

Planning Proposal (Revised)



Lot 5 DP 261795
No. 27 Victoria Avenue,
Castle Hill, NSW

Report: Planning Proposal_REVISED (to increase the allowable Floor Space Ratio and Building Height under LEP 2019)
Lot 5 DP 261795
No. 27 Victoria Avenue,
Castle Hill, NSW 2154

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- 1. THE DEVELOPMENT CONCEPT (REVISION DATE AUGUST 2023)**

Specialist Reports - under separate cover

- ECONOMIC IMPACT ASSESSMENT REPORT**
- TRAFFIC AND PARKING IMPACT ASSESSMENT REPORT**

Glossary and Abbreviations

BCA	Building Code of Australia
DA	Development Application
CC	Construction Certificate
DCP	Development Control Plan
DPIE	Department of Planning Industry and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
FSR	Floor Space Ratio
HOB	Height of Buildings
LEP	Local Environmental Plan
LSPS	Local Strategic Planning Statement
NCC	National Construction Code
REP	Regional Environmental Plan
SEPP	State Environmental Planning Policy

1 Introduction

This revised Planning Proposal report (the **Report**) has been prepared by PGH Environmental Planning, on behalf of Marti's Investments Pty Ltd (the **client**). The Report describes the existing site and locality, outlines the proposed development and assesses the suitability of the proposal having regard to the relevant environmental legislation.

The property is known as Lot 5 DP 261795, No. 27 Victoria Avenue Castle Hill (the **site**) and is zoned E3 Productivity Support under The Hills Local Environmental Plan 2019 (LEP 2019).

1.1 Background

The original proposal as submitted to Council (July 2021) was not supported and consequently a revised concept was submitted to Council in September 2022.

A meeting was held with Council officers in September 2022 to discuss the revised proposal which again was not supported. The outcomes of that meeting are contained in correspondence dated 1 November 2022 but included the following matters.

- Strategic Context.
 - Site is not identified in any strategic document as being suitable for a significant density uplift.
 - Draft Norwest precinct plan will need to be considered.¹
- Land use , Density and Built Form.
 - The height and bulk of the building is considered excessive and provision of above ground (elevated) car parking is considered to add to perceived bulk and Floor Space Ratio.
 - Basement parking should be considered.
- Setbacks, Landscaping and Connectivity.
 - The reduced setbacks are not supported by evidence of sufficient landscaping to satisfy councils DCP objectives. Compliance with the 15metre setback along both street frontages would also enable the provision of deep soil planting, consistent with adjoining properties.

¹ the draft precinct plan was due to be considered by Council on 8 November 2022 and had not yet been exhibited.

- proposal appears disconnected from public domain and street level. Consideration should be given to improve pedestrian connectivity.
- Stormwater.
 - The site is impacted by stormwater easements. Development should not be built over the easement or obstruct the associated overland flow path(s). Information must be submitted demonstrate that the overland flow path can be safely re-routed and managed on site in the event of a major storm event.
 - Ministerial Direction 4.1 Flooding, must be addressed as part of the Planning Proposal to ensure that potential flood impacts both on and off subject land are considered.

The proposal has been reviewed and modified in response to the November 2022 correspondence and the recently exhibited draft Norwest Precinct Plan.

1.2 Summary of Amendments

The main amendments to the proposal, when compared to the 2022 Concept are described as follows. These matters are discussed in more detail in the Report.

- Reduction from 6 levels to 4/5 levels.
- Removal of all elevated car parking and provision of basement car parking.
- Reduction in height from 27metres to 25.4metres.
- Increase in proposed FSR from 1.7:1 to 1.98:1.
- Refinement of preferred land use mix to incorporate wider mix of 'urban support services'.
- Building (Street Frontage) setbacks increase from 10metres to 15metres.
- Drainage (easement) design modified.

1.3 The Hills LEP 2019 Controls to be Amended

The Planning Proposal seeks to amend the allowable height of buildings and floor space ratio provisions for the site under LEP 2019, as follows:

- Amend the Floor Space Ratio (FSR) control from 1:1 to 1.98:1.
- Amend the Height of Building (HOB) control from 20metres to 26m [25.40 (to parapet)].

