

LOCAL PLANNING PANEL – THE HILLS SHIRE COUNCIL

DETERMINATION OF THE LOCAL PLANNING PANEL ON THURSDAY, 17 OCTOBER 2019 - DETERMINATION MADE ELECTRONICALLY

PRESENT:

Garry Fielding	Chair
Heather Warton	Panel Member
Richard Thorp AM	Panel Member
Rohan Toner	Community Representative

DECLARATIONS OF INTEREST:

None declared

The Panel were briefed by the following Council staff on 16 October 2019:

David Reynolds	Group Manager - Shire Strategy Transformation & Solutions
Nicholas Carlton	Manager – Forward Planning
Megan Munari	Principal Coordinator Forward Planning
Brent Woodhams	Principal Coordinator Forward Planning
Bronwyn Inglis	Coordinator Forward Planning
Kayla Atkins	Senior Town Planner

ITEM 3: LOCAL PLANNING PANEL - FURTHER REPORT - PLANNING PROPOSAL - 2-4 BURBANK PLACE, NORWEST (18/2018/PLP)

COUNCIL OFFICER'S RECOMMENDATION:

That the planning proposal proceed to Gateway Determination.

PANEL'S ADVICE

1. It is recommended that a planning proposal to amend LEP 2012 to apply a maximum floor space ratio of 2.8:1 and maximum building height of RL 126 metres to the portion of land at 2-4 Burbank Place, Norwest zoned B7 Business Park (as per Option 3 in Section 5 of the Officer's report) proceed to Gateway Determination for the following reasons:
 - a) The proposal is consistent with the strategic planning framework as it seeks to facilitate additional commercial development uplift in close proximity to the Norwest Metro Station, contributing to job targets and reinforcing the role of Norwest as a specialised commercial office precinct. The proposal does not seek to introduce any residential or other mixed uses on the site and as such, would support the retention and long term viability of strategically identified employment lands;
 - b) The proposal demonstrates an appropriate balance between realising the additional commercial development uplift envisaged by the strategic planning framework and enabling an appropriate built form outcome at this location within the business park, at the interface with public domain and low density residential areas; and
 - c) The proposal has appropriately responded to concerns previously raised regarding excessive building height which was driven by the substantial quantity of above ground car parking levels previously proposed. It is considered that the application of a reduced parking rate of 1 space per 60m² is appropriate given the site is located within the Norwest Station Precinct, 750 metres walking distance from the Norwest Metro Station.
2. Council should consider amendments to The Hills Development Control Plan Part C Section 1 – Parking to apply a reduced parking rate of 1 space per 60m² of commercial gross floor area to land at 2-4 Burbank Place, Norwest. It is the view of the Panel that this parking rate should be expressed as a maximum parking rate.
3. Council should proceed with discussions with the Proponent for the preparation of a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards infrastructure and public domain improvements in the Norwest Business Park.

VOTING:

Unanimous

ITEM**PLANNING PROPOSAL - 2-4 BURBANK PLACE, NORWEST (18/2018/PLP) – LOCAL PLANNING PANEL**

THEME: Shaping Growth

OUTCOME: 5 Well planned and liveable neighbourhoods that meets growth targets and maintains amenity.

STRATEGY: 5.1 The Shire's natural and built environment is well managed through strategic land use and urban planning that reflects our values and aspirations.

MEETING DATE: **16 OCTOBER 2019**
LOCAL PLANNING PANEL

AUTHOR: **SENIOR TOWN PLANNER**
KAYLA ATKINS

RESPONSIBLE OFFICER: **MANAGER – FORWARD PLANNING**
NICHOLAS CARLTON

Proponent	URBIS PTY LTD ON BEHALF OF GU CUSTODIAN PTY LTD
Owner	GU CUSTODIAN PTY LTD
Planning Consultant	URBIS
Architect	SCOTT CARVER
Urban Designer	SJB URBAN
Traffic Consultant	TDG AUSTRALIA
Site Area	13,897m²
List of Relevant Strategic Planning Documents	GREATER SYDNEY REGION PLAN CENTRAL CITY DISTRICT PLAN NORTH WEST RAIL LINK CORRIDOR STRATEGY MINISTERIAL DIRECTIONS HILLS CORRIDOR STRATEGY LOCAL STRATEGIC PLANNING STATEMENT
Political Donation	NONE DISCLOSED
Recommendation	THAT THE PLANNING PROPOSAL BE FORWARDED TO THE DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT FOR GATEWAY DETERMINATION

EXECUTIVE SUMMARY

This report provides a summary and assessment of the planning proposal applicable to land at 2-4 Burbank Place, Norwest for consideration by the Local Planning Panel. The proposal, as submitted by the Proponent, seeks to increase the floor space ratio and maximum building height applicable to the site to facilitate redevelopment of a portion of the land for the purpose of a new 16 storey commercial building.

A previous version of this proposal which sought to enable a 22 storey commercial outcome was considered by the Local Planning Panel on 15 May 2019, where the Panel advised that the proposal should not proceed to Gateway Determination. This is discussed further within Section 2 of this report.

Following consideration and assessment of the amended proposal and the Local Planning Panel's previous advice, it is recommended that the revised planning proposal should proceed to Gateway Determination, subject to the following amendments:

- a) Rather than seeking to rely on the portions of the site zoned SP2 Infrastructure (drainage) for the purpose of floor space calculation, the proposal should simply apply a maximum FSR of 2.8:1 to the developable portion of the site only (zoned B7 Business Park) – this is discussed further in Section 4(d) of this report; and
- b) The maximum building height should be reduced from RL141.5m (16 storeys) to RL126m (12 storeys). Having regard to the discussion and analysis in Section 4(e) of this report, it is recommended that a minimum parking rate of 1 space per 60m² of gross floor area is suitable to be applied to this development, which in turn would enable the removal of 4 storeys of proposed above ground parking and facilitate the delivery of the commercial uplift within a lower scale built form.

The planning proposal, amended in accordance with the above recommendation, is suitable to proceed to Gateway Determination for the following reasons:

- a) The proposal is consistent with the strategic planning framework as it seeks to facilitate additional commercial development uplift in close proximity to the Norwest Metro Station, contributing to job targets and reinforcing the role of Norwest as a specialised commercial office precinct. The proposal does *not* seek to introduce any residential or other mixed uses on the site and as such, would support the retention and long term viability of strategically identified employment lands;
- b) The proposal demonstrates an appropriate balance between realising the additional commercial development uplift envisaged by the strategic planning framework and enabling an appropriate built form outcome at this location within the business park, at the interface with public domain and low density residential areas; and
- c) The proposal has appropriately responded to concerns previously raised regarding excessive building height which was driven by the substantial quantity of above ground car parking levels previously proposed. Given the site is located within 750 metres from the newly opened Norwest Station, the currently applicable parking rate (1 space / 25m² of gross floor area) is no longer appropriate and it is reasonable to consider a reduced parking rate of 1 space per 60m² of GFA, which reflects the proximity of the site to high-frequency public transport. The application of this reduced parking rate enables a significant reduction in the scale of the proposed built form.

Council should also proceed to discuss with the Proponent the preparation of a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards public domain and infrastructure improvements in the Norwest Business Park.

THE HILLS LOCAL ENVIRONMENTAL PLAN 2012

The planning proposal, as submitted by the Proponent, seeks to amend The Hills LEP 2012 as follows:

	Existing	Proposed by Proponent
Zone:	B7 Business Park SP2 Infrastructure (Drainage)	No change
Maximum Height:	RL116m (10 storeys)	RL 141.5m (16 storeys)
Maximum Floor Space Ratio:	1.4:1 * Applies to B7 zoned land only	2.5:1 (across entire site) * Equivalent to 2.8:1 if applied to B7 zoned land only
Schedule 1 Additional Permitted Uses:	None	In SP2 Infrastructure Zone: Building Identification Signs, Business Identification Signs, Commercial Premises and Office Premises

REPORT

The purpose of this report is to present the planning proposal applicable to land at 2–4 Burbank Place, Norwest to the Local Planning Panel for advice, in accordance with Section 2.19 of the Environmental Planning and Assessment Act 1979.

1. THE SITE

The site is located within the Norwest Business Park. It is irregular in shape and has an area of approximately 13,897m². Access to the site is provided at three (3) different points along Burbank Place. It is approximately 750m walking distance from the Norwest Railway Station and is surrounded by commercial buildings and Strangers Lake, with low and medium density residential uses on the opposite side of the lake. Strangers Creek is located to the north of the site.

