevant</b></p> <p>The site is not within a coastal area.</p>
<b>SEPP (Educational Establishments and Child Care Facilities) 2017</b>	
Facilitates the effective delivery of educational establishments and early education and care facilities by, amongst other objectives, simplifying and standardising planning approval pathways, establishing consistent State-wide assessment	<p><b>Not relevant</b></p> <p>The Planning Proposal does not contain provisions that conflict or obstruct the application of this SEPP.</p>

Description	Assessment
requirements, allowing for redevelopment of surplus government-owned land.	
<b>SEPP (Exempt and Complying Development Codes) 2008</b>	
Provides for streamlined assessment processes for development that complies with certain specified development standards.	<p><b>Consistent</b></p> <p>The Planning Proposal does not contain provisions that conflict or obstruct the application of this SEPP.</p>
<b>SEPP (Gosford City Centre) 2018</b>	
Promotes the economic and social revitalisation of Gosford City Centre.	<p><b>Not applicable</b></p>
<b>SEPP (Housing for Seniors or People with a Disability) 2004</b>	
Encourages the provision of housing (including residential care facilities) that will increase the supply and diversity of residences that meet the needs of seniors or people with a disability, makes efficient use of existing infrastructure and services and is of good design.	<p><b>Not relevant</b></p> <p>Nothing in the SEPP would prohibit the rezoning of the site to facilitate its development for an alternative use.</p>
<b>SEPP (Infrastructure) 2007</b>	
<p>This policy aims to facilitate the effective delivery of infrastructure across the State along with providing for consultation with relevant public authorities during the assessment process. The SEPP supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency.</p> <p>In particular, the SEPP requires specific consideration of the following clause given the location of the site in proximity to Norwest Station and Norwest Boulevard:</p> <ul style="list-style-type: none"> <li>» Development adjacent to rail corridors (clause 85)</li> <li>» Excavation in, above, below or adjacent to rail corridors (clause 86)</li> <li>» Impact of road noise or vibration on non-road development (clause 102).</li> </ul>	<p><b>Applies.</b></p> <p>The Planning Proposal does not contain provisions that conflict or obstruct the application of the ISEPP. Relevant parts of the ISEPP are addressed below.</p> <p><u>Development in or adjacent to rail corridors</u></p> <p>Clause 85 requires referral to the rail authority if development is likely to have an adverse effect on rail safety, involves placing a metal finish on a structure where the rail corridor is used by electric trains, involves the use of a crane in air space above any rail corridor or is located within 5 metres of an exposed overhead electricity power line used for railways or rail infrastructure facilities.</p> <p>Clause 86 requires referral to the rail authority where development is within 25m of a rail corridor, to determine the potential effects of the development on the safety, structural integrity and effective operation of the rail infrastructure facilities. These matters will be addressed at development application stage.</p> <p>Clause 87 requires consideration of the impact of rail noise or vibration on certain land uses including residential accommodation, a place of public worship, a hospital and an education establishment or centre-based child care facility. This clause is not triggered by the proposal.</p> <p><u>Development in or adjacent to road corridors and road reservation</u></p> <p>Norwest Boulevard is a classified state road. Clause 102 applies to any road with an annual average daily traffic volume of more than 20,000 vehicles and is likely to adversely affect residential accommodation, a place of public worship, a</p>

Description	Assessment
	<p>hospital and an education establishment or centre-based child care facility. This clause is not triggered by the proposal.</p> <p><u>Traffic generating development</u></p> <p>Clause 104 of the ISEPP requires the referral of any future application to the Roads and Maritime Service (RMS) if the individual applications trigger the size/capacity requirements in Schedule 3 of the ISEPP. For commercial premises, the trigger is development containing 10,000sqm in gross floor area with any access to a road. For food and drink premises, the trigger is development requiring car parking for 200 or more vehicles with any access to a road. For shops, the trigger is development containing 2,000sqm in gross floor area.</p> <p>These matters will be addressed at development application stage.</p>
<b>SEPP (Kosciuszko National Park—Alpine Resorts) 2007</b>	
Protects and enhances the natural environment of the alpine resorts in the Kosciuszko National Park.	<b>Not applicable</b>
<b>SEPP (Kurnell Peninsula) 1989</b>	
Conserves the natural environment of the Kurnell Peninsula and applies environmental performance criteria.	<b>Not applicable</b>
<b>SEPP (Mining, Petroleum Production and Extractive Industries) 2007</b>	
Recognises the importance to NSW of mining, petroleum production and extractive industries and provides for the proper management and development of mining, petroleum production and extractive material resources for promoting the social and economic welfare of the State.	<b>Not relevant</b>
<b>SEPP (Miscellaneous Consent Provisions) 2007</b>	
<p>This policy permits the erection of temporary structures is with consent across the State. It ensures suitable provisions is made for safety for persons using temporary structures and encourages protection of the environment.</p> <p>It requires development consent for certain subdivision, erection and demolition of buildings.</p>	<b>Not relevant</b>
<b>SEPP (Penrith Lakes Scheme) 1989</b>	
Provides a development control process relating to the implementation of the Penrith Lakes Scheme.	<b>Not applicable</b>
<b>SEPP (Rural Lands) 2008</b>	
Facilitates the orderly and economic use and development of rural lands for rural and related purposes.	<b>Not applicable</b>
<b>SEPP (State and Regional Development) 2011</b>	

