



THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL
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PO Box 7064, Norwest 2153
ABN 25 034 494 656 | DX 9966 Norwest

30 July 2019

Ms Christine Gough
Acting Director, Sydney Region West
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Our Ref: 6/2019/PLP

Dear Ms Gough

PLANNING PROPOSAL SECTION 3.34 NOTIFICATION

Proposed The Hills Local Environmental Plan 2012 (Amendment No (#)) – to amend The Hills Local Environmental Plan 2012 in relation to land at 25-31 Brookhollow Avenue, Norwest to amend the Floor Space Ratio Map from 1:1 to part 4.1:1 and part 6.5:1, amend the Height of Buildings Map from RL 116 to part RL 135.65 and part RL 184.25, amend the Lot Size Map from 8,000m² to 3,500m² and amend Schedule 1 and the associated Additional Permitted Uses Map to permit 'neighbourhood supermarkets' (up to 1,000m²) as an additional permitted use on the site

Pursuant to Section 3.34 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), it is advised that Council has resolved to prepare a planning proposal for the above amendment.

Please find enclosed the information required in accordance with the guidelines 'A guide to preparing planning proposals' issued under Section 3.33(3) of the EP&A Act. The planning proposal and supporting material is enclosed with this letter for your consideration.

Following receipt by Council of the Department's written advice, Council will proceed with the planning proposal. Any future correspondence in relation to this matter should quote reference number 6/2019/PLP. Should you require further information please contact Alicia Iori, Senior Town Planner on 9843 0396.

Yours faithfully

Nicholas Carlton
MANAGER – FORWARD PLANNING

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2012 (Amendment No (#)) – to amend The Hills Local Environmental Plan 2012 in relation to land at 25-31 Brookhollow Avenue, Norwest to amend the Floor Space Ratio Map from 1:1 to part 4.1:1 and part 6.5:1, amend the Height of Buildings Map from RL 116 to part RL 135.65 and part RL 184.25, amend the Lot Size Map from 8,000m² to 3,500m² and amend Schedule 1 and the associated Additional Permitted Uses Map to permit 'neighbourhood supermarkets' (up to 1,000m²) as an additional permitted use on the site.

ADDRESS OF LAND: Lot 71 DP 1252765, 25-31 Brookhollow Avenue, Norwest

SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	0	0	0
Jobs	250*	1,740	1,740

* Potential under existing controls. No development currently on the site.

SUPPORTING MATERIAL:

Attachment A	Assessment against State Environment Planning Policies
Attachment B	Assessment against Section 9.1 Local Planning Directions
Attachment C	Council Report and Minute, 11 June 2019
Attachment D	Council Report and Minute, 23 July 2019
Attachment E	Draft The Hills DCP 2012 Part D Section 23 – Norwest Station Site
Attachment F	Planning Proposal submitted by Proponent
Attachment G	Urban Design Report submitted by Proponent
Attachment H	Traffic and Transport Assessment submitted by Proponent
Attachment I	Land Use Analysis submitted by Proponent
Attachment J	Wind Statement submitted by Proponent

THE SITE:

The subject site falls within Lot 71 DP 1252765, 25-31 Brookhollow Avenue, Norwest. It has a total area of 9,404m². It is located within the Norwest Business Park and is generally bound by Norwest Station and Norwest Boulevard to the north, Brookhollow Avenue to the west and south and existing commercial buildings to the east.

The site is owned by Sydney Metro, the NSW Government authority responsible for the delivery of the Sydney Metro Northwest. The proponent for the proposal is Landcom, which is acting as master developer for all developable government land surrounding the new stations.

The site and surrounding locality are shown in the figure below:



Figure 1
Aerial view of the site and surrounding locality

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the planning proposal is to facilitate a commercial, retail and hotel development comprising three main buildings with heights up to 11, 23 and 25 storeys. The concept includes a total gross floor area of 52,000m², comprising:

- 39,455m² of office floor space;
- 3,900m² of retail floor space (including 1,000m² for a small format supermarket); and
- 8,645m² of short term accommodation (hotel).