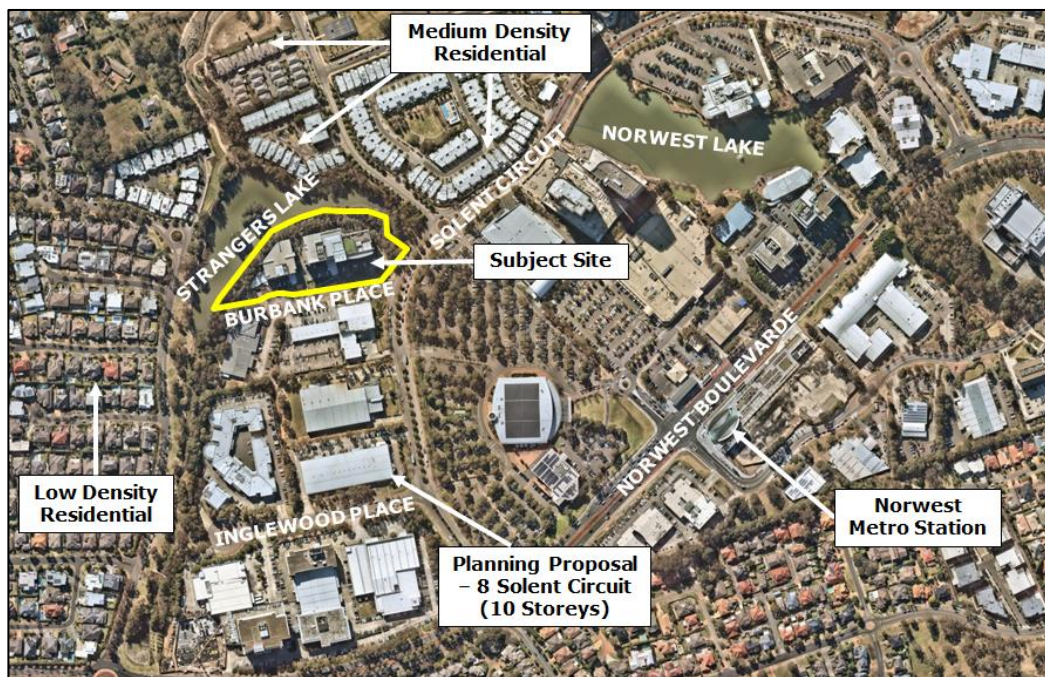


Figure 1
Site and locality (13,897m²)

The majority of the site is zoned B7 Business Park, with a small portion zoned SP2 Infrastructure Drainage (1,545m²) fronting Strangers Lake.

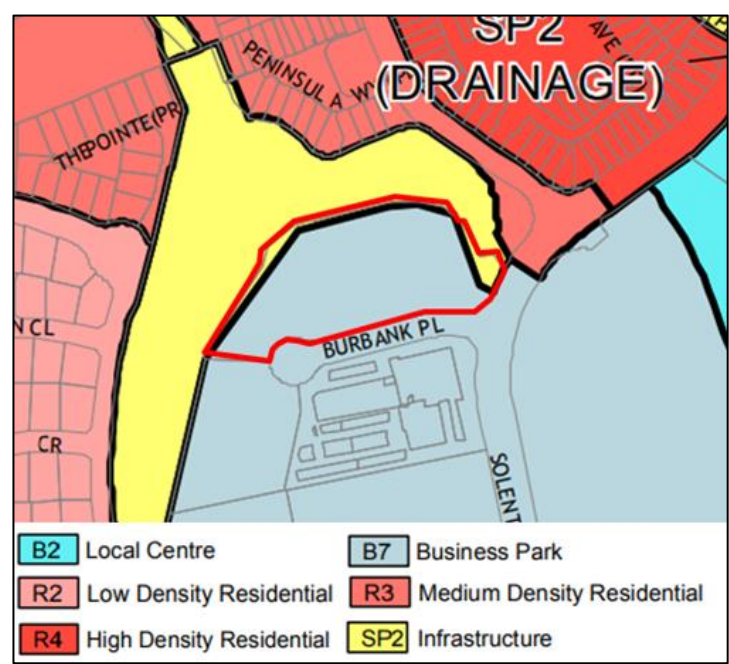


Figure 2
Current LEP 2012 zoning map

The subject site currently contains two office buildings which are 4-6 storeys in height, accommodating a combined gross floor area of 13,890m². The existing development outcome on the site has a floor space ratio of approximately 1:1. The existing development includes 687 parking spaces, which is equivalent to rate of 1 space per 20m² of gross floor area.

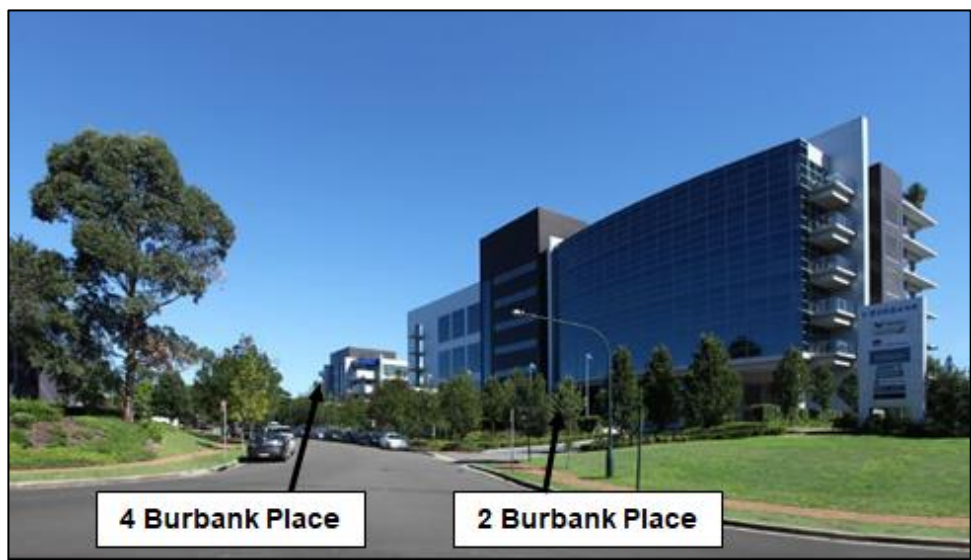


Figure 3
Existing development as viewed from Burbank Place



Figure 4

Existing development on the site viewed from across Strangers Lake

In 2013, development consent was issued for 2,293m² of additional commercial office space as a 7th floor addition to 2 Burbank Place however this is yet to be constructed. The approved 7th floor addition would result in development on the site with a floor space ratio of 1.16:1.



Figure 5

Approved 7th Level at 2 Burbank Place not yet constructed (existing building envelope in red)

The site was subject to a previous planning proposal (8/2015/PLP) which was finalised in October 2015. This previous proposal amended the floor space ratio from 1:1 to 1.4:1 however this uplift has not yet been taken up.

2. PREVIOUS CONCEPTS/PROPOSALS

The planning proposal was originally submitted in May 2018. It sought to amend LEP 2012 to increase the maximum floor space ratio from 1.4:1 to 2.5:1 and increase the maximum building height from RL 116 metres (10 storeys) to RL 163 metres (22 storeys).

The proposed amendments were intended to facilitate a total commercial gross floor area on the site of 34,725m², through retention of the existing 6 storey building at 2 Burbank Place (including the 7th storey addition) and development of a new 22 storey building at 4 Burbank Place, comprising 11 storeys of commercial office space, a lobby and café, 9-10 levels of above ground parking and 2 levels of basement car parking. The original proposal sought to provide 1,197 parking spaces at a rate of 1 space per 29m².



Figure 6

May 2018 Concept - proposed elevation from Burbank Place showing 22 storey development



Figure 7

May 2018 Concept - proposed view from Strangers Lake

In September 2018, the Proponent amended the concept to reduce the overall building height by 5 metres (the number of storeys proposed remained unchanged however the overall building height was reduced by replacing a number of proposed adaptable above ground car parking levels with standard/non-adaptable parking levels, which have reduced floor-to-ceiling heights).

This proposal was subsequently considered by the Local Planning Panel on 15 May 2019, where the Panel advised that the proposal should not proceed to Gateway Determination, on the basis that:

- *The height and scale proposed is excessive at this location on the periphery of the Precinct and fails to contribute to an appropriate transition in building heights, away from the centre of the Precinct*
- *The proposal would facilitate an inappropriate interface with adjoining low density residential development and public domain areas. It would result in unacceptable visual*

impacts that are unsympathetic to the current and future character of surrounding land, including low density areas beyond the boundary of the Norwest Precinct; and

- *The proposal may set an undesirable precedent for height and scale on the remainder of the site (if subject to future redevelopment) and similar sites on the periphery of the Norwest Business Park. Such outcomes would have unreasonable cumulative impacts and enable densities that may exceed the capacity of local and regional infrastructure.*
- *The inclusion of 9 storeys of above ground car parking contributes significantly to the excessive scale of the proposal. Any future proposal should seek to minimise the amount of above ground car parking.*

The Panel also advised that further consideration should be given to the potential to facilitate increased employment density on the land within an alternative and lower-scale built form to that proposed (potentially ranging from 8-12 storeys, subject to further investigations, including traffic and transport modelling).