Description	Assessment
Identifies development that is state significant development, state significant infrastructure and critical state significant infrastructure and regionally significant development.	<b>Not relevant</b> The Planning Proposal does not relate to state or regional development
<b>SEPP (State Significant Precincts) 2005</b>	
Facilitates the development, redevelopment or protection of important urban, coastal and regional sites of economic, environmental or social significance for the State.	<b>Not relevant</b> The site is not within a state significant precinct
<b>SEPP (Sydney Drinking Water Catchment) 2011</b>	
Provide for healthy water catchments that will deliver high quality water while permitting development that is compatible with that goal.	<b>Not applicable</b>
<b>SEPP (Sydney Region Growth Centres) 2006</b>	
Coordinates the release of land for residential, employment and other urban development in the North West Growth Centre, the South West Growth Centre and the Wilton Growth Area.	<b>Not applicable</b>
<b>SEPP (Three Ports) 2013</b>	
Provides a consistent planning regime for the development and delivery of infrastructure on land in Port Botany, Port Kembla and the Port of Newcastle.	<b>Not applicable</b>
<b>SEPP (Urban Renewal) 2010</b>	
Establishes the process for assessing and identifying sites as urban renewal precincts and facilitates the orderly and economic development and redevelopment of urban renewal precincts.	<b>Not applicable</b>
<b>SEPP (Vegetation in Non-Rural Areas) 2017</b>	
Protects the biodiversity values of trees and other vegetation in non-rural areas of the State and preserves the amenity of non-rural areas of the State through presentation of trees and other vegetation.	<b>Not relevant</b> The Planning Proposal does not involve any clearing of vegetation.
<b>SEPP (Western Sydney Employment Area) 2009</b>	
Protects and enhances the land in the Western Sydney Employment Area for employment purposes.	<b>Not applicable</b>
<b>SEPP (Western Sydney Parklands) 2009</b>	
Establishes planning controls that will enable the Western Sydney Parklands Trust to develop the Western Parklands into a multi-use urban parkland for the region of western Sydney.	<b>Not applicable</b>
<b>SREP No. 8 (Central Coast Plateau Areas)</b>	
Provides for the environmental protection of the Central Coast plateau areas and a basis for evaluating competing land uses. Encourages the use of land having a high agricultural capability for	<b>Not applicable</b>

Description	Assessment
that purpose, protects regionally significant mining and extractive resources, and protects natural ecosystems.	
<b>SREP No. 9—Extractive Industry (No 2—1995)</b>	
Facilitates the development of extractive resources in proximity to the population of the Sydney Metropolitan Area by identifying land containing extractive material of regional significance. Promotes development for the purposes of extractive industries in an environmentally acceptable manner, and prohibits development for extractive industries in certain areas where land is environmentally sensitive.	<p><b>Not relevant</b></p> <p>The Planning Proposal does not relate to development for the purpose of an extractive industry and is not within the vicinity of land described in Schedule 1 of the REP.</p>
<b>SREP No. 16—Walsh Bay</b>	
<p>The policy aims to:</p> <ul style="list-style-type: none"> <li>» Allow a range of uses to encourage adaptive reuse of existing structures and to identify and protect the heritage significance of the area;</li> <li>» Ensure that development is compatible with the scale and character of the rea;</li> <li>» Control use of the waterways between the wharves to ensure that any development is compatible with commercial shipping and navigational requirements;</li> <li>» Identify matters to be considered when determining DAs and identifies a consent authority;</li> <li>» Ensures public access to the waterfront;</li> <li>» Ensures any development considers parking and traffic management; preserves view to and from the harbour; and is consistent with the adjacent existing residential community.</li> </ul>	<p><b>Not applicable</b></p>
<b>SREP No. 20—Hawkesbury-Nepean River (No 2—1997)</b>	
<p>Protects the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.</p> <p>The policy establishes planning considerations, planning policies and recommended strategies that must be taken into account by a consent authority when determining an application for development consent and by a proponent where development does not require development consent.</p>	<p><b>Consistent</b></p> <p>The Hills Corridor Strategy notes that flooding is not considered to be a major constraint within the Norwest precinct.</p> <p>The proposal does not contain provisions that conflict or obstruct the application of this SEPP.</p>
<b>SREP No. 24—Homebush Bay Area</b>	
Encourages coordinated and environmental sensitive development of the Homebush Bay Area and provides a simplified planning framework.	<p><b>Not applicable</b></p>
<b>SREP No. 26—City West</b>	

Description	Assessment
Establishes planning principles and development controls of regional significance for development in City West.	<b>Not applicable</b>
<b>SREP No. 30—St Marys</b>	
Supports the St Marys Environmental Planning Strategy by providing a framework for the sustainable development and management of certain land in Blacktown City and Penrith City LGAs.	<b>Not applicable</b>
<b>SREP No. 33—Cooks Cove</b>	
Establishes planning principles for the development of land that promotes the ecologically sustainable use of the Cooks Cove site.	<b>Not applicable</b>
<b>SREP (Sydney Harbour Catchment) 2005</b>	
The Plan covers the area of Sydney Harbour, including the Parramatta River and its tributaries and the Lane Cove River. The plan aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.	<b>Not applicable</b>