1.4 The Development Concept

In support of the Planning Proposal a development concept has been prepared to demonstrate a likely built form outcome. It provides for an articulated building with distinctive vertical elements of varying height between 4 – 5 levels with 2 x levels of basement car parking. The concept provides for **16,019m²** comprising a mix of land uses as follows²:

- Bulky Goods Showrooms (*Specialised retail premises*) (**3,962m²**).
- Café (*Food and Drink premises*) (**693m²**).
- Car Showroom (*Vehicles Sales or Hire premises*) (**3,287m²**).
- Car Servicing/Repairs (*Vehicle Repair Station*) (**431m²**).
- Child Care Centre (*Centre-based child care facility*) (**1,838m²**) with 1,596m² of outdoor space.
- Gymnasium (*Recreation Facility(Indoor)*) (**2,271m²**).
- Medical Centre (*Health Services facility*) (**1,260m²**).
- Carparking for **339 vehicles**.

There is 2,279m² of circulation and back-of-house areas within the building.

The planning proposal is considered appropriate for the following reasons:

- It does not seek to introduce any land use that is currently prohibited in the E3 Productivity Support zone.
- It will allow the realisation and efficient use of the site in recognition of the evolving redevelopment of the Showground Station Precinct, draft Norwest Precinct Plan and immediate surrounds.
- It will provide for increased opportunities for E3 Productivity Support uses, through the proposed mix of a mix of accommodation, business and specialised retail premises use.

² Land use as per LEP 2019 definition is noted in (*italicised text*). Floor Areas are rounded (up/down) to nearest whole number.

- It will allow for the continuation and expansion of the existing specialised retail use of the site, and introduce opportunities for land uses that support the envisaged increase in workforce and resident populations within the precinct.
- The site is located within 850 metres of Showground Station, with key links to transport infrastructure and strategic growth corridors.
- The allowable building heights of areas within the Precinct that are at a higher elevation than the site vary between 27m up to 68metres (E1 Local Centre (Showground Station)).
- The proposal will create opportunities to provide increased employment opportunities within close proximity to an expanding residential growth area; and
- It is considered to be consistent with the overall strategic direction for the future direction of the Norwest Strategic Centre including the Norwest Service Precinct.

1.5 The Parts of a Planning Proposal

The proposal has been prepared having regard to Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Environment.

This Report provides a description of the site and locality , current planning controls and strategic planning framework, and addresses the following matters:

- a) A statement of the objectives and intended outcomes.
- b) An explanation of the provisions that are to be included in the proposed LEP.
- c) The justification for the planning proposal (objectives, outcomes) and the process for their implementation.
- d) Maps (where relevant) to identify the intent of the planning proposal and the area to which it applies.
- e) Details of community consultation that is to be undertaken for the planning proposal.
- f) The project timeline.

1.6 Supporting Documentation

The documentation submitted in support of the revised planning proposal include:

- Economic Impact Assessment Report.
- Engineering (Catchment/Drainage) Plans and associated Overland Flow Assessment Report, and
- Traffic And Parking Impact Assessment Report.

The background analysis provided in the urban design report (2021) essentially remains applicable to the revised proposal.

2 The Site and Locality

An inspection of the site and surrounding area has been undertaken, resulting in the following observations.

2.1 Site Location

The site is situated on the eastern side of Victoria Avenue Castle Hill approximately 850 metres from Showground Station (refer **Figure 1**). Topographically the site is positioned at the bottom of the basin which is generally bounded by Showground Road to the north south east and west. The level of the site (RL90) is approximately 10 to 14metres below Showground Road which is generally at between RL100 – RL114).