3. DESCRIPTION OF THE PLANNING PROPOSAL

In response to the advice of the Local Planning Panel, the Proponent submitted a revised proposal in August 2019. The revised concept proposes to retain the existing 6 storey building at 2 Burbank Place (including the 7th storey addition) and replace the existing building at 4 Burbank Place with a 16 storey office development comprising eleven (11) storeys of commercial office space, four (4) levels of above ground parking, a lobby and café, and two (2) levels of basement parking. The planning proposal would still enable a total gross floor area of 34,725m², albeit in a lower scale built form than originally proposed.

To achieve this development outcome, the proposal, as submitted by the Proponent, seeks to amend LEP 2012 as follows:

- Increase the maximum Floor Space Ratio applicable to the portion of the site zoned B7 Business Park from 1.4:1 to 2.5:1 and also apply a maximum Floor Space Ratio of 2.5:1 to the portion of the site zoned SP2 Infrastructure (currently no FSR applicable);
- Increase the maximum Height of Buildings from RL 116m (10 storeys) to RL 141.5m (16 storeys); and
- Permit building identification signs, business identification signs, commercial premises and office premises on the SP2 Infrastructure (Drainage) portion of the site under Schedule 1 – Additional Permitted Uses (to enable the inclusion of SP2 land in the calculation of site area for the purpose of calculating total permissible floor area).

The proposal includes 872 parking spaces, based on the application of Council's Commercial Centres parking rate (1 space per 40m² of gross floor area).

The Proponent's development concept is provided below. It is noted that while the proposal seeks to amend the controls applicable to the entire site, the proposed redevelopment relates only to land at 4 Burbank Place.



Figure 8
Proposed height distribution across the site



Figure 9
Development concept - Elevation from Burbank Place



Figure 10
Development concept - Elevation from Strangers Lake

A comparison between the existing controls and the original (May 2018), revised (September 2018) and current (August 2019) versions of the proposal is provided below. It is noted that the primary change relates to a reduction in the height of the building as a result of the removal of 6 levels of proposed above ground parking (325 spaces).

	Existing Controls	Original Proposal (May 2018)	Revised Proposal (September 2018)	Revised Proposal (August 2019)
Zone:	Part B7 Business Park and Part SP2 Infrastructure (Drainage)	No change	No change	No change
Maximum Height:	RL116 m (10 st)	RL163 m (22 st)	RL157.8 m (22 st)	RL141.5 m (16 st)
Maximum FSR:	1.4:1 (applied to B7 zoned land only)	2.5:1* (applied to B7 and SP2 zoned land) * Note: Equivalent to 2.8:1 if applied to B7 zoned land only	2.5:1* (applied to B7 and SP2 zoned land) * Note: Equivalent to 2.8:1 if applied to B7 zoned land only	2.5:1* (applied to B7 and SP2 zoned land) * Note: Equivalent to 2.8:1 if applied to B7 zoned land only
Schedule 1 Additional Permitted Uses:	None	In SP2 Infrastructure Zone: Building Identification Signs, Business Identification Signs, Commercial Premises and Office Premises		
Car Parking	1,389 spaces (1 space / 25m ²)	1,197 spaces (1 space / 29m ²)	1,197 spaces (1 space / 29m ²)	872 spaces (1 space / 40m ²)

Table 1
Proposed Amendments to LEP 2012

4. MATTERS FOR CONSIDERATION

The planning proposal requires consideration of the following matters:

- a) Strategic Context;
- b) Suitability of Proposed Built Form Outcome;
- c) Additional Permitted Uses and Application of Floor Space Ratio;
- d) Views from Bella Vista Farm Park; and
- e) Traffic and Parking.

a) Strategic Context

▪ Greater Sydney Region Plan

Objective 14 of the Greater Sydney Region Plan seeks to integrate land use planning with transport and infrastructure corridors to facilitate a 30-minute city where houses, jobs, goods and services are co-located and supported by public infrastructure. The planning proposal is consistent with this objective as it seeks to facilitate additional commercial floor space and a greater number of jobs in an identified strategic centre and a specialised commercial office precinct. Objective 22 of the Greater Sydney Region Plan seeks to attract investment and business activity in strategic centres. The retention and growth of existing and new commercial office precincts is essential to grow jobs and in turn, Sydney's global competitiveness.

▪ Central City District Plan

Planning Priority C9 seeks to deliver the 30-minute city by integrating land use and transport planning. The planning proposal is consistent with this priority in that it seeks to locate employment opportunities within a 750m walking distance from the Norwest railway station.

Planning Priority C10 seeks to grow investment, business opportunities and jobs in strategic centres. The subject site seeks to facilitate additional commercial office space that will support the viability of the centre as a commercial office precinct. Action 45 of the District Plan requires growth in commercial capacity in Norwest in order to achieve the centre's job targets. This action is the responsibility of Council along with other planning authorities and State agencies. The planning proposal will contribute approximately 700 additional jobs (1,300 total) towards the target of 49,000 to 53,000 total jobs identified for Norwest in the Plan.

▪ North West Rail Link Corridor Strategy and The Hills Corridor Strategy

The following table provides a comparison between the existing controls, the proposal and the outcomes anticipated under the North West Rail Link Corridor Strategy and The Hills Corridor Strategy.

Controls	Existing Controls	NWRL Corridor Strategy	The Hills Corridor Strategy	Proposed (August 2019)
Zone	B7 Business Park SP2 Infrastructure	No change	No change	No change
Height of Building	10 storeys (RL 116m)	8-10 storeys	6-12 storeys	16 storeys (RL 141.5m)
Floor Space Ratio	1.4:1 (1:1 achieved)	2:1 (2.3:1 if applied to B7 zoned land only)	2:1 (2.3:1 if applied to B7 zoned land only)	2.5:1 (2.8:1 if applied to B7 zoned land only)
Gross Floor Area	17,300m ² (13,890m ² achieved)	27,780m ²	27,780m ²	34,725m ²
Jobs	700 (555 achieved)	1,111	1,111	1,389

Table 2

Comparison of the planning proposal with the strategic planning framework

North West Rail Link Corridor Strategy

The Structure Plan envisages a business park area surrounding the commercial core on the eastern and western frame of the Norwest Precinct (see figure below). As demonstrated below, the site is located within the identified “business park” area. This area will provide for the employment needs of the growing population and strengthen the prominence of the employment area. Future development in this area of the Precinct should integrate into the character of the area, with density, building bulk and scale transitioning downwards to integrate into low density areas adjoining the edge of the Precinct.

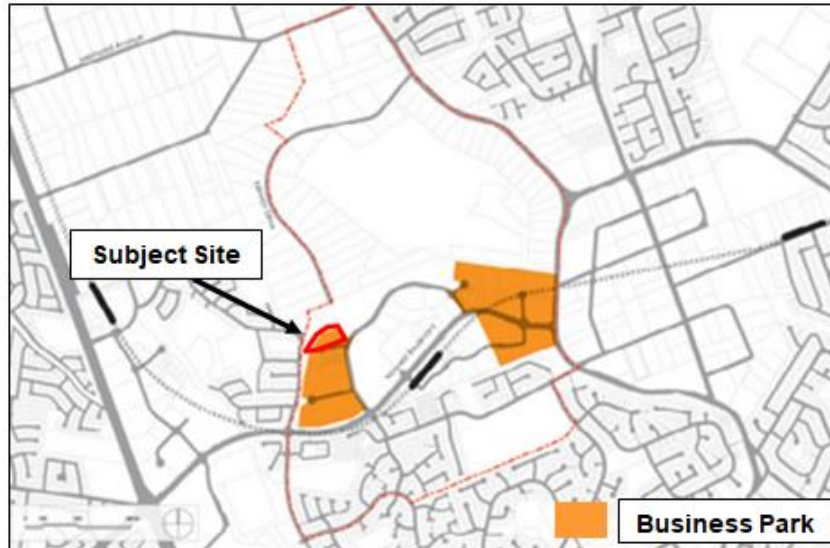


Figure 11
Business Park – Norwest Structure Plan

The proposed commercial use of the site and the increase in commercial floor space capacity are consistent with the Structure Plan. The Plan does not specify an indicative height range for the Business Park, however it does specify the need for carefully designed buildings that integrate into the character of the area. Further discussion with respect to the proposed built form outcome is contained within Section 4B of this report.

