

ITEM-3	PLANNING PROPOSAL - 8 SOLENT CIRCUIT, BAULKHAM HILLS (11/2018/PLP)
THEME:	Balanced Urban Growth.
OUTCOME:	7 Responsible planning facilitates a desirable living environment and meets growth targets.
STRATEGY:	7.2 Manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations.
MEETING DATE:	24 APRIL 2018 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	TOWN PLANNER JONATHAN TOLENTINO
RESPONSIBLE OFFICER:	MANAGER – FORWARD PLANNING STEWART SEALE

EXECUTIVE SUMMARY

This report recommends that a planning proposal to amend the floor space ratio and height of building controls applicable to land at 8 Solent Circuit, Baulkham Hills (Lot 4026 DP873565) be held in abeyance, pending the completion and receipt of detailed traffic modelling for the Norwest Station Precinct from the NSW Government (Transport for NSW).

The proposal seeks to amend The Hills Local Environmental Plan 2012, as it relates to 8 Solent Circuit, Baulkham Hills, to increase the maximum floor space ratio from 1:1 to 2.2:1 and increase the permissible maximum building height from RL116 metres (approximately 8 storeys) to RL126 metres (up to 10 storeys). The proposed amendments seek to facilitate redevelopment of the site to accommodate two (2) 10 storey commercial office buildings, with six (6) levels of office space, three (3) levels of above-ground car parking, a café and lobby at ground level and three (3) levels of basement car parking.

The planning proposal is consistent with the applicable State and Local strategic planning framework, including the North West Rail Link Corridor Strategy (Norwest Structure Plan), The Hills Corridor Strategy, the Central City District Plan and Council's Local Strategy. Of relevance, the Central City District Plan anticipates substantial growth in commercial floor space within Norwest to accommodate an additional 20,000 jobs and Action 45 of the Plan requires Council to strengthen Norwest through approaches that retain and grow the commercial capacity of the centre to achieve this target. The proposal seeks to enable uplift in commercial yield and would contribute towards the achievement of this target and reinforce the role and significance of Norwest. The proposal also demonstrates an appropriate outcome on the site, being within a 400m walking catchment of Norwest Rail Station and well-located to utilise planned and existing services and infrastructure within the Norwest Business Park.

Notwithstanding the strategic merit of the proposal, the lodgement of the proposal precedes the completion of detailed precinct planning for the Norwest Precinct and Council has not yet received detailed traffic modelling for the Norwest Station Precinct from the NSW Government (Transport for NSW). Critically, the proposal would enable an increase in traffic generated from the site from just under 200 peak hour vehicle trips (under current controls) to marginally over 400 peak hour vehicle trips. While the proponent's traffic analysis deems this increase to be appropriate when viewed in isolation (without accounting for cumulative growth across the remainder of the Precinct), Council is unable to properly assess the traffic impacts in the context of the broader Norwest Precinct and road network in the absence of detailed traffic modelling which accounts for all development uplift anticipated within Norwest.

In light of the unresolved concerns relating to traffic within the Norwest Precinct and the inability for Council to complete an adequate assessment of the cumulative traffic impacts associated with this proposal at this time, it is considered prudent that Council hold the proposal in abeyance until such time as adequate assessment of traffic impacts can be completed. The precedent of "doubling" the floor space of the business park would have strategic merit but would require significant alternative traffic management of the road network. This needs to be informed by a holistic study and it is necessary that solutions be identified before the uplift can be taken up.

The receipt of detailed traffic modelling from the NSW Government would enable the assessment of this proposal (and other proposals which seek development uplift) in the context of all future growth anticipated within the Precinct. This information would also enable Council to progress with the detailed precinct planning for the Norwest Precinct, with a view to identifying appropriate outcomes for all land within the Precinct and the infrastructure upgrades required to support anticipated growth.

PROPONENT

Calibre Consulting Pty Ltd

THE HILLS LOCAL ENVIRONMENTAL PLAN 2012

	Existing	Proposed by Proponent
Zone:	B7 Business Park	No change
Minimum Lot Size:	8,000m ²	No change
Maximum Height:	RL 116 metres (8 Storeys)	RL 126 metres (10 Storeys)
Maximum Floor Space Ratio:	1:1	2.2:1

POLITICAL DONATIONS

Nil disclosures by the Proponent.

REPORT

The purpose of this report is to consider the planning proposal to amend The Hills LEP 2012 as it relates to land at 8 Solent Circuit, Baulkham Hills, to increase the maximum floor space ratio from 1:1 to 2.2:1 and increase the maximum building height from RL116m (approximately 8 storeys) to RL126m (approximately 10 storeys).

THE SITE

The site is known as 8 Solent Circuit, Baulkham Hills (Lot 4026 in DP873565). It has a total area of nearly 1.2 hectares with frontages to Inglewood Place and Solent Circuit. The site has a moderate slope, from west to east and currently contains a two (2) storey office/warehouse building and associated open air car parking as well as some vegetation along the boundary.

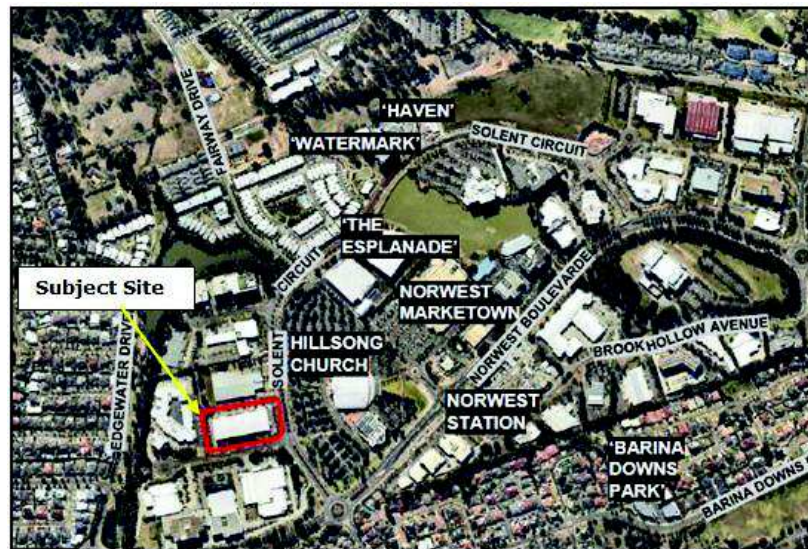


Figure 1
Aerial view of the site (site outlined in red)



Figure 2
Photo of subject site

The site is surrounded by similar style commercial and warehouse development to the North, West and South. Hillsong Church is located to the east of the site, and beyond this, Norwest Marketown Shopping Centre (350m walking distance). The site is located approximately 380 metres walking distance from Norwest Rail Station.

