

## MINUTES – LOCAL PLANNING PANEL, 15 MAY 2019

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

**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:** 15 MAY 2019  
LOCAL PLANNING PANEL

**AUTHOR:** TOWN PLANNER  
KAYLA ATKINS

**RESPONSIBLE OFFICER:** **ACTING 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	13,890m <sup>2</sup>
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 STRATEGY
Political Donation	NONE DISCLOSED
Recommendation	THAT THE PLANNING PROPOSAL NOT BE FORWARDED TO THE DEPARTMENT OF PLANNING AND INDUSTRY FOR A GATEWAY DETERMINATION

**SPEAKERS:**

Simon Wilkes, Associate Director, Urbis (Proponent)

**COUNCIL OFFICER'S RECOMMENDATION:**

That the Planning Proposal not proceed to Gateway determination.

**LOCAL PLANNING PANEL DECISION:**

The Panel agreed with the Council officer's report that the Planning Proposal not proceed to Gateway determination on the basis that:

1. The planning proposal for land at 2-4 Burbank Place, Norwest not proceed to Gateway Determination, on the basis that:
  - a) The proposal is inconsistent with the desired future built form outcomes envisaged in the Norwest Precinct, as reflected in the North West Rail Link Corridor Strategy and The Hills Corridor Strategy. 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;
  - b) 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
  - c) 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.
  - d) 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
2. 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. The Panel supports the priority progression of traffic and transport modelling for Norwest to enable Council to strategically set height, density and car parking controls across the precinct which enable the significant investment in the North West Rail Line to be realised.

**REASONS**

For the reasons outlined in the Council officer's report. The Panel included the additional point 1(d) above to reflect its concern that aboveground car parking to the extent proposed is inappropriate. The Panel made a number of minor amendments to the recommended reasons for refusal.

**VOTING:**

Unanimous.

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

<b>THEME:</b>	Shaping Growth
<b>OUTCOME:</b>	5 Well planned and liveable neighbourhoods that meets growth targets and maintains amenity.
<b>STRATEGY:</b>	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.
<b>MEETING DATE:</b>	<b>15 MAY 2019</b> LOCAL PLANNING PANEL
<b>AUTHOR:</b>	<b>TOWN PLANNER</b> KAYLA ATKINS
<b>RESPONSIBLE OFFICER:</b>	<b>ACTING MANAGER – FORWARD PLANNING</b> NICHOLAS CARLTON

---

<b>Proponent</b>	<b>URBIS PTY LTD ON BEHALF OF GU CUSTODIAN PTY LTD</b>
<b>Owner</b>	<b>GU CUSTODIAN PTY LTD</b>
<b>Planning Consultant</b>	<b>URBIS</b>
<b>Architect</b>	<b>SCOTT CARVER</b>
<b>Urban Designer</b>	<b>SJB URBAN</b>
<b>Traffic Consultant</b>	<b>TDG AUSTRALIA</b>
<b>Site Area</b>	<b>13,890m<sup>2</sup></b>
<b>List of Relevant Strategic Planning Documents</b>	<b>GREATER SYDNEY REGION PLAN CENTRAL CITY DISTRICT PLAN NORTH WEST RAIL LINK CORRIDOR STRATEGY MINISTERIAL DIRECTIONS HILLS CORRIDOR STRATEGY LOCAL STRATEGY</b>
<b>Political Donation</b>	<b>NONE DISCLOSED</b>
<b>Recommendation</b>	<b>THAT THE PLANNING PROPOSAL NOT BE FORWARDED TO THE DEPARTMENT OF PLANNING AND INDUSTRY FOR A GATEWAY DETERMINATION</b>

## 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 seeks to increase the floor space ratio and maximum building height applicable to the site to facilitate the retention of one 6 storey commercial building and provision of a new 22 storey commercial building on the site.

The proposal to increase the density of commercial development across the site is generally consistent with the strategic planning framework. However, the proposal to retain the existing 6 storey building results in the distribution of *all* additional floor space into the proposed new building (with an equivalent floor space ratio of approximately 5:1). This approach to redeveloping the site, in combination with the proposed inclusion of 9 levels of above ground car parking, results in an inappropriate built form outcome in the context of the site.

Following consideration and assessment of the proposal, it is recommended that:

1. The planning proposal not proceed to Gateway Determination, on the basis that:
  - a) The proposal is inconsistent with the desired future built form outcomes envisaged in the Norwest Precinct. 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;
  - b) 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
  - c) 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 exceed the capacity of the local and regional road network.
2. 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).