Figure 2
Photomontage of proposed concept

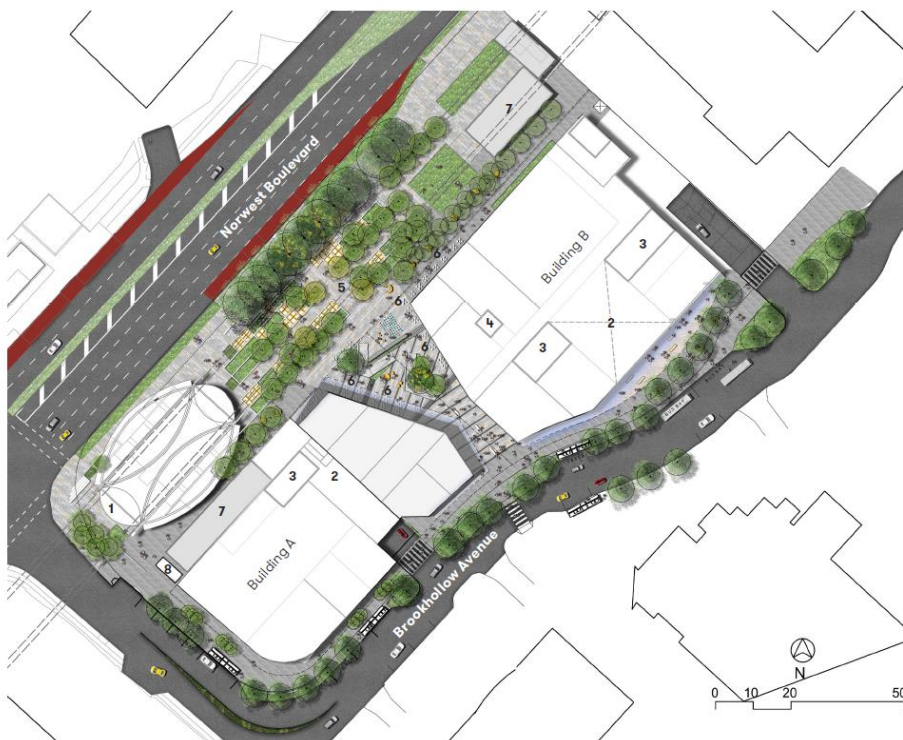


Figure 3
Site layout plan of proposed concept

PART 2 EXPLANATION OF THE PROVISIONS

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

- Amend the Floor Space Ratio Map from 1:1 to part 4.1:1 and part 6.5:1;
- Amend the Height of Buildings Map from RL 116 (approx. 8 storeys) to part RL 135.65 (11 storeys) and part RL 184.25 (25 storeys);
- Amend the Lot Size Map from 8,000m² to 3,500m²; and
- Amend Schedule 1 and the associated Additional Permitted Uses Map to permit 'neighbourhood supermarkets' (up to 1,000m²) as an additional permitted use on the site.

PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

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

The planning proposal follows high level strategic planning work undertaken by both the State government and Council in response to the delivery of the Sydney Metro Northwest. It is generally consistent with these strategies and will reinforce the role and status of Norwest as a strategic centre. This specific planning proposal has been initiated by Landcom, on behalf of the landowner.

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

Yes, the planning proposal is considered to be the best way to achieve the intended outcomes for the site. The proposal will preserve land at the core of the Business Park and immediately adjoining Norwest Station for employment uses, increasing jobs and providing supporting services for businesses, workers and commuters of the Sydney Metro Northwest. The tall tower form and scale of the proposal is considered appropriate to reflect the significance and prominence of the site at the core of the Precinct and as a beacon for Norwest Station.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes, a discussion of consistency is provided below.

- Greater Sydney Region Plan and Central City District Plan

The Greater Sydney Region Plan sets the vision and aspirations for Greater Sydney to 2036. The plan aims to deliver 725,000 additional dwellings and 817,000 additional jobs to meet Sydney's growing population over the next 20 years. The Central City District Plan is a 20 year plan to manage growth and implement the objectives of the Greater Sydney Region Plan at a district level. The District plan provides additional guidance and detail on locations for economic growth and investment. It provides job targets for strategic centres to indicate the desired scale of growth and inform land use and infrastructure planning.

Integrated land use and transport and 30-minute cities

The Region and District Plans seek to increase productivity and improve the connectivity of the city through the creation of 30-minute cities. The plans highlight opportunities that will be created by committed mass transit projects such as the Sydney Metro Northwest and encourage the integration of land use and transport around such corridors to deliver 30 minute cities.

The District Plan encourages growth of strategic and local centres to reduce the need for people to travel long distances to jobs and services. The plan acknowledges the unique character of the station precincts along the Sydney Metro Northwest and identifies the need to plan for appropriate uses in these areas. The planning proposal supports integration of land use and transport by

concentrating growth in commercial office jobs in a highly accessible location immediately adjoining Norwest Station. Draft development controls supporting the planning proposal will identify pedestrian through site links to improve walking and cycling connections between the station and surrounding areas.

Growing investment, business activity and jobs in centres

The Region and District Plans encourage investment in planning, growing and managing new and existing centres. The plans recognise the important role of centres in providing access to jobs, goods and services and the importance of transport, health and education infrastructure for attracting jobs and private sector investment.

The District Plan identifies Norwest as a strategic centre, with a target of providing up to 53,000 jobs by 2036, representing 20,600 additional jobs over this period. Under the plan, strategic centres are expected to provide access to jobs, goods and services by attracting investment, providing a range of activities, improving walkability and public domain, improving public transport, identifying and retaining areas specifically for commercial uses and supporting complementary retailing where appropriate. The planning proposal will assist in reinforcing and achieving the vision for Norwest as a strategic centre by preserving the site for employment uses, increasing jobs and providing supporting retail services for local workers and residents. The proposal will also facilitate improved walking and cycling links to and from the station.

It is also important to note that there are 8 strategic centres identified by the District Plan within the Central River City, with 3 of them located within The Hills Shire (Norwest, Castle Hill and Rouse Hill). Norwest is identified as the Strategic Centre with the greatest potential to accommodate significant jobs growth and this is reflected in the jobs targets for Norwest which exceed any of the other strategic centres within the Central City District, including Sydney Olympic Park.

- *North West Rail Link Corridor Strategy*

The North West Rail Link Corridor Strategy was released by the State Government in 2013 to guide development around the new metro stations. The Strategy anticipates that Norwest Precinct alone (being part of the broader Norwest Business Park) will need to provide an additional 15,000 jobs and approximately 225,000 – 375,000m² of commercial floor space by 2036. The strategy envisages Norwest as a vibrant and active business centre for the region and encourages orderly expansion and intensification of the Business Park with additional commercial, retail, community spaces and residential uses in areas identified for residential growth.

Under the strategy the site is identified as the 'centre' of Norwest Precinct and is envisaged to accommodate employment development in a landmark building up to 30 storeys in height. The site forms part of the broader 'commercial core' area which is anticipated to comprise A-Grade commercial office space in buildings with heights up to 8-10 storeys (refer character maps below). Under the State Government Strategy, commercial buildings are anticipated to comprise FSRs ranging from 2:1 to 4:1. The Strategy anticipates that the site would accommodate approximately 1,600 jobs.

The planning proposal meets the objectives for Norwest under the State strategy. The proposal will contribute to the growth of the Business Park with additional commercial uses and would provide increased employment capacity in a highly accessible location immediately adjoining Norwest station. The proposal will reinforce the 'centre' character of the site by providing a mix of commercial and retail uses in close proximity to the station.