The Hills Corridor Strategy

The Hills Corridor Strategy identifies appropriate densities for development in the rail corridor to guide future precinct planning and planning proposals. It uses the principles of transit oriented development to identify where the highest densities should be located. The Strategy envisages the highest commercial density to be located in closest proximity to Norwest Station. It envisages an employment floor space ratio of 2:1 across the entire site (equivalent to 2.3:1 over the portion of the land zoned B7 Business Park only), which would broadly translate to a built form ranging from 6 to 12 storeys, if the floor space was evenly spread across the site.

In comparison, the planning proposal would enable an FSR of 2.5:1 across the entire site (equivalent to 2.8:1 over the portion of the land zoned B7 Business Park only). While the proposed density is marginally higher than that anticipated for the site within the Corridor Strategy, it is considered appropriate as it will facilitate commercial floor space uplift which reinforces the role of Norwest Strategic Centre as a specialised commercial office precinct. Furthermore, as discussed in Section 4B of this report, it is considered that the proposed density can be accommodated within a suitable built form at this location.

Critically, the planning proposal positively demonstrates the viability of commercial development as a standalone product, without the introduction of residential or other mixed uses on the site. This is consistent with the vision for this land articulated within all levels of

the strategic planning framework and as such, the additional uplift on this site is considered to be an appropriate and desirable outcome.

- Ministerial Direction 1.1 Business and Industrial Zones

This Direction seeks to encourage employment growth in suitable locations, protect employment land in business and industrial zones and support the viability of identified centres. The planning proposal is consistent with this Direction in that it seeks to facilitate additional commercial floor space within an existing business zone. The additional commercial office space will reinforce and support the viability of Norwest as a specialised commercial office precinct within Greater Sydney.

- Ministerial Direction 4.3 Flood Prone Land

The objectives of this Direction are to ensure development on flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005. A planning proposal must not rezone land within the flood planning areas to:

- increase development potential or contain provisions that permit development in floodway areas;
- allow development that will result in significant flood impacts to other properties;
- permit a significant increase in the development of that land; or
- result in a substantially increased requirement for government spending on flood mitigation services, infrastructure or services.

The planning proposal, as submitted by the Proponent, is partly inconsistent with this Direction in that it seeks to permit additional uses within the SP2 Infrastructure – Drainage portion of the site. This part of the lot forms part of the drainage function associated with Strangers Lake and the 100 year ARI flood event. The proposed amendment to Schedule 1 Additional Permitted Uses would permit development on parts of the flood prone lot where it is currently prohibited and this element of the proposal is not supported. The use of Schedule 1 Additional Permitted Uses is discussed further in Section 4(c) of this report and should the planning proposal proceed to Gateway Determination, it is recommended that it should be amended to relate only to the portion of the site zoned B7 Business Park, which would result in consistency with this Direction.

- Ministerial Direction 5.9 North West Rail Link Corridor Strategy

This Direction aims to promote transit-oriented development, manage growth around the eight new train stations of the North West Rail Link (now known as Sydney Metro Northwest) and ensure that development within the corridor is consistent with the Corridor Strategy and precinct Structure Plans. A planning proposal within the Corridor must give effect to these objectives and be consistent with growth projections and proposed future character for each Precinct. The planning proposal is consistent with the principles of this Direction and is largely in line with the outcomes envisaged by the Strategy, especially noting the significant contribution towards job growth within the Norwest Business Park.

- Local Strategy, Employment Lands Direction and Centres Direction

Council's Local Strategy provides a statement of the strategic context of The Hills Shire to inform planning decisions and the management of future growth to 2031.

The Employment Lands Direction seeks to promote growth of local business and employment opportunities, sustain strong economic development and encourage redevelopment and utilisation of existing employment lands. The planning proposal is consistent with the Employment Lands Direction in that it seeks to better utilise existing employment lands within the Norwest Business Park by increasing the commercial floor space potential that can be achieved on the site.

The Centres Direction seeks to reinforce, promote and protect the hierarchy of centres within the Shire, plan for the renewal of existing centres, ensure the concentration of large scale retail and commercial activities in Major Centres and Town Centres, encourage appropriate transport infrastructure to connect centres and support the timely development of planned centres. The planning proposal is consistent with this Direction as it would contribute to the concentration of large scale commercial activity within the Norwest Business Park and will reinforce the role of Norwest as a Specialised Centre. The density sought by the planning proposal is broadly consistent with the Centres Direction.

▪ **Draft Local Strategic Planning Statement**

Council's Draft Local Strategic Planning Statement and supporting strategies were recently publicly exhibited. They set the high-level strategic direction for the Shire with a framework for managing anticipated growth and delivering associated infrastructure to 2036. It is anticipated that the Shire's strategic centres will contribute 32,000 additional jobs, which is 23%-30% of the target for the Central City District. Norwest Business Park is the Shire's only specialised commercial office precinct, one of nine (9) across Greater Sydney.

The planning proposal is consistent with Planning Priority 1 – Plan for sufficient jobs, targeted to suit the skills of our workforce. The provision of commercial office space will facilitate the Shire's transition towards a more knowledge-based economy with a workforce that is predominantly highly educated and highly skilled. Planning Priority 2 seeks to build our strategic centres to realise their potential, particularly in Norwest, Castle Hill and Rouse Hill. The Norwest Business Park comprises significant employment land that facilitates a cluster of higher order employment. Within the business park, the Norwest Central Precinct is envisaged to facilitate enhanced office and business capacity. The planning proposal is consistent with this priority and vision.

Notably, the planning proposal is consistent with Council's strategic planning framework as it will provide commercial floor space only, rather than a mixed use residential outcome. Noting the mix of uses (and significant residential growth potential within the broader Norwest Station Precinct and Strategic Centre), the strategic framework clearly stipulates that residential floor space on the existing B7 Business Park areas would detract from the commercial function of employment lands, change land pricing signals, reduce investor confidence and undermine the retention, viability and flexibility of commercial development over the longer term. The planning proposal clearly demonstrates the viability of commercial office development without the introduction of other mixed uses on the site.

b) Suitability of Proposed Built Form Outcome

The proposed floor space ratio of 2.5:1 (equivalent to 2.8:1 if applied only to B7 Business Park zoned land) is generally consistent with the strategic planning framework and would typically be achievable within a built form ranging from 6-12 storeys in height (assuming redevelopment of the entire site). In contrast, the proposal seeks to facilitate a taller 16 storey building at 4 Burbank Place as a result of the following factors:

- The proposed retention of the existing 6 storey building at 2 Burbank Place, resulting in the concentration of the additional gross floor area into one single building at 4 Burbank Place; and
- The proposed inclusion of 872 parking spaces, included as 4 storeys of above ground car parking in response to economic and engineering constraints associated with providing any more than 2 levels of basement car parking adjoining the lake.

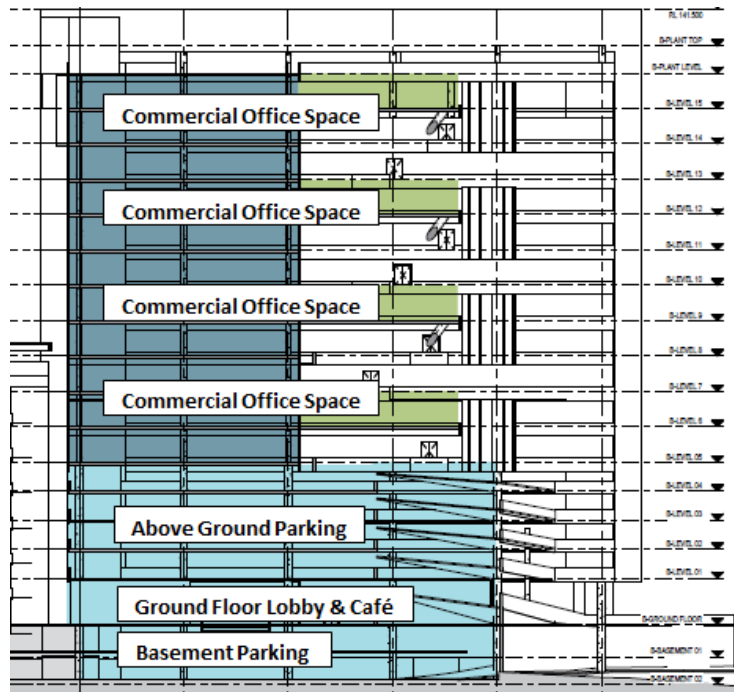


Figure 12
Proposed Building Elevation

It is acknowledged that the proposed 16 storey building is marginally taller than previously anticipated on the site. However, the planning proposal process is intended to provide the opportunity for assessment of site-specific constraints and outcomes, at a level of detail which may not otherwise be possible during the preparation of higher-level strategic planning documents.