PLANNING PROPOSAL

The planning proposal seeks to enable the intensification of commercial development on the site, facilitating the demolition of the existing two (2) storey warehouse and construction of two (2) 10 storey commercial office buildings. The buildings would comprise a café and lobby at ground level, three (3) levels of above-ground car parking, six (6) levels of office space and three (3) levels of basement car parking as demonstrated below. A detailed overview of the concept plans are included in Attachment 1.



Figure 3
Proposed Development Concept

To enable the proposed development outcome, the proponent has requested that LEP 2012 be amended to increase the maximum floor space ratio from 1:1 to 2.2:1 and increase the maximum building height from RL116 metres (8 storeys) to RL126 metres (10 storeys).



Figure 4
Existing and Proposed Floor Space Ratio Maps (LEP 2012)



Figure 5
Existing and Proposed Building Height Maps (LEP 2012)

The construction of the buildings would be such that the three (3) levels of above-ground car parking would be capable of conversion into additional commercial floor space in the future, once the Sydney Metro Northwest is operational and travel and transport behaviour shifts (potentially decreasing the level of traffic generated from the site and the need for parking on the site). Importantly, this is *not* proposed as part of

the planning proposal application before Council and the conversion of these three (3) levels of parking into additional commercial floor space would not be certain and would only be permitted through a separate planning proposal in the future, should the developer wish to seek this outcome.

MATTERS FOR CONSIDERATION

The planning proposal requires consideration of the following matters:

- a) Strategic context;
- b) Traffic impacts;
- c) Voluntary Planning Agreement Offer;
- d) Heritage;
- e) Height of buildings; and
- f) Adaptable car parking and future planning proposal.

a) Strategic Context

The planning proposal is consistent with the applicable State and Local strategic framework and would cultivate investment, business and employment opportunities, add commercial floor space to improve the commercial viability of Norwest Business Park and enable appropriate development uplift on a site in close proximity to public transport (Norwest Railway Station). The strength of the current commercial offering within the Business Park is highlighted by consistently low (and decreasing) vacancy rates and with significant residential growth across the Shire, the Norwest Business Park has been identified within the strategic framework as the primary employment centre within the Shire, set to experience significant employment growth.

A detailed assessment of the proposal against the relevant strategic documents including the Greater Sydney Region Plan, Central City District Plan, North West Rail Link Corridor Strategy and Council's local strategic planning documents is provided in Attachment 2. Discussion of the consistency of the proposal against these strategies is provided below.

As part of the Greater Sydney Commission's *A Metropolis of Three Cities*, the Central City District Plan anticipates job growth within the Norwest Precinct to reach up to 53,000 jobs within the next 18 years (2036), comprising an additional 20,000 jobs. The Central City District Plan includes specific actions relating to the Norwest Business Park including Action 45, which requires Council to "*strengthen Norwest through approaches that retain and grow commercial capacity to achieve the centre's job targets*".

The Plan envisages that Norwest will transform from a traditional business park to a transit-oriented park comprising higher employment densities and a mixture of residential uses. The proposal would enable the provision of an additional 860 jobs within the Norwest Business Park, in the form of new commercial office space. Further, with increasing pressure for mixed use development and the encroachment of residential development at the periphery of the Business Park, the protection and uplift of core commercial sites, such as the subject site, would assist with the preservation and strengthening of Norwest's role and status and the delivery of new office space to the market.

The *North West Rail Link Corridor Strategy* provides a vision for how the areas surrounding the railway stations can be developed to increase employment and housing numbers. The Strategy envisages that Norwest Precinct alone (being part of the broader Norwest Business Park) will need to provide an additional 15,000 jobs, and approximately 225,000 – 375,000m² of commercial floor space by 2036. The subject site is identified as a short term opportunity site, suitable of accommodating commercial

office development required to meet the 2036 job targets. The planning proposal is a suitable response to the site's location and proximity to the future railway station and is entirely consistent with the objectives and outcomes within the North West Rail Link Corridor Strategy.

The Hills Corridor Strategy identifies the site as suitable for an Employment FSR of 2:1. The proposed floor space ratio of 2.2:1 and resultant built form outcome is therefore generally consistent with the desired outcomes of the Strategy.

It is noted that *North West Rail Link Corridor Strategy* and *The Hills Corridor Strategy* are both strategic documents which were intended to be followed by subsequent detailed precinct planning for each station precinct. The detailed precinct planning for the Norwest Precinct has not yet been completed, primarily due to unresolved issues relating to traffic and the need for the provision of detailed traffic modelling from the NSW Government (Transport for NSW). Traffic modelling for the Norwest Precinct would ultimately identify the capacity of the local and regional road network to support growth within the Precinct and it is possible that the capacity of this surrounding road network may be a key limiting factor to the scale of development that can be accommodated within the Precinct. While the proposal is largely consistent with these strategies, it does precede the completion of the more detailed planning investigations for the site and broader precinct.

b) Traffic impacts

The development of the site to its full potential compliant with the current controls would allow for approximately 11,700m² of commercial floor space. Based on RMS Traffic Generating Guidelines (2013), this would be likely to generate between 140 and 190 peak hour vehicle trips. In comparison to this, the proposed development would be likely to generate between 300 and 400 peak hour vehicle trips (based on a floor space ratio of 2.2:1). Accordingly, the proposal would be likely to result in between 160 and 210 additional peak hour trips, compared with permissible development under the current controls.

In assessing the increased traffic generation associated with the proposed development, the Traffic Assessment report submitted in support of the proposal (prepared by TDG traffic Consultants) identifies the following:

- *The roundabout located at Norwest Boulevard, Reston Grange and Solent Circuit (being the closest entry point to Norwest Boulevard to the site):* currently operates at a 'C' Level of Service, with an average delay time of 30.7 seconds and 38.5 seconds in morning and evening peak periods respectively. This intersection will be upgraded to traffic signals by RMS and the Traffic Assessment concludes that following the completion of this upgrade, the intersection would operate at a 'B' Level of Service (an improvement on the current situation) when the additional traffic generated from the site is accounted for (without any modelled increased in traffic from any other sites within the Precinct); and
- *The intersection of Solent Circuit and Inglewood Place (adjoining the site – currently sign-controlled only):* currently operates at near capacity, with average delay times of 55.6 seconds ('D' Level of Service) and 40.0 seconds ('C' Level of Service) in morning and evening peak periods respectively. The additional traffic generated by the proposal (without any modelled increase in traffic generation from other sites within the Precinct) would cause this intersection to operate at maximum capacity, with waiting times in excess of 70 seconds during morning and evening peak periods ('F' Level of Service). The traffic assessment report

identifies that in order to alleviate this unacceptable level of traffic congestion at the intersection, it would be necessary to provide a new roundabout at this location. A new roundabout at this location would improve traffic flows along Solent Circuit and enable safe and efficient movement in and out of Inglewood Place. This would not only improve the existing situation, but ensure improved access to future development in Inglewood Place which is likely to increase in scale and intensity in accordance with the applicable strategic framework.