## THE HILLS LOCAL ENVIRONMENTAL PLAN 2012

The planning proposal 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 (9 storeys)	RL 157.8m (22 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

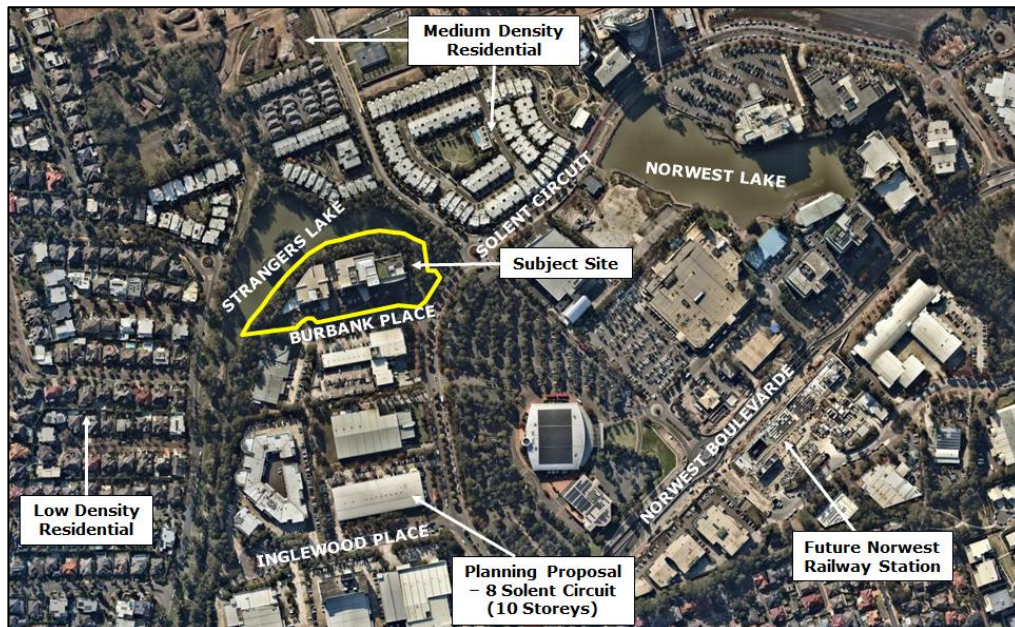
The purpose of this report is to present a planning proposal applicable to land at 2–4 Burbank Place, Norwest (Lot 4054 DP 1070487) to the Local Planning Panel for advice, in accordance with Section 2.19 of the Environmental Planning and Assessment Act 1979.

The planning proposal seeks to amend the maximum building height and floor space ratio controls applicable to the site, as well as introduce additional permitted uses over the portion of the site zoned SP2 Infrastructure Schedule 1 of LEP 2012.

### 1. THE SITE

The site is located within the Norwest Business Park. It is irregular in shape and has an area of approximately 13,890m<sup>2</sup>. Access to the site is provided at three (3) different points along Burbank Place. It is approximately 750m walking distance from the future 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.

The subject site currently contains two office buildings which are 4-6 storeys in height, accommodating a combined gross floor area of 13,890m<sup>2</sup>.



**Figure 1**  
Site locality



**Figure 2**  
Existing development as viewed from Burbank Place



**Figure 3**  
Existing Development on the site viewed from across Strangers Lake

In 2013, development consent was issued for 2,293m<sup>2</sup> of additional commercial office space as a 7<sup>th</sup> floor addition to 2 Burbank Place however this is yet to be constructed.



**Figure 4**  
Approved 7th Level at 2 Burbank Place not yet constructed (existing building envelope in red)



The site was also subject to a previous planning proposal (8/2015/PLP) which was finalised in October 2015. This previous planning proposal amended the floor space ratio from 1:1 to 1.4:1 in recognition of the strategic location of the site within the Norwest Business Park and proximity to the future Norwest Railway Station.

Noting that the approved 7<sup>th</sup> floor addition has not been constructed, the current controls would permit up to 17,291m<sup>2</sup> of commercial gross floor area on the land, being 3,400m<sup>2</sup> more than achieved within the current development.

## 2. DESCRIPTION OF THE PLANNING PROPOSAL

The planning proposal seeks to amend LEP 2012 to facilitate the development of a twenty-two (22) storey commercial building. The design concept proposes to retain the existing 6 storey building at 2 Burbank Place and facilitate a new 22 storey building at 4 Burbank Place comprising 11 storeys of commercial office space, nine (9) levels of above ground parking, a lobby and café and two (2) levels of basement parking.

The planning proposal would allow for a total gross floor area of 34,725m<sup>2</sup>, being an additional 17,434m<sup>2</sup> beyond what could be achieved under the current controls.