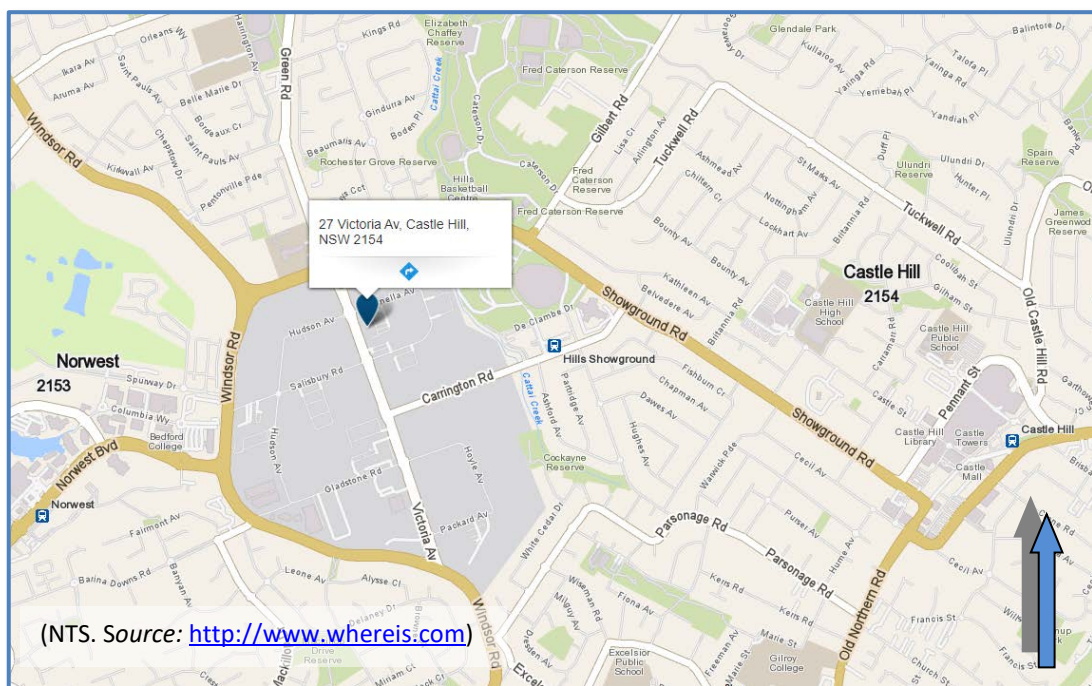


Figure 1 - Locality Map

2.2 Site Description

The site is known as Lot 5 DP 261795, No. 27 Victoria Avenue Castle Hill. It is an irregular shaped allotment with a frontage of 56.27 metres to Anella Avenue and 114.92metres to Victoria Avenue. It has a total area of 8,094m² and is encumbered by a drainage easement on its northern boundary and has the benefit of an easement (right of carriageway) for access and carparking on the adjoining property on the eastern boundary, No.3 Anella Avenue (Lot 6 DP 261795) (refer **Figure 2**).

The development concept incorporates a redesigned drainage easement and it is considered the identified easements do not adversely impact upon the Planning Proposal.