In addition to these upgrades, it is noted that the following key upgrades along Norwest Boulevard are also planned within the Norwest Precinct:

- Signalisation of Norwest Boulevard, Century Circuit and Brookhollow Avenue (east) in conjunction with the opening of the Norwest Metro Station; and
- Signalisation of Norwest Boulevard and Solent Circuit (east) currently under construction in conjunction with residential development along Solent Circuit.

Despite these planned upgrades, the planning proposal precedes the completion of detailed precinct planning for the Norwest Precinct, the receipt of detailed traffic modelling from the NSW Government (Transport for NSW) and holistic consideration of all traffic management improvements required throughout the Precinct. In the absence of this, the traffic assessment completed by the proponent is ultimately inadequate as it assesses the potential impacts of the proposal in isolation and fails to consider the proposal in the context of additional growth and redevelopment anticipated within the remainder of the Norwest Precinct.

While it would be unreasonable to require this individual proponent to complete traffic modelling for the broader Norwest Precinct (something which the NSW Government has rightfully committed to completing and is currently undertaking), the absence of this modelling means that Council is unable to complete an adequate assessment of the traffic impacts associated with this proposal within the context of the broader Norwest Precinct at this time.

In assessing this proposal, it is important to have regard to both the "strategic" and "site specific" merit tests. Irrespective of the strategic merits of the proposal, it would be difficult to satisfy the "site specific" merit test at this time given:

- The capacity of the surrounding road network and impact of the proposal post-development of the site and post-development of the broader precinct is currently unknown (it is noted that Council has, on a number of occasions over the past 5 years, requested that the relevant traffic modelling and analysis for the Norwest Precinct be provided by the NSW Government in order to allow Council to assess individual proposals within the context of all future development that is anticipated within a precinct);
- Council cannot be certain that adequate services and infrastructure will be available to meet the demand arising from this proposal within the broader context of the Norwest Business Park post-development (specifically with respect to traffic infrastructure); and
- Council cannot be certain the draft Voluntary Planning Agreement offer (discussed in Section C below) represents adequate financial arrangements for the provision of new infrastructure, given the extent and cost of traffic upgrades required within the Norwest Precinct (post-development of this site and the broader precinct) is unknown.

For these reasons (and irrespective of the strategic merits of the proposal) it is prudent for Council to hold the proposal in abeyance, until such time as the detailed traffic modelling for the Precinct has been provided by the NSW Government. At this point, Council may continue to work with the proponent to fully assess the traffic impacts associated with the proposed uplift in development yield.

c) Voluntary Planning Agreement Offer

As detailed above, detailed precinct planning for the Norwest precinct has not yet been completed (as this is awaiting the receipt of adequate traffic modelling from Transport for NSW) and as such, Council has not yet prepared and adopted a Contributions Plan to levy future development for the provision of new local infrastructure.

In recognition of this, the proponent has offered to enter into a Voluntary Planning Agreement to ensure future development on the site makes a fair and reasonable contribution towards future local infrastructure improvements that will be required in the future, to facilitate increased commercial yields on this site and more broadly throughout the Business Park.

The letter of offer submitted (Attachment 3) advises of the proponent's intention to negotiate a Voluntary Planning Agreement with Council which requires the developer to:

1. Construct a roundabout at the intersection of Solent Circuit and Inglewood Place; and
2. Make a monetary contribution towards future traffic improvements within the Norwest Precinct, including the installation of signals at the intersection of Norwest Boulevard, Solent Circuit (west) and Reston Grange.

While a Voluntary Planning Agreement would provide a reasonable mechanism for Council to secure a contribution towards local infrastructure from future development on the site, it would be difficult to assess the adequacy of any Voluntary Planning Agreement offer, without knowing the extent of traffic upgrades and improvements required within Norwest to accommodate development uplift (both on the subject site and more broadly throughout the Precinct).

Should Council resolve to forward a planning proposal to for Gateway Determination, it is recommended that Council enter into negotiations with the applicant with respect to the proposed Voluntary Planning Agreement and that the matter be reported back to Council prior to the public exhibition of the planning proposal. As detailed above, the consideration of any Voluntary Planning Agreement and the adequacy of contributions offered would likely rely on the provision of detailed traffic modelling for the Norwest Precinct by Transport for NSW.

d) Heritage

Bella Vista Farm Park adjoins the Norwest Business Park and is a prominent cultural landmark. Bella Vista Farm derives its significance in part from its deliberate and prominent siting and rural setting with views and vistas to and from the site and its aesthetic values, including its sense of place. The Conservation Management Plans prepared for Bella Vista Farm Park (2000 and 2012) recognise views to and from the farm as an extremely important aspect of the cultural significance of the place, and the importance of carefully controlled development so that it does not impact on these qualities.

The height limit of RL116 metres which applies across Norwest was intended to maintain a consistent built form throughout the business park in the context of varied topography. However, with the significant growth and development potential envisaged for the

Business Park under the State and Local strategic framework, it is necessary to re-assess the suitability of this control as the Business Park transitions into a larger scale employment area with an associated increase in the scale of built form.

The Hills DCP 2012 Part B Section 6 Business provides controls relating to view corridors to and from Bella Vista Farm. While the subject site partially falls within an identified view corridor between the Farm and the Bunya Pines which run along Spurway Drive, the two (2) proposed buildings are sufficiently setback from the site boundary to ensure that they are not sited within the identified view corridor.

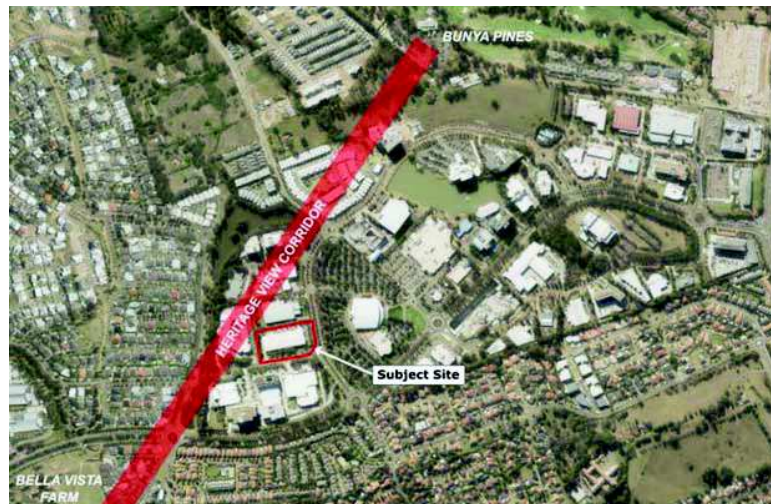


Figure 6
Heritage view corridor

While it is considered that the proposal is unlikely to detrimentally impact on view corridors to and from Bella Vista Farm, it is anticipated that consultation with the Office of Environment and Heritage would be required as a condition of any Gateway Determination issued, should the proposal proceed to that stage.

e) Height of buildings

The proposal seeks to increase the maximum permissible building height on the site by 10 metres, from RL116 metres to RL126 metres. This would permit buildings with a height of up to 10 storeys on the site.