To achieve this outcome, the proposal 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 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 (9 storeys) to RL 157.8m (22 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 the entire site area in the calculation of floor space ratio).

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 5**  
Proposed Height Distribution Across the Site



**Figure 6**  
Proposed elevation from Strangers Lake



**Figure 7**  
Proposed elevation from Burbank Place



### 3. 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) Calculation of Floor Space Ratio
- e) Traffic Generation and Road Infrastructure; and
- f) Views from Bella Vista Farm Park.

#### 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 more commercial floor space and a greater number of jobs in an identified strategic centre.

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. While the subject site is located on the periphery of the commercial core of Norwest, increased development opportunities on the site will support the core through its commercial use and the increased commercial capacity sought under the planning proposal.

- 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 future Norwest railway station. However, further consideration of traffic improvements throughout the Norwest Business Park are needed to improve movement throughout the Precinct and access to the strategic centre of Norwest.

Planning Priority C10 seeks to grow investment, business opportunities and jobs in strategic centres. The subject site is located on the periphery of the commercial core of Norwest, however it is consistent with the planning priority in that it seeks to facilitate additional commercial office space that will support the viability of the centre as a commercial office precinct. The planning proposal will contribute approximately 733 additional jobs towards the target of 49,000 to 53,000 total jobs identified for Norwest in the Plan.

- North West Rail Link Corridor Strategy

The North West Rail Link Corridor Strategy sets the framework to guide future development around the eight (8) new railway stations. The Norwest Structure Plan proposes a commercial core adjacent to the station and around the perimeter of Norwest Lake (see figure below). It is envisaged that this area will become a high intensity commercial core with high quality commercial floor space and expanded opportunities for retail. The Structure Plan identifies building heights of 8-10 storeys within the core.



**Figure 8**  
Commercial Core - Norwest Structure Plan

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. This portion of the Precinct provides the opportunity to integrate future development into the character of the area and transition the bulk and scale of development downwards to integrated into low density areas adjoining the edge of the Precinct.



**Figure 9**  
Business Park – Norwest Structure Plan

While the use of the site as commercial premises use and increase in commercial floor space capacity are consistent with the Structure Plan, the scale and height of the proposed built form is beyond what is envisaged for the locality. Given the principles of transit oriented development and transition of heights down from the centre of the Precinct (where the highest densities are located closest to transport), it is anticipated that the business park area would generally be of a lower scale than the commercial core (i.e. below 8-10 storeys).

- 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 and mixed use development to be located in closest proximity to Norwest Station. The Hills Corridor Strategy envisages higher densities (and in turn built form) closer to the station. The Strategy envisages an employment floor space ratio of 2:1 for the site (which would translate to a built form ranging from 6 to 12 storeys, where floor space is more evenly spread across the site).

The Strategy emphasises the need to transition heights across the Precinct, to reduce the visual impact on surrounding lower and medium density areas and focus density closest to transport. This sets the framework for the overall urban structure, aiding in wayfinding, orienting pedestrians and drivers in the precinct by identifying the location of the station with the tallest buildings. It also enables a transition in the scale of built form away from the station, with lower scale development at the periphery of the Precinct to ensure appropriate interfaces with existing low density areas. The planning proposal is not consistent with the desired future outcome as it seeks to achieve all potential uplift on the site within one single 22 storey at the periphery of the precinct. A built form outcome more consistent with the Strategy could be achieved by more evenly distributing the potential gross floor area across the site.

- 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 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;
- 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 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. The proposed amendment to Schedule 1 Additional Permitted Uses would permit development on parts of the flood prone lot where it is currently prohibited.

- Ministerial Direction 5.9 North West Rail Link Corridor Strategy

This Direction aims to promote transit-oriented development and manage growth around the eight new train stations of the North West Rail Link (now known as Sydney Metro Northwest)

and to 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 consistency with this Direction is discussed above under the North West Rail Link Corridor Strategy section. The planning proposal is inconsistent with this Direction as it proposes built form far beyond what is identified in the Norwest Structure Plan.

- 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 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 on planned centres. The planning proposal is consistent with this Direction in that it would contribute to the concentration of large scale commercial activity within the Norwest Business Park and reinforce the role of Norwest as a Specialised Centre. The density sought by the planning proposal is broadly consistent with the Centres Direction, if distributed more evenly across the site.