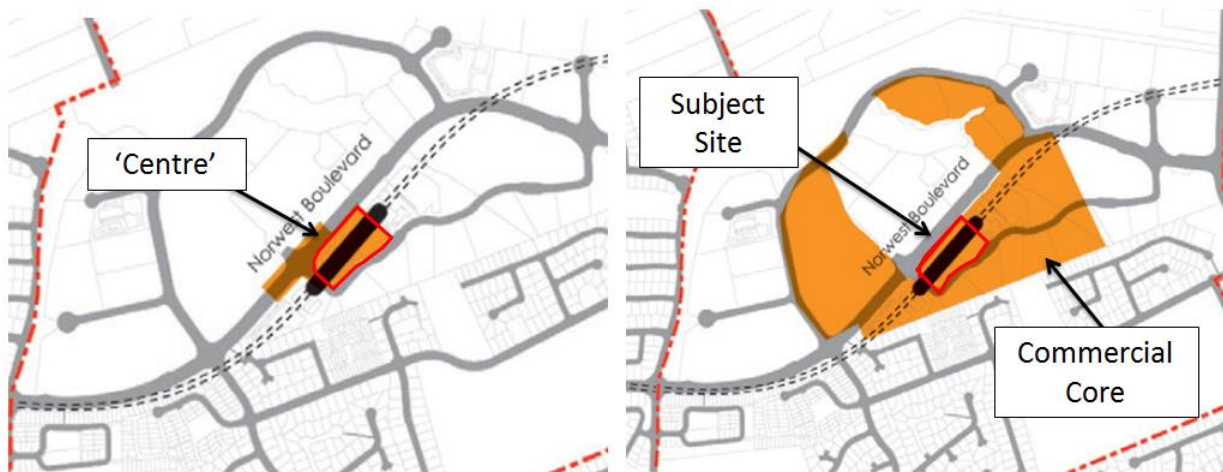


Figure 4
Precinct Character Maps – North West Rail Link Corridor Strategy (Norwest Structure Plan)

4. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Yes, a discussion of consistency is provided below.

- **The Hills Future Community Strategic Plan**

The Hills Future Community Strategic Direction articulates The Hills Shire community's and Council's shared vision, 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. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

The proposal will assist with appropriately shaping the growth of the Shire by protecting land for employment, capitalising on the strategic location of the site and contributing to the achievement of job targets for Norwest Business Park in response to the delivery of the Sydney Metro Northwest.

- **Draft Hills Future 2036 Local Strategic Planning Statement (2019) and Draft Productivity and Centres Strategy (2019)**

The draft Local Strategic Planning Statement (LSPS) will guide future land use planning and the management of growth in the Shire based on The Hills Shire's economic, social and environmental land use needs to 2036. The draft LSPS contains planning priorities and actions structured around the five themes of Council's Community Strategic Plan to assist with the delivery of housing, jobs, parks and services for the Shire's growing population. By 2036 the Shire is expected to grow by 128,000 people, with likely demand for 38,000 additional dwellings and 50,000 additional jobs.

The draft LSPS contains two planning priorities of particular relevance to this planning proposal being:

- Planning Priority 1: Plan for sufficient jobs, targeted to suit the skills of our workforce
- Planning Priority 2: Build our Strategic Centres to realise their potential.

The draft Productivity and Centres Strategy is the evidence base that has informed the draft LSPS and the above planning priorities. A key objective of this strategy is to drive employment and economic growth to align with the expected population growth. Protecting the extent, role and function of strategic centres such as Norwest is seen as critical to achieving this growth and delivering jobs which match the education and skill level of existing and future residents. Norwest is identified as the Shire's premier employment location with a prestigious business and lifestyle

reputation that will further evolve in response to the opportunities provided by the Sydney Metro Northwest. Norwest is seen as a key location for growth in knowledge intensive and innovation industries with a draft structure plan identifying a commercial core anticipated to accommodate substantial uplift in office space to assist in the delivery of 23,900 additional jobs to 2036. In addition to job targets, the strategy also includes a significant focus on growing the night time economy and improving public domain to increase the attractiveness and amenity of strategic centres to both businesses and workers.

The planning proposal will assist with the delivery of key outcomes for Norwest by providing a range of commercial uses including offices that will increase job opportunities in required knowledge intensive industries. The proposal will also provide uses such as convenience retail, cafes and restaurants which will activate and increase the vibrancy of the strategic centre and support the night time economy. The proposal will further provide spacious, attractive and comfortable public domain comprising a generous public plaza embellished with quality landscaping, seating, activation and public art.

- **Local Strategy**

In 2008 Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the 'Hills 2026 Looking Toward the Future'. The Employment Land and Integrated Transport Directions are the relevant components of the Local Strategy to be considered in assessing this application.

Employment Direction

The Employment Direction was adopted by Council to provide strategic direction for the growth and management of the Shire's employment lands. The direction includes an overall target of 47,000 additional jobs in the Shire to 2031. Norwest is identified as a specialised centre under the direction with the potential to accommodate increased development densities subject to the delivery of transport infrastructure. The proposal supports the vision for Norwest as it will provide an opportunity to redevelop the site for higher density commercial development and increase jobs and supporting retail and business services close to major transport infrastructure. The direction further identifies the importance of high quality building design and public domain in contributing to the Shire's prestigious image. The proposal also supports these objectives as it will be required to exhibit design excellence and provide quality public domain including paving, seating, landscaping and public art.

Integrated Transport Direction

The Integrated Transport Direction was prepared to guide the future management of the Shire's transport system. The direction recognises the role of Norwest in providing local jobs and the importance of integrating transport and employment to ensure that Sydney's growth is sustainable and jobs are provided close to where people need them. It recognises the ability to influence travel behaviour through integrating land use and transport thus increasing the attractiveness of sustainable travel modes such as public transport, walking and cycling. The planning proposal will support objectives of the Integrated Transport Direction by increasing employment and services close to high frequency rail infrastructure and enhancing pedestrian and cycle links to and from Norwest Station.