The applicable State and Local strategic framework identifies Norwest as a centre which will accommodate significant dwelling and job growth. This would inevitably be achieved through increasing the permissible built form within the Business Park, to allow taller building heights and greater floor space ratios. However, it is noted that the extent of this built form has not yet been determined through the detailed precinct planning process for the Norwest Precinct.

In the absence of this, the State and Local strategic planning framework, as well as a number of recent planning proposals approved within the locality provide an indication of the likely future scale and character of development.

Recent approvals within the Precinct have enabled maximum heights above that of the proposed development including "The Esplanade" development (former Ice Skating Arena), which enables up to 19 storeys in close proximity to the site. Similarly, recent planning proposals which have been finalised within the Precinct would enable heights of

up to 25 storeys (2-6 and 7 Maitland Place) and 12 storeys (land fronting Fairway Drive (formerly 28 Fairway Drive) and Spurway Drive).

Figure 7 below provides a comparison of heights throughout the Precinct where development consent has been issued and/or planning proposals have been finalised or supported by Council (the maximum height indicated for the Station Site is based on that envisaged within the NSW Governments Northwest Rail Link Corridor Strategy).

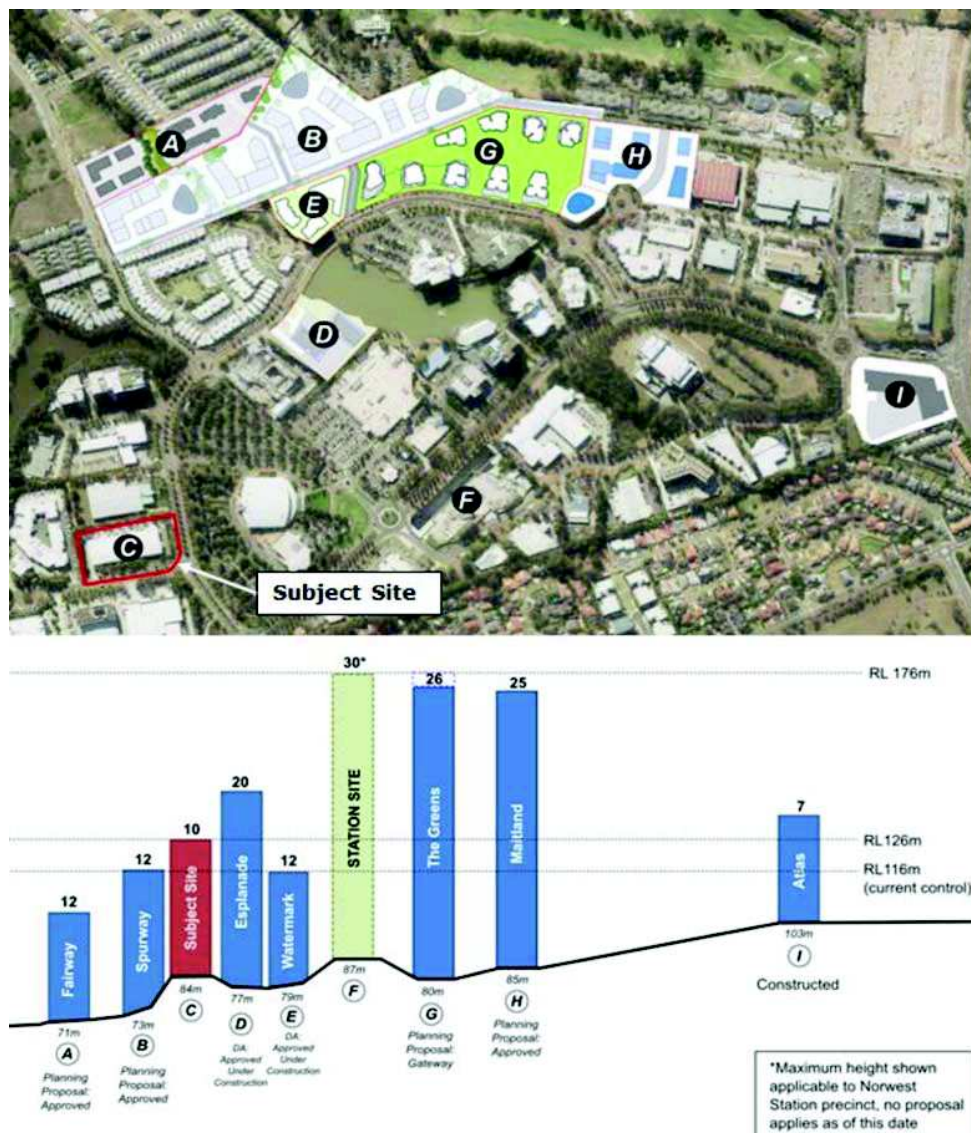


Figure 7
Location and heights of recent development around Norwest Precinct

When considered in the context of the specific site, the proposal would allow buildings which are considerably higher than the surrounding developments along Inglewood Place. However, it is anticipated that in accordance with the State and local strategic framework, development in this locality will transition to a similar scale (pending the outcomes of detailed precinct planning). Potential adverse impacts such as overshadowing and visual privacy are likely to be avoided as a result of the siting, design and orientation of the buildings. Similarly, it is considered that there is sufficient

separation between the site and any low density residential areas within Bella Vista (along Edgewater Drive) to enable future development of the scale proposed without any unreasonable amenity or visual impacts on any existing low density residential development.

f) Adaptable car parking and future planning proposal

The proposal currently before Council would facilitate the inclusion of three (3) levels of above-ground car parking within each of the proposed buildings. However, the documentation notes the intention for the developer to reconsider the demand for this parking in the future, following the commencement of the Sydney Metro Northwest in 2019. Critically, any proposal to convert these above ground parking areas to additional commercial floor space would not be permitted within the maximum floor space ratio (2.2:1) being sought by the proponent and as such, this could only occur subject to a separate planning proposal to Council in the future.

The opportunity for this flexibility recognises that car parking requirements (as currently specified in Council's DCP 2012) may change over time following operation of the Sydney Metro Northwest and changes in travel behaviour. It enables the development to respond to current market demands and trends in the short term, whilst also promoting innovative approaches to allow development to change and adapt to circumstances over time, particularly in relation to parking and infrastructure provision (responding to Action 21, Planning Priority C6 of the Central City District Plan).