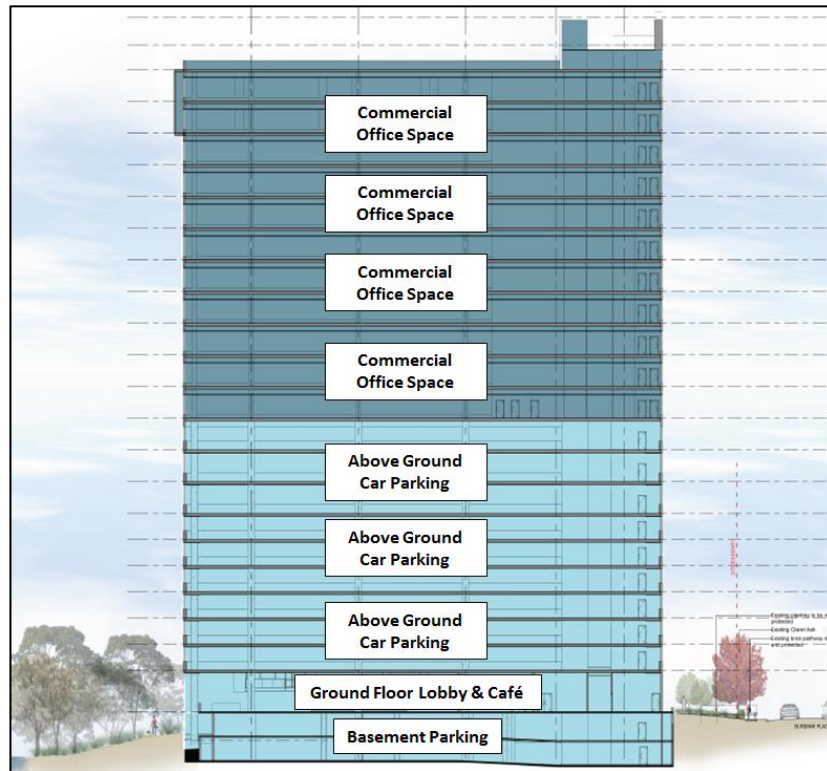
**b) Suitability of Proposed Built Form Outcome**

The proposed floor space ratio of 2.5:1 is generally consistent with the strategic planning framework and would typically be achieved within a built form ranging from 6-12 storeys in height (depending on building design).

In contrast to this, the proposal seeks to facilitate a 22 storey building at 4 Burbank Place. This is primarily a result of the following:

- The proposed retention of the existing 6 storey building at 2 Burbank Place, resulting in the concentration of all potential additional gross floor area into one single building at 4 Burbank Place;
- The proposed inclusion of SP2 Infrastructure land for the purpose of calculating the gross floor area potential of the site; and
- The proposed inclusion of 9 storeys of above ground car parking (due to economic and engineering constraints to providing any more than 2 basement car parking levels on the site). The proposal seeks to provide parking 1,197 spaces (at a rate of 1 space per 29m<sup>2</sup> of gross floor area). It is noted that Council's DCP control would require 1,389 spaces (based on a rate of 1 space per 25m<sup>2</sup>) or 868 spaces if Council's DCP rate for commercial centres was applied (1 space per 40m<sup>2</sup>).





**Figure 10**  
Proposed Building Elevation

Having regard to the site's location on the periphery of the Precinct and the built form outcomes envisaged for the land under the strategic planning framework, the proposed height of buildings is inappropriate on this site.

The urban structure for the Norwest Precinct as identified in the Hills Corridor Strategy envisages the tallest buildings being closest to the station. The reduction in heights further from the station allows the significant uplift anticipated throughout the Business Park to transition to a lower-scale form at the periphery of the Precinct and remain sympathetic to low density development beyond the Precinct boundary. This transition in height also ensures that visual impacts on low residential development which adjoins the Business Park are minimised.

The figure below provides a view of the proposed development from beyond the Norwest Precinct. The visualisation depicts the peripheral location of the subject site and provides a view to the south towards the future Norwest Railway Station and the commercial core of the precinct.



**Figure 11**  
Massing Visualisation of Proposed Height at 2-4 Burbank Place

A comparison between the absolute heights proposed through various planning proposals across the Norwest Precinct is demonstrated below. As shown, the proposed 22 storey building would be substantially taller than outcomes anticipated within the area of the Precinct. If progressed, the proposal to enable a 22 storey building at this location may set a precedent for built form and character at the periphery of the Norwest Precinct which is more aligned with outcomes and densities anticipated on and around the Norwest Station and Local Centre.



**Figure 12**  
Comparison of Heights for Planning Proposals in the Norwest Precinct

The planning proposal does not demonstrate an appropriate transition of building heights or integration with the surrounding character. Land beyond the boundary of the Norwest precinct is not identified for any further development uplift and this interface must therefore be managed appropriately, by transitioning heights down away from the core and Norwest Station towards sites at the periphery.