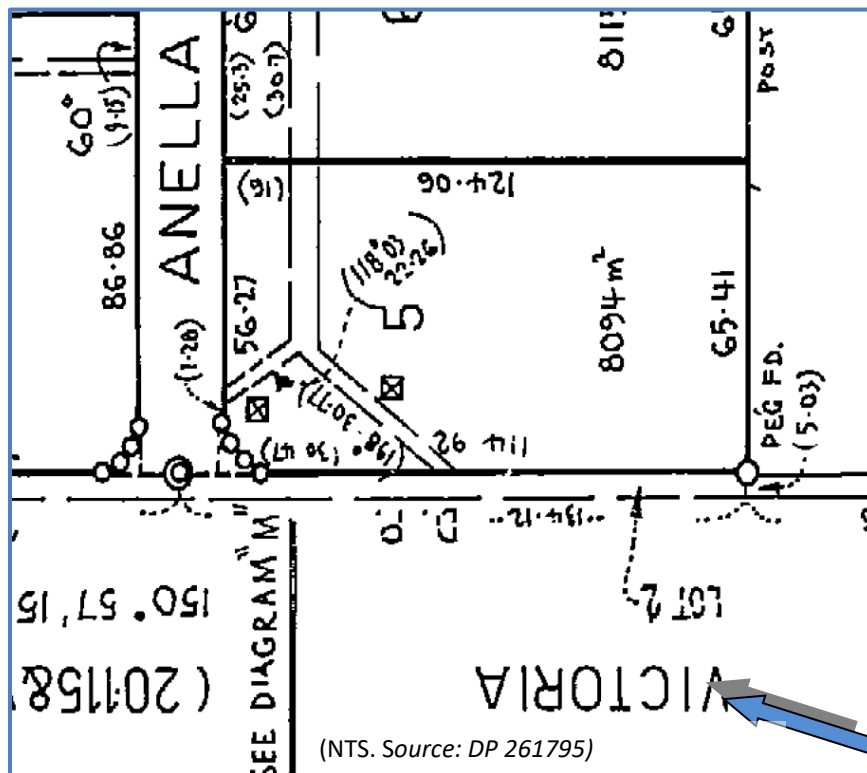
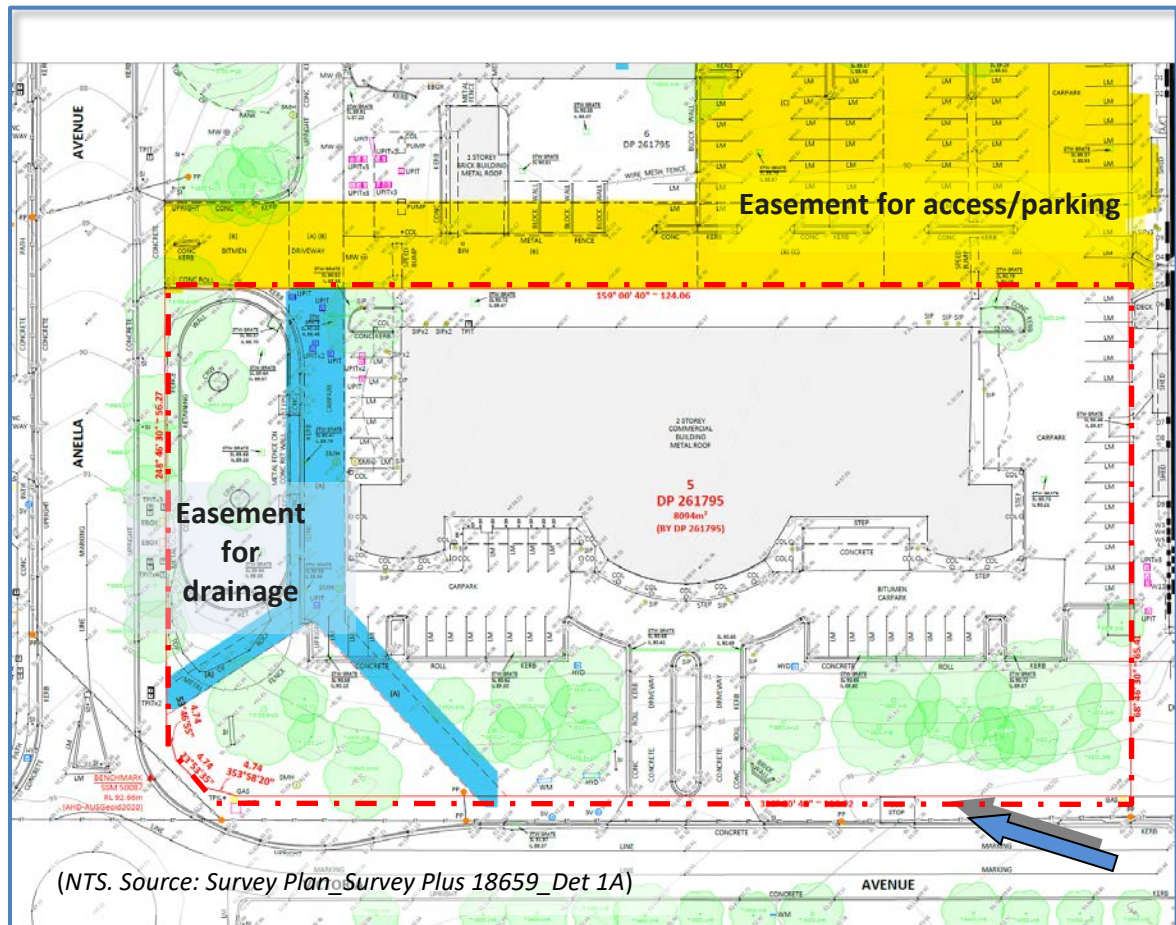