- **The Hills Corridor Strategy**

The Hills Corridor Strategy was adopted in 2015 to present Council's vision and objectives for future development around Sydney Metro Northwest Stations. The vision for Norwest under Council's Corridor Strategy is for a specialised employment, retail and entertainment centre with some opportunity for higher density residential living around the Norwest Lake precinct.

The Hills Corridor Strategy envisages a 'commercial core' surrounding the station with FSRs ranging from 2:1 to 4.5:1 (refer to figure below). The subject site is envisaged to comprise high density employment uses with buildings up to 22 storeys and an FSR of 4.5:1. The Hills Strategy envisages the site could provide up to 2,255 jobs.

It is considered the proposal is generally consistent with the outcomes envisaged under The Hills Corridor Strategy. The proposal will provide a landmark commercial development in the immediate vicinity of the station. Whilst the proposed height of 25 storeys exceeds the indicative maximum height envisaged under the Strategy, the Proponent's concept demonstrates a greater variation in built form outcomes on the site and the ability to avoid unreasonable adverse visual and amenity impacts on surrounding sites. The proposed height is also considered to be reasonable in this instance as the site is the core of the Precinct and should accommodate the most prominent built form element.

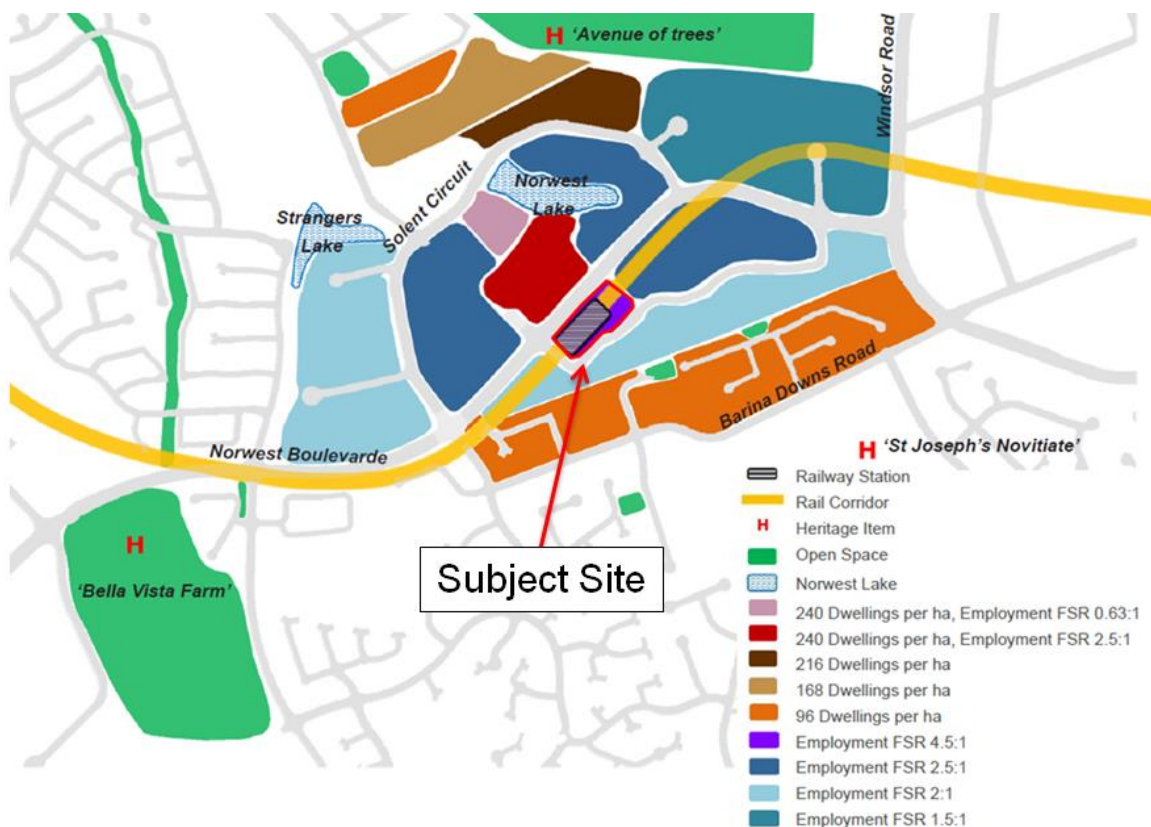


Figure 5
Norwest Structure Plan – Hills Corridor Strategy

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

Yes. An assessment of the planning proposal against applicable State Environmental Planning Policies is provided in Attachment A. A discussion on the consistency of the proposal with the relevant Policies is provided below.

- State Environmental Planning Policy (Infrastructure) 2007**

The Infrastructure SEPP aims to facilitate effective delivery of infrastructure. Additionally, it seeks to allow for the efficient development, redevelopment or disposal of surplus government owned land and to require consideration of potential impacts where development is proposed adjacent to particular types of infrastructure such as railways.

The planning proposal will support the redevelopment and ultimate disposal of surplus government land immediately adjoining Norwest Station. Additionally, future development will be required to

consider potential impacts of being adjacent to the railway and will be referred to relevant authorities in accordance with the SEPP requirements. Accordingly, the proposal is considered to be considered with the SEPP.

- **Sydney Regional Environmental Plan No. 20 – Hawkesbury – Nepean River (No 2 – 1997)**

The aim of SREP No.20 (No 2 – 1997) is to protect the environment of the Hawkesbury – Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. This requires consideration of the impacts of development on the environment, the feasibility of alternatives and consideration of specific matters such as environmentally sensitive areas, water quality, water quantity, flora and fauna, riverine scenic quality, agriculture and metropolitan strategy.