Importantly, the conversion of these parking areas to additional commercial floor space would likely result in reduced traffic generation from the site however this cannot be accounted for at this time as it would be entirely dependent on the developer initiating a new planning proposal to achieve this in the future. Should the developer seek to convert these above-ground parking areas to additional floor space in the future (subject to a future planning proposal), this could be accommodated within the proposed building envelopes, meaning that the additional commercial floor space would not impact on the built form outcomes on the site which are currently being considered by Council.

OPTIONS

The following options are presented to Council for consideration:

Option 1 – Not Proceed

Council may resolve *not* to proceed with the Planning Proposal, on the basis that it precedes the completion of detailed precinct planning for the Norwest Precinct and cannot be adequately assessed (specifically in relation to traffic) at this time given the absence of detailed traffic modelling for the Norwest Precinct (and Sydney Metro Northwest Corridor) which is still to be provided to Council by Transport for NSW.

Should Council resolve not to proceed with the planning proposal, the proponent would be eligible to seek a review of this decision by the Sydney Central City Planning Panel. The Panel would consider the strategic and site specific merits of the proposal, as submitted to Council. As detailed within this report, it is considered that the proposal demonstrates strategic merit. However, it would be difficult to satisfy a number of criteria of the site specific merit test given the unresolved issues relating to traffic within the Norwest Precinct.

Option 2 – Proceed to Gateway Determination

Council may resolve to forward the planning proposal to the Department of Planning and Environment for Gateway Determination, having regard to the strategic and site specific merits of the proposal and opportunity for the proposal to contribute to long term employment growth within the Norwest Precinct. The Gateway Process may enable further opportunities for Council to consider and resolve outstanding issues relating to traffic prior to, during and following any public exhibition period.

Should Council resolve to forward the proposal for Gateway Determination, Council should also proceed with discussions with proponent to prepare a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards traffic infrastructure within the Norwest Business Park, including but not limited to the construction of a new roundabout at the intersection of Solent Circuit and Inglewood Place.

Option 3 – Hold the Proposal in Abeyance (pending resolution of traffic issues)

Given the inability for Council (or the proponent) to fully assess the traffic implications associated with the proposal at this time in the context of additional growth and redevelopment anticipated within the remainder of the Norwest Precinct, Council may resolve to hold the proposal in abeyance, pending receipt of detailed traffic modelling for the precinct from Transport for NSW.

This Option would recognise the strategic merit of the proposal and Council's willingness to work with the proponent to achieve an appropriate outcome on the site however acknowledge that Council, as the responsible planning authority, is unable to adequately consider the traffic impacts associated with the proposal at this time.

Should Council resolve to hold the proposal in abeyance, the proponent would be eligible to seek a review of Council's decision (a 'deemed refusal') by the Sydney Central City Planning Panel. The Panel would consider the strategic and site specific merits of the proposal, as submitted to Council. As detailed within this report, it is considered that the proposal demonstrates strategic merit. However, it would be difficult to satisfy a number of criteria of the site specific merit test given the unresolved issues relating to traffic within the Norwest Precinct.

Option 3 is considered to be the most appropriate approach in the circumstances of this case as it acknowledges the strategic merits of the proposal and Council's willingness to continue to work with the proponent, however ensures that Council can obtain certainty that any traffic impacts associated with the proposal are reasonable before making a decision to proceed to Gateway Determination.

IMPACTS

Financial

This matter has no direct financial impact upon Council's adopted budget or forward estimates.

Strategic Plan - Hills Future

The planning proposal seeks to promote better usage of existing land, capitalise on the strategic location of the site and satisfy additional demand for commercial office space that the Shire's current and future employees residents will require. Notwithstanding this, given the unresolved issues relating to traffic within the Norwest Precinct, deferring the adequate assessment of traffic impacts associated with the proposal to later in the

Gateway process may not reflect responsible planning or good management of the Shire's built environment.

RECOMMENDATION

1. Council hold the planning proposal in abeyance until Council has received detailed traffic modelling for the Norwest Precinct from the NSW Government (Transport for NSW).
2. Following receipt of detailed traffic modelling for the Norwest Precinct from the NSW Government (Transport for NSW), Council consider a report on the traffic impacts associated with the proposal having regard to the capacity of the surrounding road network in the context of all additional growth and redevelopment anticipated within the broader Norwest Precinct.

ATTACHMENTS

1. Concept Plan (4 pages)
2. Strategic Context (4 pages)
3. Letter of Offer – Draft Voluntary Planning Agreement (1 page)

ATTACHMENT 1

CONCEPT PLAN

In support of the planning proposal the applicant has provided concept plans demonstrating the form of development that could be achieved under the proposed controls. The proposed scheme includes the staged development of two office buildings consisting of:

- 3 levels of basement car parking;
- Ground floor – lobby and café;
- Levels 1 to 3 – above ground car parking;
- Levels 4 to 10 – commercial office space.