Having regard to this specific proposal, it is considered that the proposed 16 storey built form is appropriate on this site given:

- The location of the site at the periphery of the Norwest Business Park and the location of the land adjoining Strangers Lake which provides substantial separation distance from nearby residential areas of 70 metres (from medium density and high residential development to the north) and 110 metres (from low density development fronting Edgewater Drive). As detailed within Figure 13 below, the extent of separation distance provided by Strangers Lake is relatively unique to this individual site and as such, the proposal would not set a precedent for similar outcomes on other sites at the periphery of the precinct which are substantially closer to nearby residential development.



Figure 13

Separation between low density residential development and medium/high density development at the periphery of Norwest Business Park

- It would not be possible to enable any further commercial development uplift on the site, without resulting in a built form that is visible from nearby residential areas (given the top of the existing building already marginally exceeds the tree line - see below). The site is located within the Norwest Business Park and Strategic Centre, in an area that is 750 metres walking distance from a metro station and is identified for significant commercial uplift. Accordingly, it is not unreasonable to expect that a well-designed commercial office building on this land would be visible from nearby residential areas which have an outlook towards the Business Park. Vegetation surrounding Strangers Lake would continue to provide some visual screening of the first 5-6 storeys of the commercial development;



Figure 14

Existing development at Burbank Place viewed from across Strangers Lake

- The proposed 16 storey building represents an acceptable outcome given the envisaged character of commercial development within the surrounding locality. It is reiterated that not all land within the immediate vicinity of the site would be capable of accommodating a similar building height and as such, the proposal would provide

some height variation and visual interest to this portion of the Business Park. The proposed height will also align with the anticipated transition in building heights away from the station, towards the periphery of the Precinct. As demonstrated below, the absolute height of the building would be approximately 42 metres less than the proposed height currently envisaged on the station site. For reference, the absolute height of the proposed building would be similar to that of “The Esplanade” development which is currently under construction (refer to ‘Site E’ in the figure below) and would be distinctly lower than the tallest buildings envisaged at and around the station site.

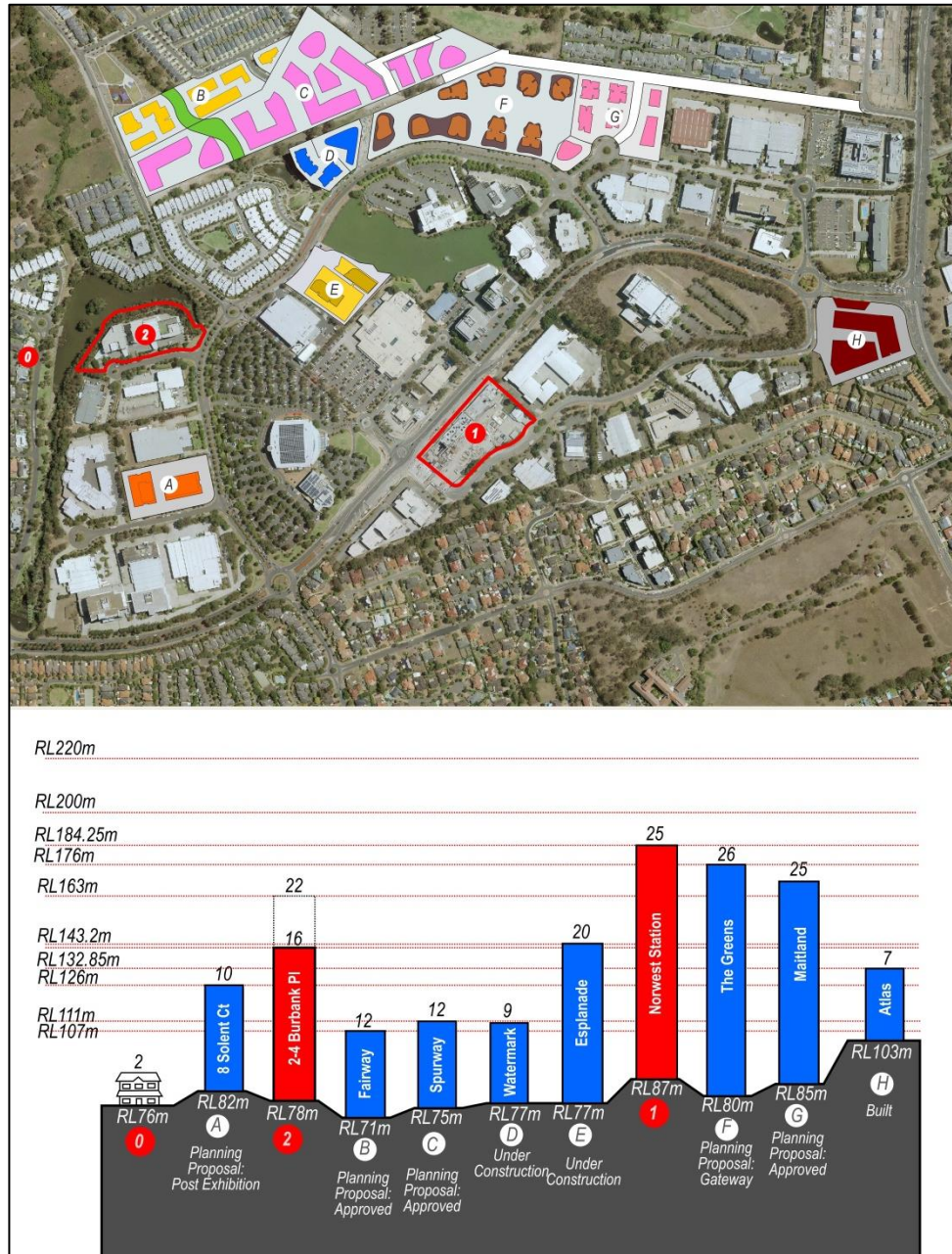


Figure 15

Comparison of heights for planning proposals that have been progressed in the Norwest Precinct

- The proposal would be unlikely to have any unreasonable amenity or visual impacts on nearby residential development, noting the reasonable expectation that commercial buildings will be visible from residential developments which overlook the Norwest Business Park. Potential solar access impacts would be limited to some overshadowing of a number of nearby residential properties between 9am and 10am

on the Winter Solstice, with no overshadowing impact on any residential dwellings from 10am onwards.



Figure 16
Shadow diagrams of proposed built form

- The proposed built form can be accommodated on this site, without any unreasonable visual impacts to nearby low density residential development outside of the Precinct. The reduction in building height demonstrated by the Proponent within the current revised proposal achieves an appropriate and site-specific balance between sympathetic built form, strategically identified commercial development uplift and integration with the current and envisaged future character of the locality.

While it is considered that the proposed 16 storey built form is an acceptable outcome on this specific site, this report recommends that the same commercial uplift could be achieved within a lower scale 12 storey built form, through utilisation of a lower parking rate and subsequent removal of a further 4 storeys of above ground parking. This is discussed in further detail in Section 4(e) of this report.

c) Additional Permitted Uses and Application of Floor Space Ratio

The planning proposal seeks to allow additional permitted uses over the portion of the site zoned SP2 Infrastructure and also apply an FSR of 2.5:1 to this land. While the proposal does not identify any intention to physically develop on this part of the site, this approach would enable the SP2 zoned land to be included for the purpose of calculating floor space potential on the developable portion of the site. This would recognise the fact that unlike the majority of SP2 zoned land, this portion of the site will be retained in private ownership and as such, the proponent is seeking to realise some development potential associated with this burden.

It is reasonable for the proposal to recognise and facilitate development potential associated with the SP2 zoned land (albeit not physically on this land), however the mechanism proposed is inappropriate as it would not align with the objectives of the SP2 Infrastructure Zone and would remove protection against inappropriate development outcomes on flood prone land. It would also reduce the transparency of the controls applicable to the site, as an FSR of 2.5:1 (applied to the whole site) would actually enable a development outcome equivalent to an FSR of 2.8:1 on the developable portion of the land.

Accordingly, it is recommended that should the planning proposal proceed, it should be amended to simply and transparently apply a floor space ratio of 2.8:1 to the portion of the land zoned B7 Business Park. This more clearly represents the outcome demonstrated within the Proponent's development concepts which would be enabled by the planning proposal.