The subject site is already zoned B7 Business Park where a range of urban land uses are already permitted. Furthermore, appropriate water management controls are in place within Council's DCP to ensure that future development does not adversely impact the riverine environment. Accordingly, it is considered that the planning proposal achieves satisfactory compliance with the provisions of SREP No. 20.

6. Is the planning proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

Yes. The consistency of the planning proposal with the s9.1 Ministerial Directions is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

- **Direction 1.1 Business and Industrial Zones**

Ministerial Direction 1.1 – Business and Industrial Zones is applicable to this proposal. It requires that a planning proposal must retain areas and locations of existing business and industrial zones and must not reduce the total floor space area for employment uses in business zones. As the proposal seeks to retain the existing B7 Business Park zoning, permit a significant increase in the potential floor area of employment uses on the site and would not hinder any future growth on the site through the encroachment of residential uses onto the land, it is considered consistent with this Direction.

- **Direction 2.3 Heritage Conservation**

Ministerial Direction 2.3 – Heritage Conservation requires relevant proposals to include provisions that facilitate the conservation of Aboriginal and European heritage. The subject site is located within the vicinity of Bella Vista Farm Park which is a State listed heritage item. The information submitted by the proponent demonstrates that the proposal will not create an adverse impact on important visual corridors to and from the farm. Additionally, there are existing provisions under The Hills LEP 2012 to facilitate the protection and conservation of environmental heritage at the development application stage. Given the foregoing, the inclusion of site specific heritage provisions as part of this proposal is not considered to be warranted.

- **Direction 3.4 Integrating Land Use and Transport**

The proposal is consistent with Ministerial Direction 3.4 – Integrating Land Use and Transport as it seeks to increase the availability of employment uses and jobs in close proximity to public transport services. This will contribute to reduced travel demand in the form of private vehicle trips and support the efficient and viable operation of public transport services.

- **Direction 5.9 North West Rail Link Corridor Strategy**

Ministerial Direction 5.9 – North West Rail Link Corridor Strategy is relevant given the site's location within the Norwest Station Precinct. The Direction requires proposals to promote transit oriented development principles and demonstrate consistency with the anticipated growth and character under the State Corridor Strategy. The proposal will provide a mix of commercial and retail uses in close proximity to Norwest Station thus promoting transit oriented development outcomes. The proposal will facilitate growth in line with that envisaged under the NWRL Corridor Strategy in terms of built form, land uses and jobs.

- **Direction 6.3 Site Specific Provisions**

Ministerial Direction 6.3 – Site Specific Provisions seeks to discourage unnecessarily restrictive site specific planning controls. It requires planning authorities to permit a proposal within the existing applicable zone or rezone the site but not apply specific development standards in addition to those already contained in the environmental planning instrument.

The proposal does not seek to rezone the site and involves amendments to development standards that are already contained within the LEP (FSR, height and lot size) to facilitate the proponent's indicative concept. The proposal further involves permitting additional uses on the site which will increase development opportunities in terms of the range of uses that can be developed on the site. Accordingly, the proposal is considered to be consistent with this direction.

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

No, the land that is subject to the planning proposal has been the subject of significant construction activities over recent years associated with the construction of the Sydney Metro Northwest. The subject area is void of any significant vegetation or trees. Therefore the planning proposal is unlikely to create any adverse impacts on critical habitat or threatened species, populations or economical communities and their habitats.

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

Building Height

A height limit of RL 116 has historically been applied across Norwest Business Park with the intent of maintaining a consistent built form and height plane in the context of varied topography. However, with the significant growth and development potential envisaged under the State and Local strategic framework, it is necessary to reassess the suitability of this control as the Business Park transitions into a larger scale employment area with an associated increase in the scale of built form.

The proponent's original concept sought a maximum building height of RL 205 which, based on the level of the site and land uses proposed, would have facilitated a built form of approximately 30 commercial storeys. The proponent subsequently submitted a revised concept reducing the maximum height of the proposal to RL184.25, equating to approximately 25 commercial storeys.

The subject site has been identified as appropriate for an indicative height of 22 storeys under The Hills Corridor Strategy. Additionally, the State Corridor Strategy envisages up to 30 storeys on the subject site. The revised proposal is generally consistent with the strategic framework and provides a reasonable balance between the anticipated heights and densities identified within the two strategies. Whilst the proposed height presents a minor variation to that identified within The Hills Corridor Strategy, the proponent has demonstrated that the future built form will not create any adverse impact on surrounding areas. In particular:

- Height Transition and Separation - The subject site is sufficiently separated from the lower scale development on the outer edge of the Precinct and is unlikely to result in any unreasonable visual impacts on these sensitive areas. Furthermore, the proposal would represent the tallest building within the Norwest Precinct, resulting in an appropriate transition in height to this point, from other recently supported proposals in Norwest; and
- Overshadowing – The development can comply with the standard overshadowing controls within the DCP to ensure that surrounding sites maintain adequate solar access.

Traffic and Parking

By virtue of significantly reduced parking rates proposed for the site, the additional traffic generated by the development is considered reasonable and likely within the daily variation of traffic experience on any major road in Sydney.

The Proponent's application sought to provide a maximum of 360 spaces on the site. This overall quantum is significantly less than Council's existing parking requirements of 1,367 spaces. In recognition of the strategic role of the site and its location immediately adjoining a metro station, a reduced rate is considered appropriate. As part of assessing the proposal, an analysis was undertaken of Journey to Work data for other high density employment centres which are serviced by high frequency public transport (refer to Attachments C and D). Based on this, a provision of approximately 724 parking spaces was found to be more appropriate. It is noted that appropriate parking provision for the site will be partly informed by the detailed traffic modelling for Norwest Precinct which will determine supportable traffic volumes for the precinct and mode shift likely to occur following commencement of operation of the metro. Accordingly, following the completion of detailed traffic modelling for Norwest Precinct further review of parking rates for the site will be undertaken.