Figure 2 - Site Plan and DP Extract

2.3 Existing Development

The site presently contains a single storey bulky goods (specialised retail) premises which is accessed from both Victoria Avenue and Anella Avenue. The site contains landscaped setback areas to Anella Avenue and the Victoria Avenue site is presently occupied by a number of retail and bulky goods premises (Boating, Camping & Fishing; UltraTune; La Maison; Pizza Hut etc.). The existing building comprises approximately 2,000m² of GFA and fifty three (53) onsite parking spaces available within the front and side setback areas (Refer **Figure 3**).



Figure 3 - Site (Aerial Map)

2.4 Character of Locality

The site is located within a well-established light industrial and large format retail precinct traditionally known as the 'Castle Hill Trading Zone' area which contains a mix of commercial, retail and business uses. In recent years with the development of the North West Rail Link (NWRL) this area has been incorporated into the evolving Showground Station Precinct (refer **Figure 4**). Most recently Council has exhibited the draft Norwest Precinct Plan. The site is located within the 'Norwest Service' Precinct and identified as being within the 'urban support services' area.



Figure 4 - Locality (Aerial Map)

2.5 Existing Zoning

The land is zoned E3 Productivity Support under The Hills Local Environmental Plan 2019 (LEP 2019).

The objectives of the E3 Productivity Support zone are:

- *To provide a range of facilities and services, light industries, warehouses and offices.*

- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.
- To provide for specialised retail premises that meet community demand.

The Planning Proposal does not seek to alter the zoning of the land. Land within the vicinity of the site varies from E1 Local Centre (Showground Road Station) with the Castle Hill Trading Zone being zoned a mixture of E3 and E4. The adjoining Cattai Creek area to the east of the site was until recently, zoned 'Deferred Matter' but is now zoned E4 General Industrial and the draft precinct plan has identified this area for high density commercial office developments (ranging from 6-12 storeys). Refer **Figure 5**.