While the planning proposal seeks to apply a consistent floor space ratio across the entire site, the proponent intends to realise the full development uplift through redevelopment of the existing building located at 4 Burbank Place. The Proponent has indicated that they do not intend to demolish or redevelop the existing building at 2 Burbank Place as this would require termination of the existing tenant agreements, reducing the viability of redevelopment. Accordingly, should the proposal proceed and subsequent development consent be granted for redevelopment at 4 Burbank Place in accordance with the development concept, this would result in achievement of the maximum permissible floor space ratio and no further redevelopment of 2 Burbank Place would be possible under the proposed controls (with the exception of the approved 7th storey addition).

d) Views from Bella Vista Farm Park

The Bella Vista Homestead Complex is a state-significant heritage conservation area located approximately 640m from the subject site. The significance of the site is linked to its ridgetop location and the views to and from the site in the locality. The subject planning proposal seeks to increase the permissible Height of Buildings from RL 116 metres to RL 141.5 metres. While the proposal is not located within any specifically identified view corridors, it would nonetheless impact on panoramic views from the Farm, along with all other strategically identified development uplift within the Norwest, Bella Vista and Kellyville station precincts. Should the planning proposal proceed, it is anticipated that consultation with the Office of Environment and Heritage would be required as a condition of any Gateway Determination issued.

e) Traffic and Parking

i. Traffic Generation

A traffic report has been prepared and submitted by the Proponent, based on the initial development concept of a 22-storey building with 1,197 car parking spaces (at a rate of 1 space per 29m² GFA). The assessment estimates that the proposed redevelopment of the site would generate an additional 330 AM trips and 250 PM trips and concludes that the proposed development will only marginally affect the Level of Service of all major approach roads to the site, stating that:

- The intersection of Solent Circuit between Norwest Boulevard and Inglewood Place would operate at Level of Service “B” or better;
- The intersection of Norwest Boulevard between Windsor Road and Columbia Place would operate as Level of Service “C”;
- All other roads would continue to operate at their current levels of service;
- The proposed development would not affect the current operation of the intersection of Norwest Boulevard with Windsor Road;
- The proposed development would not affect the current operation of the intersection of Solent Circuit with Fairway Drive; and
- The provision of traffic signals at the intersection of Norwest Boulevard and Solent Circuit East as well as Norwest Boulevard, Solent Circuit West and Reston Grange would result in considerably improved conditions within the locality.

The traffic report does not take into consideration the potential impacts of the proposal in light of the cumulative growth and development anticipated across the broader Norwest locality in the future. The absence of this regional and local modelling means that a holistic assessment of the traffic impacts associated with this proposal in the context of the broader Norwest Precinct cannot be completed at this time.

However, Transport for NSW has recently committed to funding the required regional traffic modelling work for the Castle Hill, Showground and Norwest Precincts and it is anticipated that tendering for the completion of this work will commence shortly. This modelling will analyse the impacts of cumulative growth anticipated within the Norwest Precinct and identify

any required traffic infrastructure upgrades or improvements required to support this growth. Should the proposal proceed to Gateway Determination, it is anticipated that there would be further opportunities through the subsequent process to consider the proposal in light of the outcomes and findings of the regional traffic and transport modelling, once completed. Discussions with the Proponent would also be required to ensure that future development on the site makes a fair and reasonable contribution towards future traffic and public domain upgrades required to support growth within the Norwest Precinct.

ii. Car Parking

In May 2019, the Local Planning Panel raised significant concerns with respect to the original proposal to include 9-10 levels of above ground car parking. In response to this advice, the Proponent has reiterated the engineering and viability constraints to providing any more than two (2) basement parking levels and has amended the proposal to reduce the provision of car parking on the site, enabling the subsequent removal of 6 storeys of proposed above ground parking.

Based on the extent of commercial uplift sought, a comparison between existing and proposed parking rates, as well as the resultant built form outcome, is provided below.

	Existing DCP Requirement	Original Proposal (May 2018)	Revised Proposal (September 2018)	Revised Proposal (August 2019)
Car Parking	1,389 spaces (1 / 25m ² GFA)	1,197 spaces (1 / 29m ² GFA)	1,197 spaces (1 / 29m ² GFA)	872 spaces (1 / 40m² GFA)
Built Form	24 storeys	22 storeys	22 storeys	16 storeys

Table 3
Comparison of Parking Rates

The Proponent's revised proposal utilises Council's Commercial Centres parking rate, which was established prior to the opening of the Sydney Metro Northwest and has been applied to the centres of Castle Hill, Rouse Hill and Baulkham Hills in recognition of the availability of bus services to and from these centres. While the Commercial Centres rate has not been revisited following the opening of the Sydney Metro Northwest and does not currently apply to the Norwest Strategic Centre, information submitted by the Proponent justifies the application of this rate on the following grounds:

- The site is within easy walking distance of the now operational Sydney Metro Northwest. The current parking rates applicable to the Norwest Precinct were established prior to the availability of high-frequency public transport and no longer accurately reflect the level of demand for parking within this precinct;
- Departure from current DCP rates is considered appropriate at this early point in the planning proposal process, in parallel to concurrent traffic modelling for the Norwest Precinct which can be used to verify the adequacy of the rates prior to finalisation of the planning proposal;
- The traffic assessment (trip generation calculations and intersection performance) demonstrates satisfactory traffic outcomes when a parking rate of 1 space / 29m² GFA is applied. A further reduction in the number of parking spaces will therefore result in even lower trip generation from the proposed development; and
- The proposal is accompanied by a commitment to implement a Green Travel Plan which encourages and facilitates an increased mode shift towards public transport.

It is acknowledged that the parking rate currently applicable to the Norwest Precinct (1 space per 25m² of GFA) is broadly equivalent to 1 space for every employee within a development, which assumes that nearly 100% of workers will access the site using private vehicle and 0% of workers will utilise public transport. Accordingly, despite the strategically identified development uplift being directly related to the provision of the Sydney Metro Northwest, the continued application of this rate would fail to take into account any change to the travel behaviour of workers as a result of the site now being located within 750 metres walking distance of high frequency public transport.

The Proponent has proposed application of Council's Commercial Centres Rate, identifying that this is an alternative and lower rate which already applies to a number of other centres within The Shire. However, it is noted that Council's Commercial Centres parking rate was also established prior to the opening of the Sydney Metro Northwest and has typically been applied in recognition of the availability of bus services to and from the centres of Castle Hill, Rouse Hill and Baulkham Hills, not the availability of the Sydney Metro Northwest.

In order to investigate a more appropriate parking rate to apply to land within a walkable catchment of the Sydney Metro Northwest, detailed analysis of other high density employment centres which are serviced by high frequency public transport has been undertaken. These centres include Macquarie Park, St Leonards, Parramatta, Chatswood, Bondi Junction and North Sydney. Whilst these locations are not considered to be directly comparable to the site in terms of character, scale and built form, they are considered to provide a reasonable indication of future travel behaviour of workers, to assist with establishing an assumption regarding the likely future vehicular trips/parking requirements associated with development.

The analysis has considered 2011 Census Journey to Work data to determine the percentage of workers that drive to work by private vehicle (unfortunately, Journey to Work data derived from the 2016 Census is not available for specific employment areas). Based on the 2011 data, the percentage of workers that drove to a place of work within an approximate 800 metres radius from each station was as follows:

- St Leonards – 40%
- Parramatta – 43%
- Chatswood – 41%
- Bondi Junction – 32%
- North Sydney – 26%
- Macquarie Park – 64% (it is noted that as the operation of the Epping to Chatswood rail line (through Macquarie Park) only commenced in 2009, this figure may not accurately reflect increasing patronage of the railway over time and the longer term shift in travel behaviour).

On average, approximately 40% of workers within 800 metres of the above stations drove to work via private vehicle. If the data for Macquarie Park were to be excluded, the average of workers that drove to work via private vehicle would reduce to 36%. If it is assumed that a similar modal split is experienced within Norwest in the future, demand for parking spaces within the catchment of Norwest Station would be as follows:

- 1 space per 62.5m² of GFA, if 40% of workers arrive via private vehicle;
- 1 space per 71.4m² of GFA, if 35% of workers arrive via private vehicle; or
- 1 space per 83.3m² of GFA, if 30% of workers arrive via private vehicle.

Neither the existing parking rate applicable to the site nor the Commercial Centres parking rate has been updated to respond to the provision of the Sydney Metro Northwest. Further, both parking rates assume that over the longer term, despite the Metro, a substantially high proportion of workers (between 65%-100% of workers) will continue to access Norwest

Business Park via private vehicle, in comparison to the data for other comparable centres where only 26%-43% of workers drive via private vehicle.

Having regard to the above, it is appropriate to consider a reduction in the minimum rate of parking required on the site, with the above data indicating that a more appropriate parking rate for commercial development within the Norwest Precinct would be in the range of between 1 space per 60m² of GFA and 1 space per 80m² of GFA.

While it is difficult to quantify the exact extent of modal shift to public transport only months after the commencement of Metro services, a rate of 1 space per 60m² would represent a reasonable reduction to parking requirements given the recent provision of the Sydney Metro Northwest, whilst still remaining conservative and providing sufficient parking to enable 40% of future workers to access the site via private vehicle. This rate would also align with Council's recent decision with respect to the planning proposal for the Norwest Station Site, where Council resolved to apply a reduced parking rate of 1 space per 60m² GFA.