Heritage

A visual analysis supporting the planning proposal indicates that the proposal would retain and conserve significant views to and from Bella Vista Farm Park. Accordingly, it is considered that the proposal is unlikely to detrimentally impact on view corridors to and from this heritage item.

Wind

The Proponent has submitted a Wind Environment Statement prepared by Windtech. The Statement assesses the likely impact of the proposed design on the local wind environment. The Statement recommends a number of treatments to achieve suitable wind conditions for trafficable areas within and surrounding the site including building design features and vegetation. The draft DCP requires the submission of a detailed wind analysis at the development application stage to assess wind impacts and articulate wind amelioration measures to be incorporated into the development. Controls relating to maximum wind speeds have been included which reflect those which have been adopted for other station precincts (Showground and Castle Hill North).

9. How has the planning proposal adequately addressed any social and economic effects?

- Land Use and Employment

The proposal would enable up to 52,000m² of employment floor space on the land. The revised concept submitted by the Proponent indicates the following potential land use mix:

- 39,455m² of office floor space;
- 3,900m² of retail floor space (including 1,000m² for a small format supermarket); and
- 8,645m² of short term accommodation (hotel).

A Land Use Analysis prepared by SGS Economics and Planning has been submitted in support of the proposal. The report highlights the need to ensure the core character of the Business Park remains a place for employment whilst encouraging more activation and integration with surrounding uses.

The proposed mix of commercial, retail and short term accommodation supports the above objectives. The proposal will ensure the preservation of the site for employment uses, increase jobs and provide supporting services for businesses, workers and commuters of the Sydney Metro Northwest. The proposal will provide approximately 1,700 jobs which will address the employment needs of local residents.

- Local Infrastructure

While the uplift proposed within this proposal is largely consistent with the applicable strategic planning framework, it precedes the completion of detailed precinct planning or infrastructure analysis, including the preparation of a contributions plan under which new development within the Precinct can make a fair and reasonable contribution towards required infrastructure upgrades. Council's Section 7.12 Contributions Plan which currently applies to the land would not be sufficient to fund the anticipated extent of upgrades and improvements required to accommodate development uplift (both on the subject site and more broadly throughout the Precinct).

The proponent has not indicated a mechanism to ensure future development on the site makes a fair and reasonable contribution towards future local infrastructure improvements that will be required to support increased commercial yields on this site and more broadly throughout the Business Park.

Discussions will be carried out between Council and the Proponent with respect to a mechanism to secure development contributions towards new local infrastructure within the Norwest Precinct. It is noted that consideration of infrastructure improvements will be largely informed by the detailed traffic modelling for the Precinct and subsequent detailed precinct planning, which may provide greater certainty as to the adequacy of any contributions offered by the proponent.

SECTION D - STATE AND COMMONWEALTH INTERESTS

10. Is there adequate public infrastructure for the planning proposal?

Future development on the site would need to be supported by the necessary services including electricity, telecommunication, gas, water, sewer and stormwater drainage. The required services are available to the site. Consultation will be also undertaken with relevant utility providers to ensure adequate infrastructure is provided.

11. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal?

It is anticipated consultation will be required with the following public authorities:

- Transport for NSW
- Roads and Maritime Services
- Department of Premier and Cabinet (Heritage)
- Telstra
- Endeavour Energy
- Sydney Water
- NSW Department of Primary Industries (Water branch)

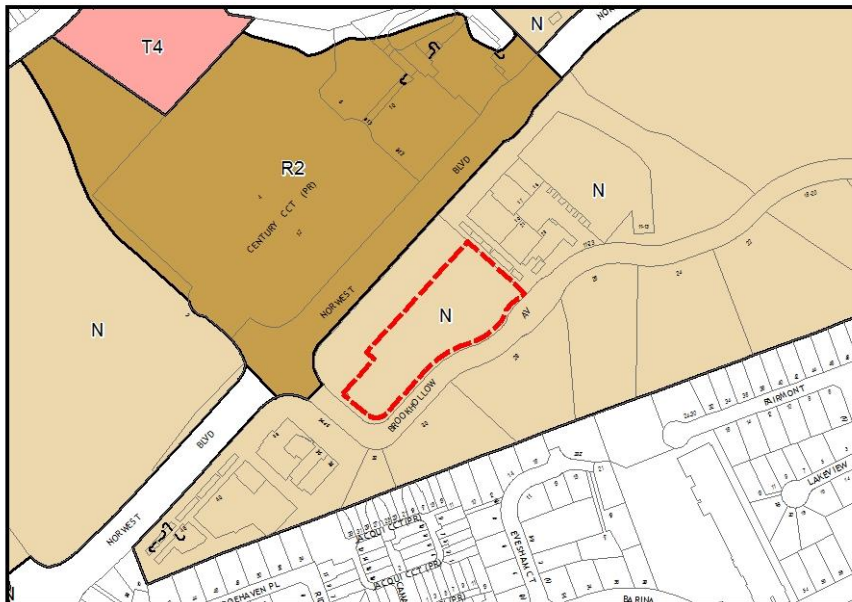
A complete list of all relevant agencies will be determined as part of the Gateway process.

Following the Gateway determination, all relevant agencies will be consulted.

PART 4 MAPPING

The planning proposal seeks to amend the Floor Space Ratio Map, Height of Buildings Map, Minimum Lot Size Map and Additional Permitted Uses Map of *The Hills Local Environmental Plan 2012*. There is no change to the existing Land Use Zoning under the LEP.