It is considered that a more appropriate development outcome could be achieved through a lower-scale built form, potentially ranging from 8-12 storeys. This would reduce the potential visual impact on adjoining low density residential development, contribute to the planned urban structure and transition of heights within Norwest and provide opportunity to buffer the visual impacts with existing mature landscaping.



### **c) Additional Permitted Uses and Application of Floor Space Ratio**

The planning proposal seeks to permit additional permitted uses over the SP2 Infrastructure zoned part of the land. The proposal does not identify an intention to develop on this part of the site (although the proposed amendments would theoretically permit this). Rather, the intention of the proposal is to enable the inclusion of this SP2 zoned land for the purpose of calculating floor space potential on the developable portion of the site.

The approach sought is inappropriate as it would lessen the effectiveness of the SP2 Infrastructure Zone, and remove protection against inappropriate outcomes on flood prone land. The Proponent was requested to remove the proposed floor space ratio from the SP2 land and recalculate the floor space ratio sought to apply only to the B7 zoned land.

While the Proponent has declined to revise the proposed amendments to the floor space ratio map, it is anticipated that the proposed development outcome would require a floor space ratio of 2.8:1 (if applied only to the developable B7 zoned land), rather than the 2.5:1 sought across the entire site (including SP2 land).

### **d) Calculation of Floor Space Ratio**

The planning proposal seeks to apply a consistent floor space ratio across the entire site however only seeks to achieve this potential uplift on one portion of the site (i.e. a 22 storey building at 4 Burbank Place). Should the proposal proceed and development consent be granted, it is likely that at some point in the future following the construction of this proposed 22 storey building, the redevelopment of the existing 6 storey building at 2 Burbank Place may be pursued.

To properly consider the broader, long term implications of the planning proposal, it is important to note that when viewed in isolation, the proposed development outcome on 4 Burbank Place has an equivalent floor space ratio of 5:1 on that individual parcel (not factoring in for the potential conversion of any above ground car parking to commercial floor space in the future).

If this proposal is progressed, it would likely set a precedent for built form and character at the periphery of the Norwest Precinct, which is more aligned with outcomes and densities anticipated on and around the Norwest Station and Local Centre. The existing strategic planning framework gives an indication of the likely appropriate built form and density in this locality (being 2:1 floor space ratio and 6-12 storeys).

### **e) Traffic Generation and Cumulative Impacts within the Norwest Business Park**

The traffic report provided by the proponent estimates that the proposed redevelopment of the site will generate an additional 330 AM trips and 250 PM trips. The report suggests that the proposed development will only marginally affect the Level of Service of all major approach roads to the site, stating that:

- The section of Solent Circuit between Norwest Boulevard and Inglewood Place would operate at Level of Service “B” or better;
- The section 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 intersections of Norwest Boulevard with Windsor Road and of Solent Circuit with Fairway Drive; and
- The provision of traffic signals at the intersection of Norwest Boulevard with Solent Circuit East and with Reston Grange and Solent Circuit would result in considerably improved conditions at that 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. Discussions are underway between the Department of Planning and Environment, Transport for NSW, RMS and Council with respect to the preparation of detailed traffic and transport modelling for Norwest Precinct. 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.

Should the proposal proceed in any form, there would be a requirement to consider the proposed outcomes in light of the regional traffic and transport modelling once completed and ensure that an appropriate mechanism is in place to secure a fair and reasonable contribution from the development towards future local and regional traffic upgrades.

**f) View Impact on 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 amend the Height of Buildings Map from RL116 to RL157.8. While the proposal is not located within any identified view corridors, it would nonetheless impact on panoramic views from the Farm and should the planning proposal proceed, further analysis would be required prior to exhibition to investigate the reasonableness of any impact on these views.

**IMPACTS**

**Financial**

The planning proposal has no impact of Councils 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 and is consistent with the Strategic Plan. However, the proposed scale and built form of the development is inappropriate at the periphery of the Norwest Business Park, in close proximity to existing low density residential development.

**RECOMMENDATION**

Following consideration and assessment of the proposal, it is recommended that:

1. The planning proposal for land at 2-4 Burbank Place, Norwest not proceed to Gateway Determination, on the basis that:
  - a) The proposal is inconsistent with the desired future built form outcomes envisaged in the Norwest Precinct. 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;
  - b) 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
  - c) 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.

2. 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).

## **ATTACHMENTS**

1. Planning Proposal and Attachments (Under Separate Cover)

<< Insert ALL attachments below the section break >>