If Council were to proceed with this reduced parking rate, it is important to note that:

- a) Parking requirements are specified as *minimum* rates within Council's DCP and are not mandated through primary controls contained within Council's LEP. When specified as *minimum* parking rates, individual developers would continue to have discretion to provide parking at a higher rate on any individual site, in response to market demands or the requirements of any specific tenants; and
- b) As the planning proposal primarily relates to amendments to the primary controls under LEP 2012 (to increase the maximum FSR and building height), should the substantive elements of the planning proposal proceed to Gateway Determination, there would be further opportunity to re-assess parking requirements for this site and the broader Norwest Precinct through amendments to Council's DCP, as regional traffic modelling work for the Precinct is completed and further data on patronage of the Metro becomes available.

In the context of this proposal, the application of a reduced parking rate of 1 space per 60m² of GFA would result in the requirement for 579 spaces to be provided, allowing for a further 4 storeys of above ground parking to be removed (compared with the current version of the proposal). This would enable the same extent of commercial development uplift to be achieved within a 12 storey built form (rather than the currently proposed 16 storey built form).

iii. Strategic relationship between traffic, parking and commercial investment

Having regard to the recent opening of the Sydney Metro Northwest and the strategically anticipated uplift in development yields within the Norwest Business Park, it is critical to consider the inherent relationship between increased yield, car parking rates, traffic generation and the viability of commercial investment within the Norwest Precinct.

For example, the current maximum floor space ratio of 1:1 which broadly applies to the area of the Business Park bound by Norwest Boulevard, Solent Circuit and Strangers Creek (see below) would accommodate commercial development with approximately 3,672 jobs and approximately 3,672 associated car parking spaces (based on the minimum parking rate currently applicable under the DCP). The extent of traffic generated by a development is causally related to the availability (or otherwise) of car parking within that development and it can therefore be reasonably assumed that the capacity of the current road network surrounding this development area has been planned to accommodate the local traffic associated with up to 3,672 car parking spaces within this area.

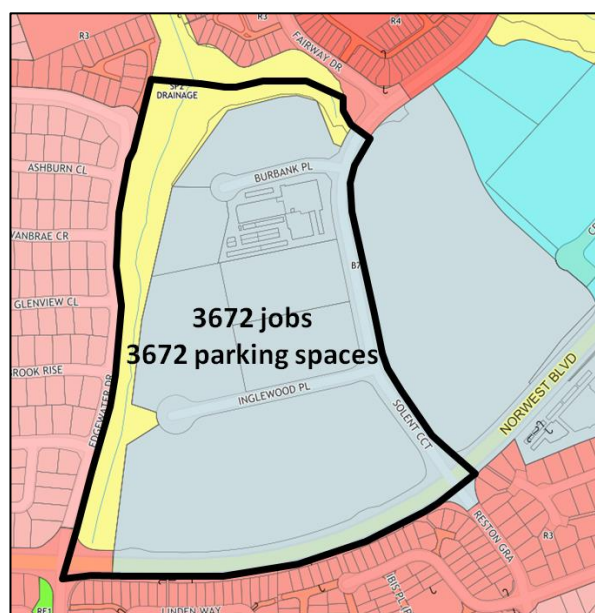


Figure 17

Potential jobs (and parking spaces) under current controls within the western frame of Norwest Business Park

As a result of the Sydney Metro Northwest, the Strategic Framework (The North West Rail Link Corridor Strategy and The Hills Corridor Strategy) now anticipates significant uplift in development potential, broadly equivalent to a doubling of the existing maximum floor space ratio applicable to this land (from 1:1 to 2:1).

While it is acknowledged that any uplift in development potential will require associated improvements to the surrounding traffic network (to be further identified through regional traffic modelling for the Precinct), the parking rates that Council chooses to apply in association with the anticipated development uplift will ultimately be a key determinative factor in the extent of increased traffic and scale (and cost) of upgrades required. A high-level analysis of the increased number of parking spaces (and traffic generation) that would be associated with anticipated development uplift dependent on the application of different parking rates is provided below.

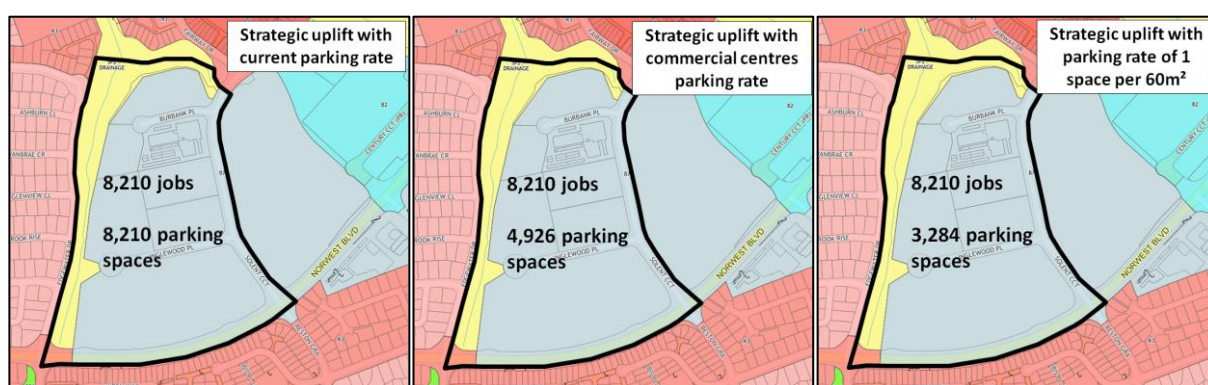


Figure 18

Parking spaces required in association with uplift anticipated under The Hills Corridor Strategy

Having regard to the discussion and analysis above, the following is noted:

- An average increase in the maximum floor space ratio applicable to this area from 1:1 to 2:1, with continued application of the existing DCP parking requirement (1 space per 25m²), would result in double the number of parking spaces within this area and as a result, double the potential extent of traffic generation compared with development permitted under the current controls.

- An average increase in the maximum floor space ratio applicable to this area from 1:1 to 2:1, with application of the Council's Commercial Centres Rate (1 space per 40m²), would result in a 34% increase in the number of parking spaces within this area and as a result, a potential increase of 34% in the extent of traffic generation associated with employees compared with development permitted under the current controls.
- An average increase in the maximum floor space ratio applicable to this area from 1:1 to 2:1, with application of a reduced parking rate of 1 space per 60m² of GFA, would result in a net decrease of 10.6% in the number of parking spaces within this area and as a result, no major increase in the extent of traffic generation associated with employees compared with development permitted under the current controls.
- The high cost of providing car parking, high minimum parking rates and need for improvements to the public domain and walkability within the Norwest Precinct are often cited as key barriers to attracting commercial investment. In comparison to the current DCP parking rate of 1 space per 25m², the application of a reduced parking rate of 1 space per 60m² of GFA would reduce the potential cost of development within this area of the Precinct by up to \$250-\$300 million (assuming an average cost of between \$50,000 and \$60,000 per space). This would greatly reduce the barrier to financial investment in Norwest and enable a greater contribution from development towards improving the public domain within the Precinct.

In proceeding with precinct planning for the Norwest Precinct and in the assessment of site-specific planning proposals, it is critical to consider the balance between:

- a) Enabling strategically identified development uplift and capitalising on the Sydney Metro Northwest to increase the provision of jobs within the Shire;
- b) Minimising the potential traffic generation associated with strategically anticipated development uplift, to avoid exacerbating existing road congestion or incurring unfeasible infrastructure upgrade costs;
- c) Ensuring an adequate provision of *minimum* parking rates to align with forecast changes in travel behaviour within the catchment of the Norwest Station; and
- d) Reducing financial barriers to commercial investment within the Norwest Precinct as a result of high minimum car parking rates, whilst still retaining the flexibility for individual developers to provide parking at a higher rate in response to market demands and feedback.