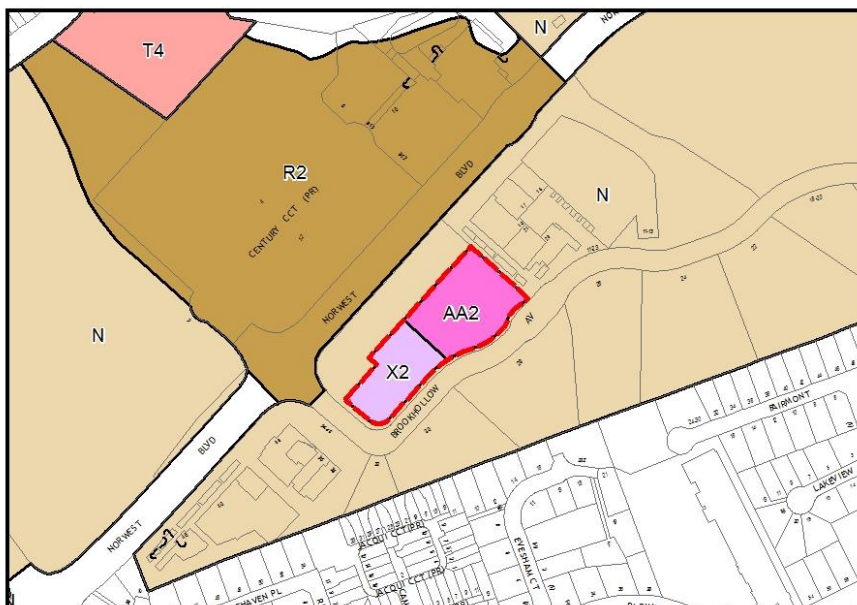
Existing Floor Space Ratio Map



Maximum Floor Space Ratio (FSR) (n:1)



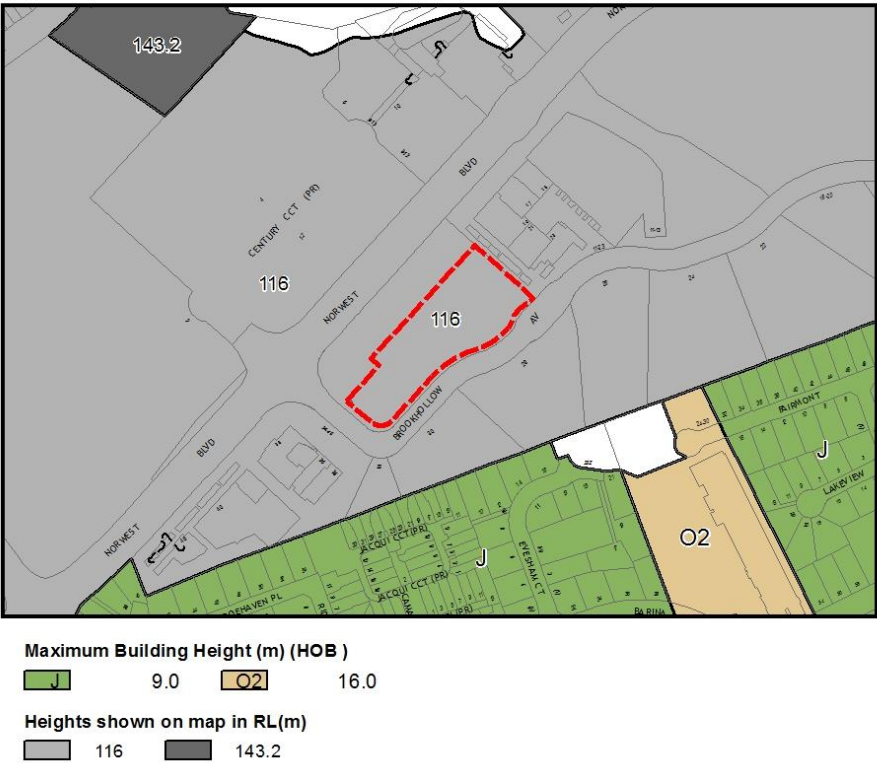
Proposed Floor Space Ratio Map



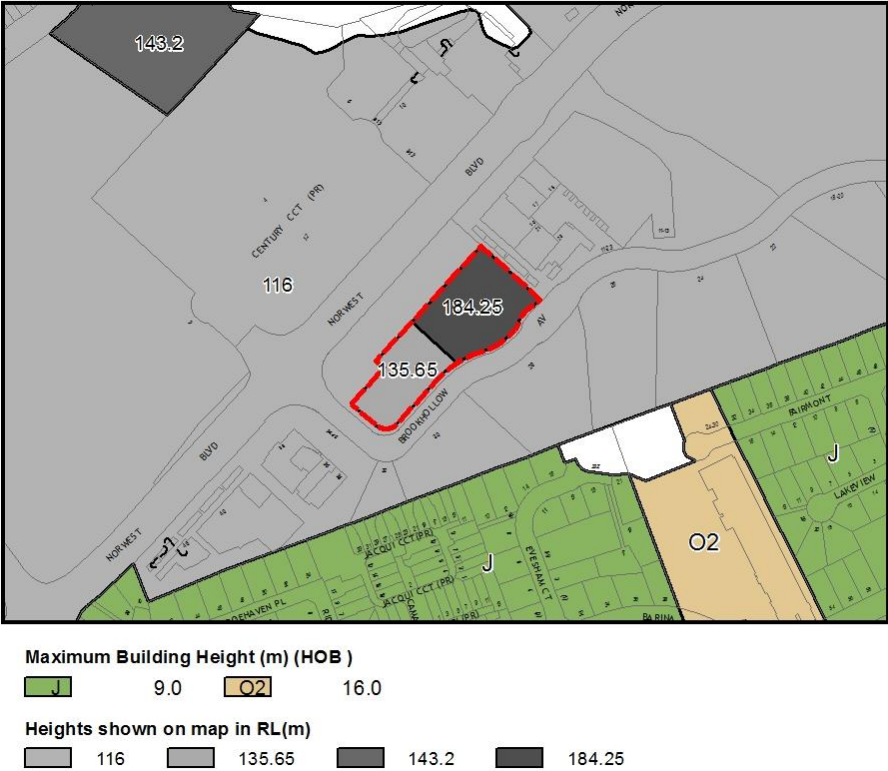
Maximum Floor Space Ratio (FSR) (n:1)