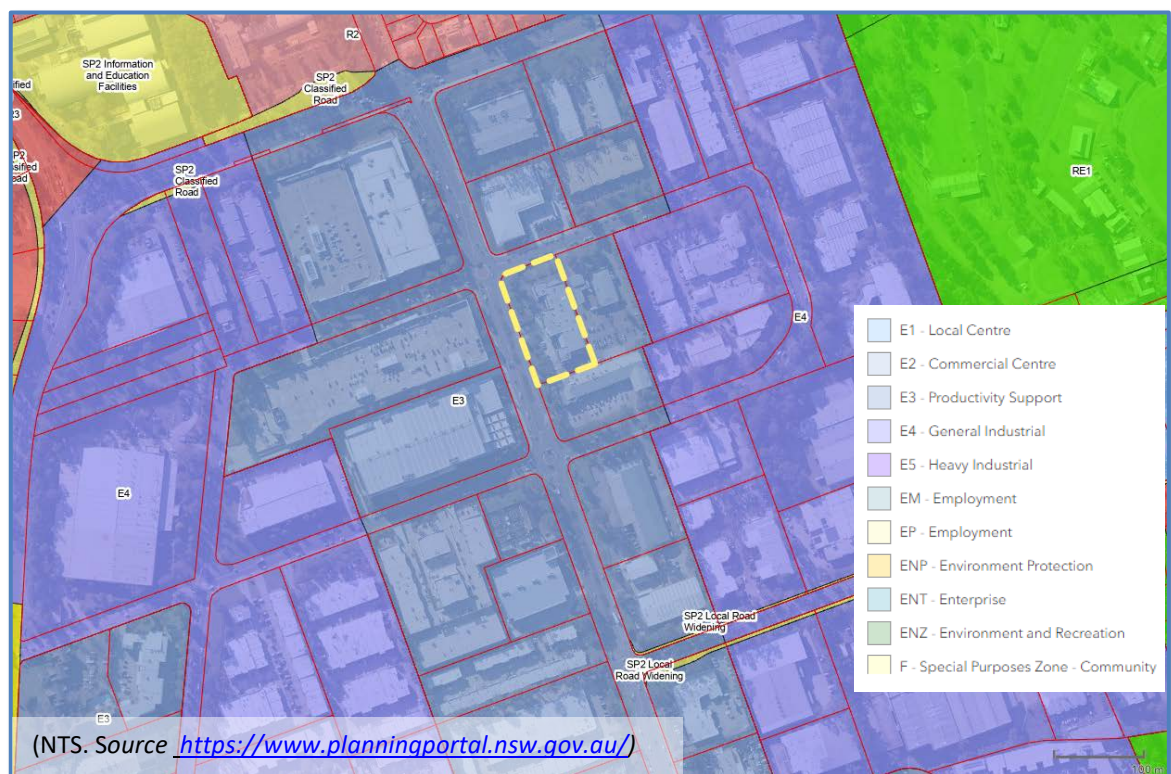


Figure 5 - Existing Zoning LEP 2019



PLATE 1

View of site looking south east from the intersection of Victoria Avenue and Hudson Avenue.



PLATE 2

View from Victoria Avenue frontage of the site looking north towards Anella Avenue.



PLATE 3

View from Victoria Avenue frontage of the site looking north west towards Anella/Hudson Avenue intersection.



PLATE 4

View adjoining the site looking south along Victoria Avenue.



PLATE 5

View of the Victoria frontage of the site from Anella Avenue.



PLATE 6

View of the Anella Avenue entrance to the site looking west towards Victoria Avenue.



PLATE 7

View from the Anella Avenue entrance to the site looking south along the rear (eastern) boundary adjoining No.3 Anella Avenue.



PLATE 8

View of the Victoria Avenue frontage looking north towards Anella Avenue.



PLATE 9

View of the southern area of the site looking west towards Victoria Avenue.

2.6 The Development Concept

In support of the Planning Proposal, the amended development concept has been prepared to demonstrate a preferred built form outcome (refer **Appendix 1**). It provides for an articulated building of varying height between 4 - 5 storeys with 2 levels of basement parking. The following **Figure 6** and **Figure 7** provide external montage images and **Figure 9** to **Figure 14** provide floor plan layouts. The anticipated end mix of land uses is as follows³:

- Bulky Goods Showrooms (*Specialised retail premises*) – 2 levels (**3,962m²**).
- Café (*Food and Drink premises*) - 1 level (**693m²**).
- Car Showroom (*Vehicles Sales or Hire premises*) – 3 levels (**3,287m²**).
- Car Servicing/Repairs (*Vehicle Repair Station*) Ground level (**431m²**).
- Child Care Centre (*Centre-based child care facility*) - 1 (upper) level (**1,838m²**) with 1,596m² of outdoor space.
- Gymnasium (*Recreation Facility(Indoor)*) – 1 level (**2,271m²**).
- Medical Centre (*Health Services facility*) – 1 level (**1,260m²**).
- Carparking for **339 vehicles**. Including 20 bicycles, 12 motorbikes, and 19 accessible spaces.

The following **Table 1** summarises use of each level of the building and respective calculations.