Having regard to the strategic relationship between parking, traffic generation and the viability of commercial investment, as well as the detailed analysis of travel behaviour within comparable centres, it is considered that a parking rate of 1 space per 60m² for commercial floorspace within the Norwest Precinct represents an appropriate and justified balance between all relevant factors.

iv. Scenario analysis – 2-4 Burbank Place

With respect to specific outcomes for this proposal at 2-4 Burbank Place, a number of scenarios are provided below which demonstrate the approximate relationship between parking, traffic, built form and cost of development on the site:

Scenario 1 – Current Controls (Maximum Potential)

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
1.4:1	19,446m ²	778	778 spaces (1 / 25m ²)	778	\$38.9 million	9-10 storeys

Scenario 2 – Uplift to 2:1, with current parking rate

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
2:1	27,780m ²	1,111	1,111 spaces (1 / 25m ²)	1,111	\$55.6 million	16 storeys

Scenario 3 – Uplift to 2:1, with Commercial Centres parking rate

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
2:1	27,780m ²	1,111	695 spaces (1 / 40m ²)	695	\$34.8 million	10 storeys

Scenario 4 – Uplift to 2:1, with reduced parking rate of 1 space per 60m²

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
2:1	27,780m ²	1,111	463 (1 / 60m ²)	463	\$23.2 million	8 storeys

Scenario 5 – Uplift to 2.5:1, with current parking rate

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
2.5:1	34,725m ²	1,389	1,389 (1 / 25m ²)	1,389	\$69.5 million	24 storeys

Scenario 6 (current proposal) – Uplift to 2.5:1, with Commercial Centres parking rate

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
2.5:1	34,725m ²	1,389	872 (1 / 40m ²)	872	\$43.6 million	16 storeys

Scenario 7 – Uplift to 2.5:1, with reduced parking rate of 1 space per 60m²

FSR	GFA	Jobs	Parking	Potential Employee Vehicle Trips	Indicative Cost of Parking	Height (storeys)
2.5:1	34,725m ²	1,389	579 (1 / 60m ²)	579	\$30 million	12 storeys

Based on the above analysis, it is considered that Scenario 7 is the most appropriate and balanced outcome for the site, having regard to the strategically identified uplift, analysis of other comparable centres and the strategic relationship between parking, traffic, commercial investment and scale of resultant built form.

5. OPTIONS

The following options are presented for the Panel's consideration:

Option 1

The planning proposal should not proceed to Gateway Determination as it is marginally in excess of density and built form anticipated within the applicable strategic planning framework and precedes the completion of detailed precinct planning for Norwest, including regional traffic modelling.

Option 2

The planning proposal should proceed to Gateway Determination, amended to apply a Floor Space Ratio of 2.8:1 to the B7 Business Park zoned land only and remove any reference to Schedule 1 Additional Permitted Uses. Application of Council's Commercial Centres Parking Rate (1 space per 40m² GFA) would result in a 16 storey development outcome (RL 141.5 metres).

Option 3

The planning proposal should proceed to Gateway Determination, amended to utilise a reduced parking rate of 1 space per 60m² GFA and enable a 12 storey development outcome (RL 126 metres), apply a Floor Space Ratio of 2.8:1 to the B7 Business Park zoned land only and remove any reference to Schedule 1 Additional Permitted Uses.

Based on the analysis contained within this report, it is recommended that Council proceed with Option 3. This would enable the strategically identified uplift to occur in way which appropriately balances the relevant planning factors and has regard to the strategic relationship between parking, traffic, commercial investment and scale of resultant built form.

It should be noted that a 12 storey built form outcome on this site would result in a maximum building height of RL 126 metres. This aligns with the absolute height recently approved for nearby land at 8 Solent Circuit of RL 126 metres, which would facilitate a 10 storey outcome (planning proposal currently awaiting finalisation). The diagram below provides a view of a potential 12 storey outcome on the site, in the context of other proposals in the locality.

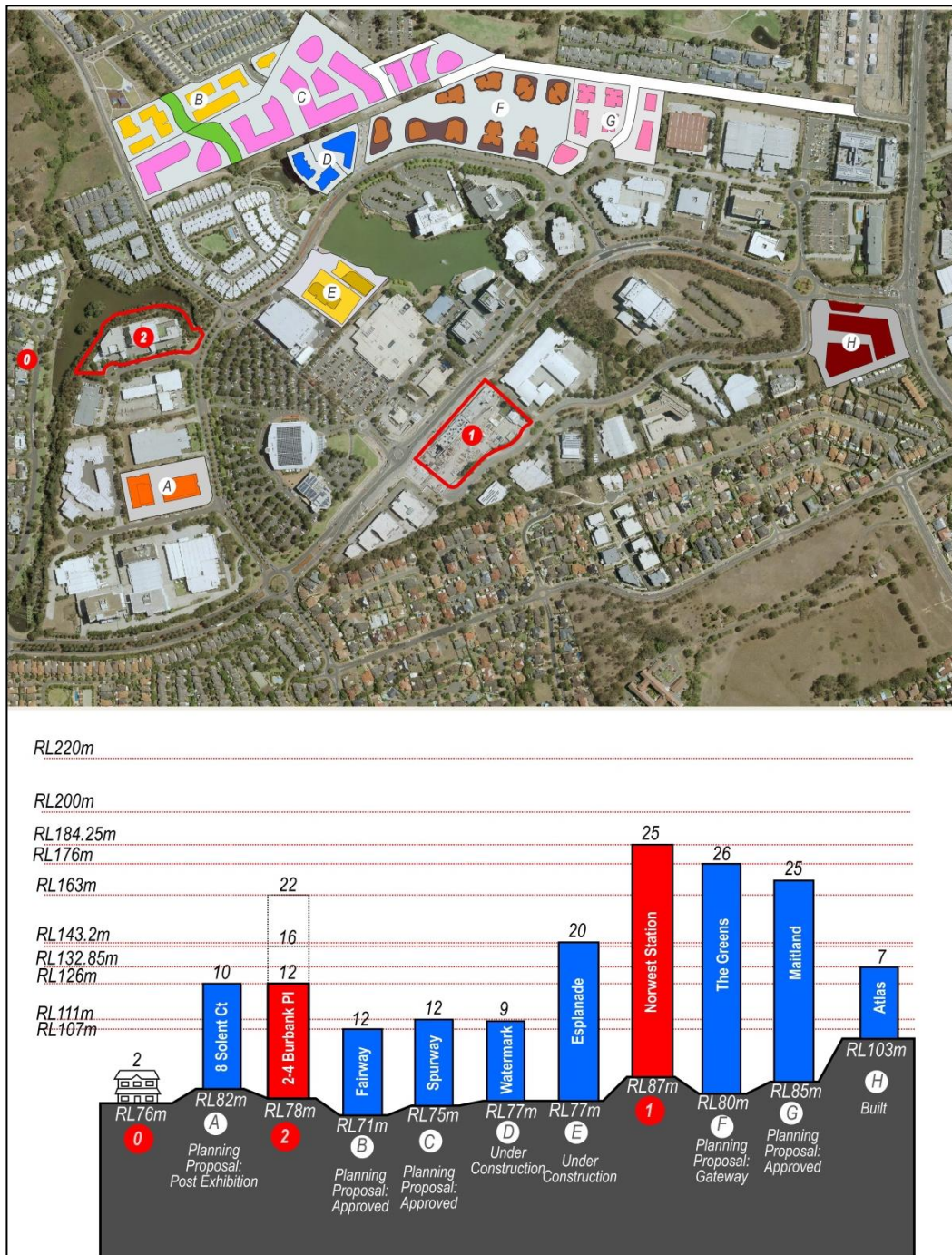


Figure 19

Comparison of heights for planning proposals that have been progressed in the Norwest Precinct

IMPACTS

Financial

The planning proposal has no impact on Council's budget or forward estimates.

Strategic Plan – The Hills Future

The Hills Future aims to manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations. The planning proposal seeks to better utilise the existing site to provide for additional employment opportunities, consistent with the Strategic Plan. The revised scale and built form of the development is considered appropriate given the location of the site within the Norwest Strategic Centre and specialised employment precinct.

RECOMMENDATION

1. It is recommended that a planning proposal to amend LEP 2012 to apply a maximum floor space ratio of 2.8:1 and maximum building height of RL 126 metres to the portion of land at 2-4 Burbank Place, Norwest zoned B7 Business Park (as per Option 3 in Section 5 of this report) proceed to Gateway Determination for the following reasons:
 - a) The proposal is consistent with the strategic planning framework as it seeks to facilitate additional commercial development uplift in close proximity to the Norwest Metro Station, contributing to job targets and reinforcing the role of Norwest as a specialised commercial office precinct. The proposal does *not* seek to introduce any residential or other mixed uses on the site and as such, would support the retention and long term viability of strategically identified employment lands;
 - b) The proposal demonstrates an appropriate balance between realising the additional commercial development uplift envisaged by the strategic planning framework and enabling an appropriate built form outcome at this location within the business park, at the interface with public domain and low density residential areas; and
 - c) The proposal has appropriately responded to concerns previously raised regarding excessive building height which was driven by the substantial quantity of above ground car parking levels previously proposed. It is considered that the application of a reduced parking rate of 1 space per 60m² is appropriate given the site is located within the Norwest Station Precinct, 750 metres walking distance from the Norwest Metro Station.
2. Council should consider amendments to The Hills Development Control Plan Part C Section 1 – Parking to apply a reduced parking rate of 1 space per 60m² of commercial gross floor area to land at 2-4 Burbank Place, Norwest.
3. Council should proceed with discussions with the Proponent for the preparation of a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards infrastructure and public domain improvements in the Norwest Business Park.

ATTACHMENTS

1. Planning Proposal and Attachments (Under Separate Cover)