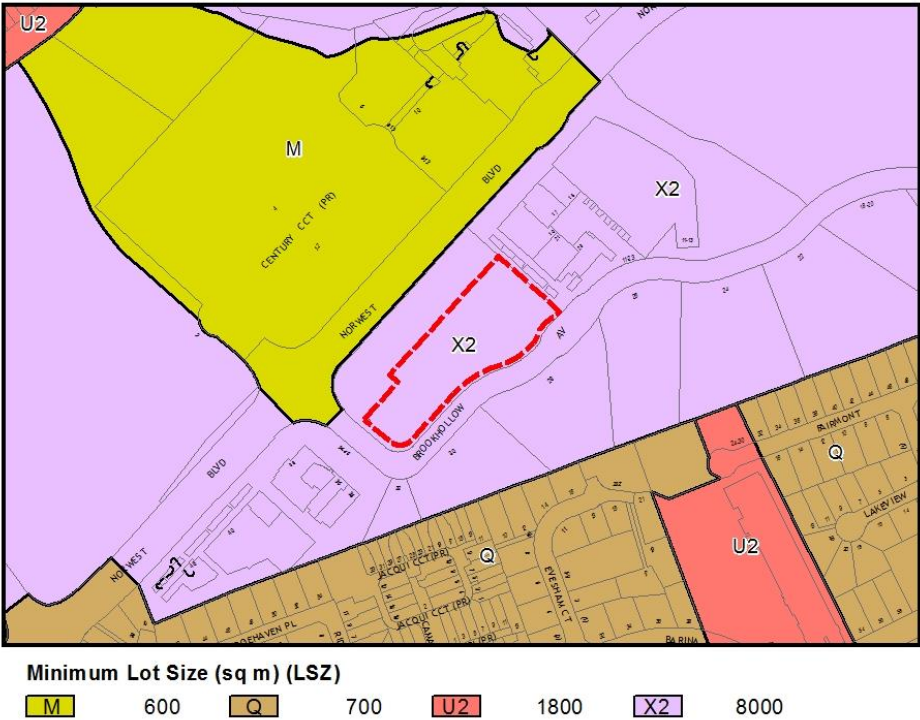
Existing Height of Buildings Map



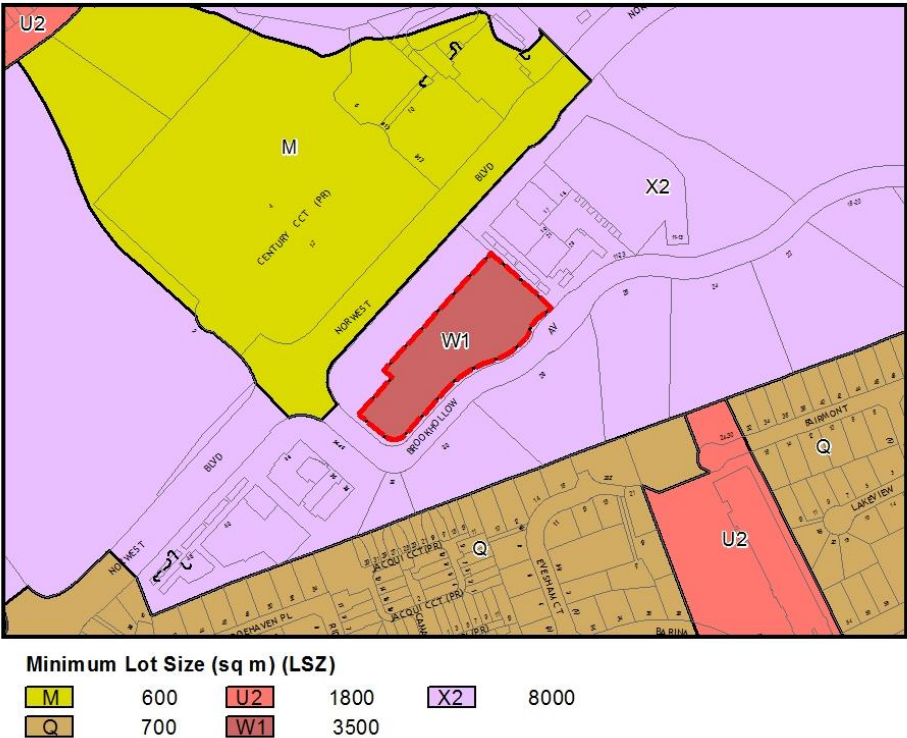
Proposed Height of Buildings Map



Existing Minimum Lot Size Map



Proposed Minimum Lot Size Map



Proposed Additional Permitted Uses Map



Additional Permitted Uses (APU)

 Refer to Schedule 1

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building and Castle Hill Library. The planning proposal will also be made available on Council's website. In addition, letters will be issued to adjoining and nearby property owners and relevant stakeholders.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	September 2019
Government agency consultation	October 2019
Commencement of public exhibition period	October 2019
Completion of public exhibition period	November 2019
Timeframe for consideration of submissions	December 2019
Timeframe for consideration of proposal post exhibition	TBA*
Report to Council on submissions	TBA*
Planning Proposal to PCO for opinion	TBA*
Date Council will make the plan (if delegated)	TBA*

- * Timing of post-exhibition report and finalisation of proposal (if supported) will be influenced by the timing and outcome of detailed traffic modelling for Norwest Precinct. The timing for this work is not certain at this stage.