Table 1 - Schedule of Areas

Floor Level	Count	Description of Use	GFA	Parking Spaces
Basement 2	-2	Hotel/Loading Dock/Parking	NIL	144
Basement 1	-1	Void (Hotel)/Parking	NIL	140
Ground	1	Car Showroom/Vehicle Servicing/Parking	1,743.18	55
Level 1	2	Car Showroom/ Bulky Goods	4,156.45	NIL
Level 2	3	Car Showroom/ Bulky Goods/ Food & Drink	4,126.42	NIL
Level 3	4	Medical Centre/ Indoor Recreational	4,151.50	NIL
Level 4	5	Child Care Centre	1,842.07	NIL
TOTALS			16,019.62	339

³ Land use as per LEP 2019 definition is noted in (*italicised text*). Floor Areas are rounded (up/down) to nearest whole number.

2.6.1 Design and Construction Cost Estimate

The estimated design and construction cost of the proposal is approximately \$99.6 million net of GST and is based upon the following assumptions: \$3,300/sqm for employment space; \$38,000 per car space; Fitout costs at \$1,200/sqm; 3% of the above costs for site works and external works; 5% construction contingency; and 8.5% for design and application fees.⁴



Figure 6 - Montage Corner Perspective – Victoria/Anella Avenue



Figure 7 - Montage Perspective – Victoria Avenue

⁴ Hill DPA Economic Impact Assessment (October 2023), page15.