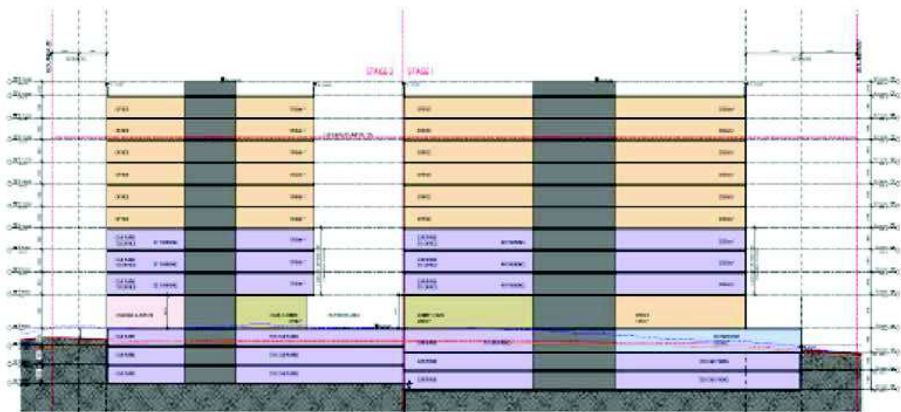


Figure 1
Section of proposed development



Figure 2
Ground Floor Plan



Figure 3
Basement Level

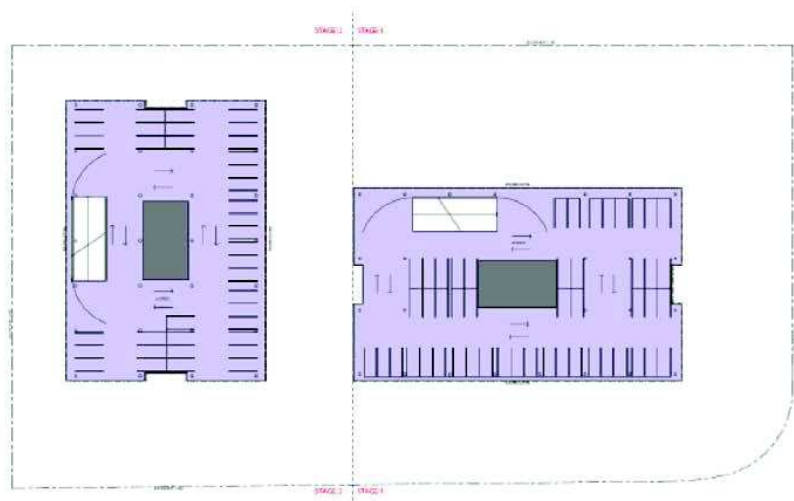


Figure 4
Typical above ground car parking level

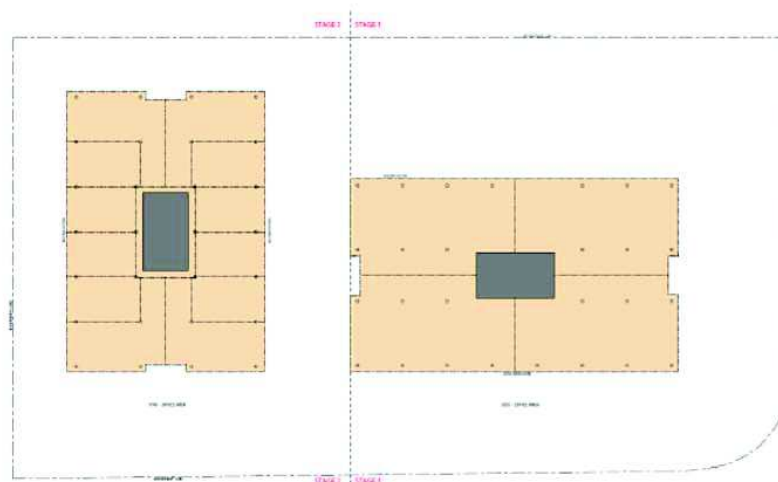


Figure 5
Typical office floor

The proposed concept demonstrates a total gross floor area of 25,555m² with a floor space ratio of 2.2:1, as shown in Table 1. The levels highlighted in grey are for above-ground car parking and have not been included in the area calculations.

	Stage 1	Stage 2	Total
Level 9	2,035m ²	1,745m ²	3,780m ²
Level 8	2,035m ²	1,745m ²	3,780m ²
Level 7	2,035m ²	1,745m ²	3,780m ²
Level 6	2,035m ²	1,745m ²	3,780m ²
Level 5	2,035m ²	1,745m ²	3,780m ²
Level 4	2,035m ²	1,745m ²	3,780m ²
Level 3	-	-	-
Level 2	-	-	-
Level 1	-	-	-
Ground			
- Lobby	145m ²	185m ²	330m ²
- Café	145m ²	185m ²	330m ²
- EBH	490m ²	-	490m ²
- Office	725m ²	-	725m ²
Level B1			
- Showroom	1,000m ²	-	1,000m ²
Site Area			11,750m ²
Permissible FSR			1:1
Total GFA (m ²) for Stage 1 and 2 Combined FSR of 2.2:1	14,715m ²	10,840m ²	25,555m ²

Table 1
Schedule for total gross floor area (m²)

A total of 999 car parking spaces are proposed within the development concept, as shown in Table 2.

	Stage 1	Stage 2	Total
Level 3	49	37	86
Level 2	46	37	83
Level 1	40	33	73
Ground	30	24	54
Level B1	70	110	180
Level B2	150	110	260
Level B3	150	110	260
Total Parking for 2.2:1 FSR	538	461	999
Car Parking Required			
- Office (1/25m ²)	517	419	936
- Lobby (0.75/100m ²)	2	2	4
- Cafe (12/100m ²)	18	22	40
- Showroom (0.75/100m ²)	12	-	12
Total Required Parking	549	443	992

Table 2
Car parking schedule

ATTACHMENT 2

STRATEGIC CONTEXT

Greater Sydney Region Plan

The Greater Sydney Commission released the *Greater Sydney Region Plan* in March 2018, a key strategic document outlining the vision over the next 40 years for Greater Sydney and establishes a 20 year plan to manage growth and change in the context of economic, social and environmental factors.

The Plan indicates the need to accommodate additional retail and office floor space across Greater Sydney to cater for a rapidly growing population over the next 40 years. Given 32% of jobs in 2016 are knowledge-based professional services; the market must be able to deliver this floor space in an efficient and timely manner in order for Greater Sydney to remain competitive. The Plan demonstrates that business parks play a significant role in providing future office floor space and should be developed as urban places which can transition into higher amenity and vibrant places while maintaining their role as an employment precinct.

The planning proposal is consistent with the objectives of the Strategy and is supportive of the notion of a metropolis of 30-minute cities. The proposal facilitates the redevelopment of a key site within Norwest Business Park, providing additional commercial office space and employment opportunities in close proximity to the future Norwest Rail Station. The proposal will contribute to the success of Norwest Business Park as a strategic centre and high performing economic hub within Greater Sydney.

Central City District Plan

The *Central City District Plan* (2018) was released simultaneously to the *Greater Sydney Region Plan*, by the Greater Sydney Commission and replaces the revised *draft Central City District Plan* that was released in November 2017. The draft Strategy estimated 32,400 jobs within Norwest and ascertains a baseline target of 49,000 jobs for 2036 and a higher target of 53,000 jobs by 2036. The Strategy intends to retain and grow commercial capacity to achieve the centre's job targets.

The planning proposal aligns with the objectives for Norwest to become a transit-oriented centre with higher employment densities. As identified within the plan, Norwest is estimated to deliver a baseline minimum of 49,000 jobs by 2036. Given this the proposal assists in retaining and growing the commercial capacity within the precinct, through opportunities for employment and additional office space. Additionally, provisions for levels within the buildings to be repurposed to additional office space in the future align with the plan's objectives of a departure from private vehicle usage and greater reliance on public transport.

Notwithstanding, given economic growth is a primary goal for strategic centres, Action 37 defines a range of specific goals and responsibilities in cultivating office and retail job growth. Of particular relevance, the proposal satisfies the objectives of action 37.a and 37.j in cultivating the provision of additional jobs growth within strategic centres and implementing parking provisions that can adapt to a more suitable use in the future.

Future Transport Strategy 2056

The *Future Transport Strategy 2056* (2018) was released concurrently with the *Greater Sydney Region Plan* by the NSW Government as an update to the Long Term Transport Master Plan in 2012, and responds to the changes today and builds on the achievements of the Master Plan. The Strategy is a 40 year vision for mobility within the state, and provides strategic directions and infrastructure and service plans for Greater Sydney and Regional NSW to deliver these directions.

The Strategy demonstrates the importance of the Norwest Precinct as a key city-shaping corridor linking the North West to Metropolitan strategic centres around Sydney such as

Greater Parramatta. Additionally, Norwest is a key strategic centre along the North-West rail corridor allowing patrons within the Central City to connect to the greater transport network across Sydney.

The proposal seeks additional jobs to be located within an appropriate location to allow for employment intensification close to Norwest railway station. Encouragement of employment growth within strategic centres such as Norwest would reduce the need for residents of the Shire to travel long distances to access jobs and services. Access to strategic centres and interchanges will be supported by city-serving and centre-serving public transport and an improved road network.

Norwest Station Structure Plan

The Department of Planning and Environment and Transport for NSW have produced a Corridor Strategy (2013) to guide the future character and development around eight (8) stations of the North West Rail Link. The vision of each station precinct has been determined through studies examining the challenges and opportunities to support growth within these precincts.

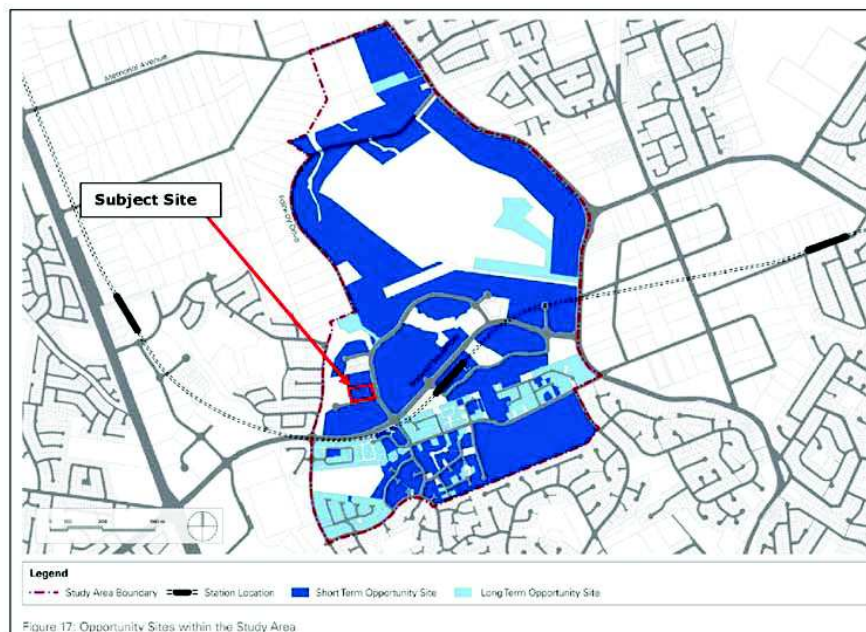


Figure 1
Opportunities Sites Map (North West Rail Link Corridor Strategy)

The Norwest Structure Plan proposes a commercial core for Norwest to achieve employment targets for 2031 and that Norwest achieves a flexible centre to provide a variety of uses over the short to medium term. The subject site is located to the west of the station and is zoned as B7 Business Park with flexible controls to respond to the growing market demands for large floor plate commercial spaces.

It is anticipated that Norwest will deliver an additional 13,200 jobs by 2036 supported by a projected rate of 14,000m² of commercial floor space and retail floor space of 1,200m²

per annum, eventually replacing bulky goods by 2036. The planning proposal seeks to deliver 25,555m² of commercial floor space; this is considered an appropriate location for an intensification of commercial floor space due to few commercial developments taking place within this section of Norwest Business Park. In addition, the location of the subject site within the 400m walking catchment of the future Norwest Railway Station makes the intensification of commercial floor space on the subject site an appropriate addition.

The Hills Corridor Strategy

The Hills Corridor Strategy (2015) provides a detailed response to the delivery of future housing and employment growth for all rail station precincts. The Strategy identifies the capacity for 25,876 dwellings and 57,113 extra jobs by 2036. The objective of the strategy articulates Council's response to the land use development over the next 20 years for each of the seven (7) new Sydney Metro Northwest Stations.

The planning proposal is consistent with the objective of ensuring Norwest is a specialised strategic centre for employment within the Shire by providing office space to reflect the qualifications and skills of Shire residents to ensure employment opportunities within the Shire. The built form outcomes of the proposal are designed to reflect the character of the business park and do not detract from significant view corridors to and from Bella Vista Farm.

The minimum employment FSR for the subject site under the corridor strategy is highlighted as 2:1. The proposal seeks an increase to a 2.2:1 FSR to facilitate an increase in commercial office space on the site.

Employment Lands Direction

The planning proposal is consistent with the key directions and objectives of the Employment Lands Direction, adopted by Council in 2009. The key directions and objectives address the limited amount of land available within Norwest Business Park, and address this by developing existing lands at a higher density. The planning proposal achieves these objectives through an intensification of FSR and building height.

Centres Direction

Council's Centres Direction identifies Norwest as a Specialised Centre; a landscaped business park, with access to major transport infrastructure, large office floorplates and commercial built form, technology based businesses, higher density and variety of housing and high amenity restaurants, recreation facilities, child care centres and public open space. This definition has informed the zoning of The Hills LEP to encourage a mixture of employment types such as retail, commercial, and light industrial.

The planning proposal which seeks to increase the floor space ratio and maximum height permissible on the subject site is generally consistent with the type of uses within the Centres Direction. The proposal provides an increase in the amount of available office floor space and contributes to an increase in the amount of commercial built form. As the Direction requires uplift in density to occur near the transport hub, the increase is seen as consistent with the intended outcomes of the Centres Direction.

Section 117 Ministerial Directions

Section 117(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) enables the Minister for Planning to issue directions that Councils must address when preparing planning proposals for a new LEP. A Discussion on applicable Section 117 Directions is addressed below.

- **Direction 1.1 – Business and Industrial Zones**

The objectives of this direction are to encourage employment growth in suitable locations, protect employment land and support the viability of identified centres. As

mentioned above, the site is considered a Strategic Centre under A Plan for Growing Sydney and the Draft Central District Plan. The planning proposal is considered to be consistent with the objectives of this Direction as it encourages employment growth and the protection of employment land through an increase in office floor space.

- Direction 2.3 – Business and Industrial Zones

The objective of this direction is to conserve items, areas, objects and places of environmental significance and indigenous heritage significance. The State Heritage Listed Conservation Area Bella Vista Farm Park adjoins the Norwest Business Park and is a prominent cultural landmark with historical significance.

The planning proposal is generally consistent with the objectives of this direction as the location and proposed height do not interfere with views to and from Bella Vista Farm as indicated earlier in the report.

- Direction 3.4 – Integrating Land Use and Transport

This Direction aims to ensure that development improves access to housing, jobs and services, increases choice of available transport and reduces travel demand. A planning proposal must locate zones for urban purposes and include provisions that are consistent with the aims, objectives and principles of *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001) and *The Right Place for Business and Services – Planning Policy* (DUAP 2001).

The proposal is consistent with achieving the objectives of the Direction as it encourages additional employment opportunities within the 400m walking catchment of the future Norwest Railway station, which provides access to the greater Sydney metropolitan network. The planning proposal is also located within a bus network. The planning proposal is considered supportive of the operation of public transport modes.

- Direction 5.9 – North West Rail Link Strategy

The objectives of this Direction are to promote transit-oriented development and manage growth of the eight train stations of the Sydney Metro North West and to ensure development within the rail corridor is consistent with the proposals set out in the Corridor Strategy and Precinct Structure Plans. As mentioned previously, the planning proposal is considered consistent with objectives of providing employment opportunities through an increase in office space within 400m of the future Norwest Railway station.

Demand for commercial floor space in the Norwest Precinct

The proposal would enable the provision of an additional 860 jobs within the precinct, within new commercial office space. The proposed increase is consistent with the objectives of the State and Local strategic framework and from a strategic perspective, is an appropriate development that will contribute to the achievement of job targets within the Business Park. The use of adaptable car parking enables the development to achieve an increase in commercial floor space in the short term, whilst enabling potential for further increase in the future (subject to the gazettal of a future planning proposal).



8 March 2018

The General Manager
The Hills Shire Council
PO Box 7064
Baulkham Hills BC 2153

Attention: Nicholas Carlton

Dear Nicholas,

Planning Proposal 11/2018/PLP – Lot 4026 in DP 873565, 8 Solent Circuit, Baulkham Hills – Proposed Planning Agreement

Reference is made to the Planning Proposal 11/2018/PLP lodged in respect to the planning amendments for 8 Solent Circuit, Baulkham Hills. The Planning Proposal is seeking to increase the FSR from 1:1 to 2.1:1 and the building height from RL 116m to RL 126m on the subject property.

The planning submission and accompanying traffic report has identified certain local infrastructure that would benefit the proposed development as well as the local area. The proposal is to include a roundabout at the intersection of Solent Circuit and Inglewood Place to assist with traffic turning movements. The proposed traffic facility would benefit not just the proposal at no. 8 Solent Circuit, but the other business park users in the area.

As such the proposal is to offer to the Council to commence negotiations for a Voluntary Planning Agreement towards traffic facilities and improvement in the area. The Planning Agreement would be accompanying the amendment to the planning controls and would provide certainty to Council in respect to local infrastructure contributions.

Council are to consider the request to enter into a Planning Agreement to support the Planning Proposal.

Yours faithfully

Eden Brae Homes

A handwritten signature in black ink, appearing to read 'Michael Upton', is written over a horizontal line.

Michael Upton
Director

SYDNEY | Tel: 02 8860 9222 | Fax: 02 8860 9233 | Level 3, 22 Brookhollow Avenue Norwest Business Park
Baulkham Hills NSW 2153 Australia P.O. Box 7210 Baulkham Hills B.C.

HUNTER | Tel: 02 4028 6259 | Fax: 02 4028 6254 | Thornton Supa Centre Unit 6 Cnr Thornton Rd & New England Highway
Thornton NSW 2322 Australia P.O. Box 3204 Thornton

Eden Brae Holdings Pty Limited ABN 42 083 607 469

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 24 April 2018

187 RESOLUTION

Council resolves not to proceed with the Planning Proposal on the grounds that the Precinct has only recently been rezoned by the State Government, the lack of change in the circumstances to warrant any amendments at this time and that the densities and floor space ratios being pursued would result in a built form that is significantly different to those controls without strategic justification.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Mayor Dr M R Bryne
Clr Dr P J Gangemi
Clr R Jethi
Clr M G Thomas
Clr F P De Masi
Clr A J Hay OAM
Clr A N Haselden
Clr S P Uno

VOTING AGAINST THE MOTION

Clr R A Preston

ABSENT

Clr B L Collins OAM
Clr R K Harty OAM
Clr E M Russo
Clr R M Tracey

ITEM-3

**PLANNING PROPOSAL - 8 SOLENT CIRCUIT,
BAULKHAM HILLS (11/2018/PLP)**

Proceedings in Brief

Peter Lee (Applicant), Calibre Consulting on behalf of Eden Brae addressed Council regarding this matter.

A MOTION WAS MOVED BY COUNCILLOR HAY OAM AND SECONDED BY COUNCILLOR THOMAS THAT

1. Council forward the planning proposal to increase the maximum floor space ratio to 2.2:1 and increase the permissible maximum building height to RL126 metres at 8 Solent Circuit, Baulkham Hills (Lot 4026 DP 873565) to the Department of Planning and Environment for a Gateway Determination;
2. Council proceed with discussions with the proponent to prepare a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards infrastructure improvements within the Norwest Business Park; and

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 24 April 2018

3. Following the preparation of the draft Voluntary Planning Agreement, and prior to any public exhibition of the planning proposal, a report on the draft Voluntary Planning Agreement be submitted to Council for consideration.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

188 RESOLUTION

1. Council forward the planning proposal to increase the maximum floor space ratio to 2.2:1 and increase the permissible maximum building height to RL126 metres at 8 Solent Circuit, Baulkham Hills (Lot 4026 DP 873565) to the Department of Planning and Environment for a Gateway Determination;
2. Council proceed with discussions with the proponent to prepare a draft Voluntary Planning Agreement which secures a fair and reasonable contribution from future development on the site towards infrastructure improvements within the Norwest Business Park; and
3. Following the preparation of the draft Voluntary Planning Agreement, and prior to any public exhibition of the planning proposal, a report on the draft Voluntary Planning Agreement be submitted to Council for consideration.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Mayor Dr M R Bryne
Clr R A Preston
Clr Dr P J Gangemi
Clr R Jethi
Clr M G Thomas
Clr F P De Masi
Clr A J Hay OAM
Clr A N Haselden
Clr S P Uno

VOTING AGAINST THE MOTION

None

ABSENT

Clr B L Collins OAM
Clr R K Harty OAM
Clr E M Russo
Clr R M Tracey

ITEM-4

**POST EXHIBITION - PLANNING PROPOSAL - 582
AND 582A OLD NORTHERN ROAD, DURAL
(7/2015/PLP)**

Proceedings in Brief

Pat Clay representing the residents in the local area addressed Council regarding this matter.