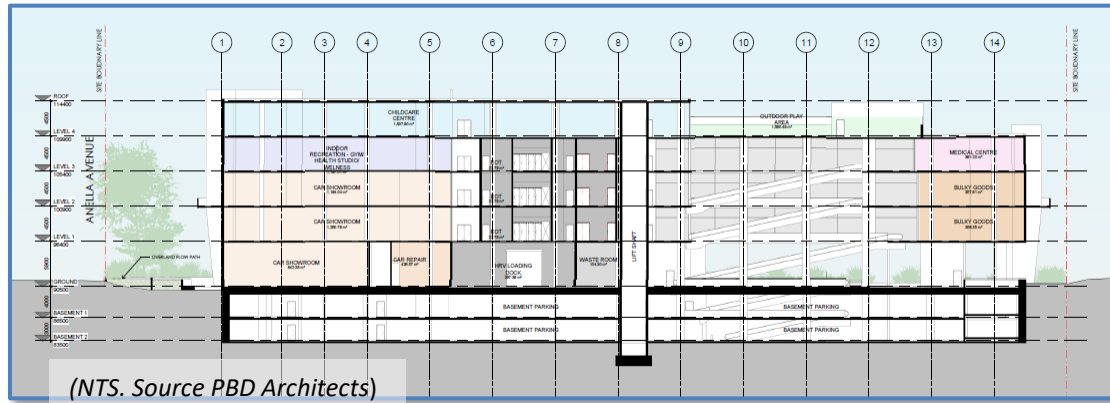


Figure 8 - Building Section Plan

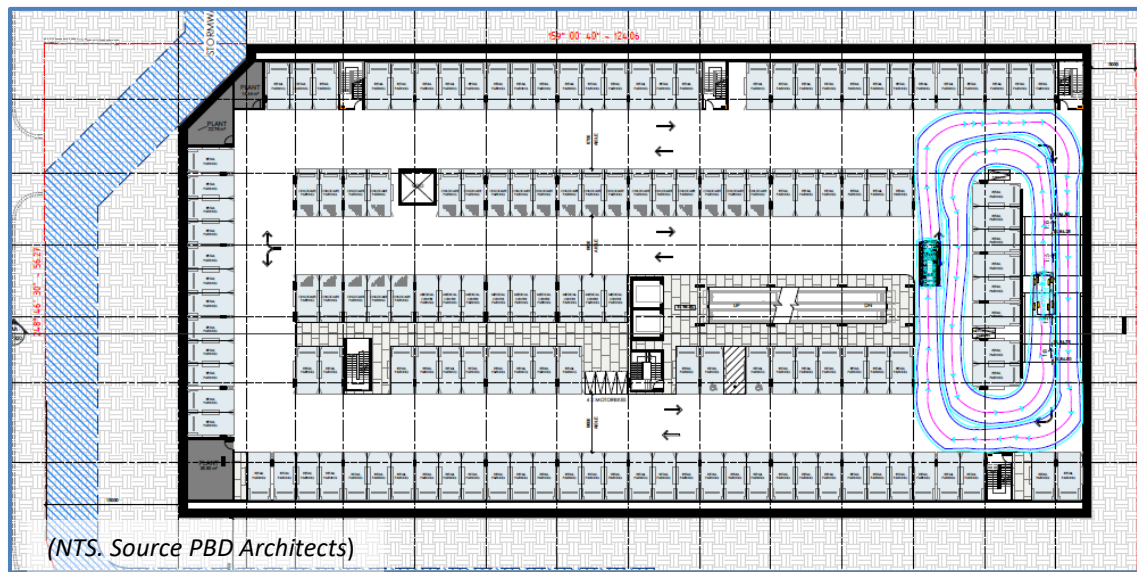


Figure 9 - Basement (Level 1)

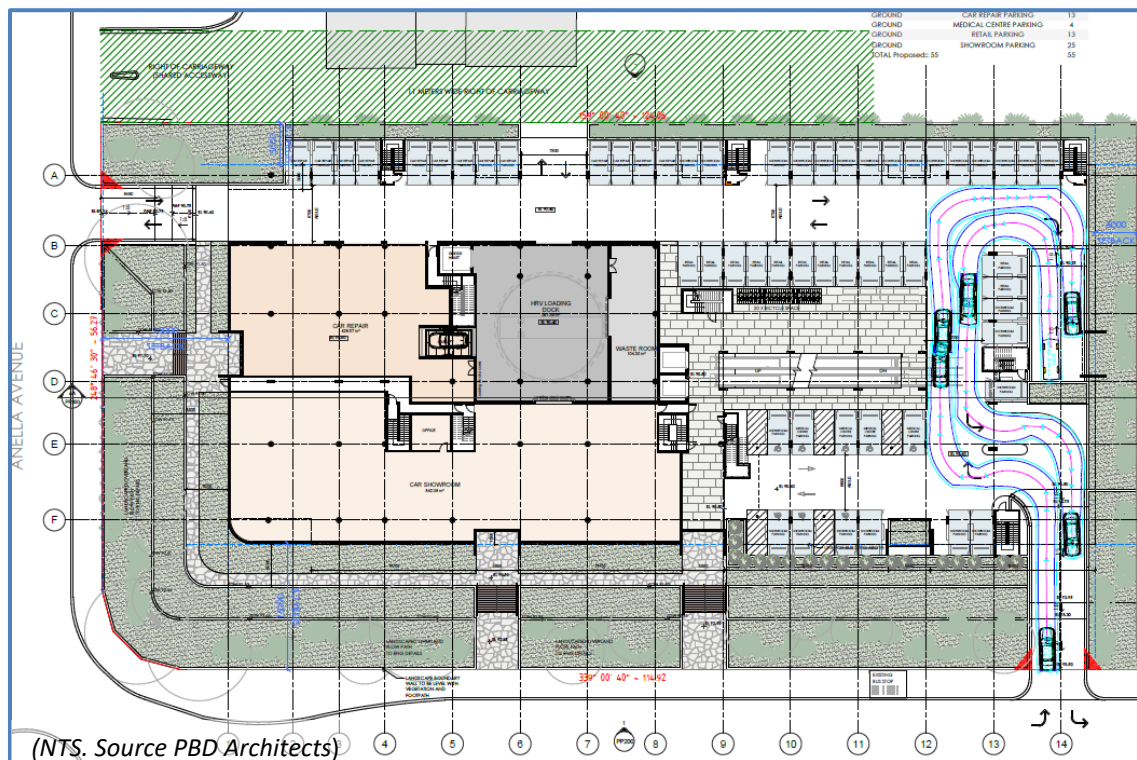


Figure 10 - Ground Floor

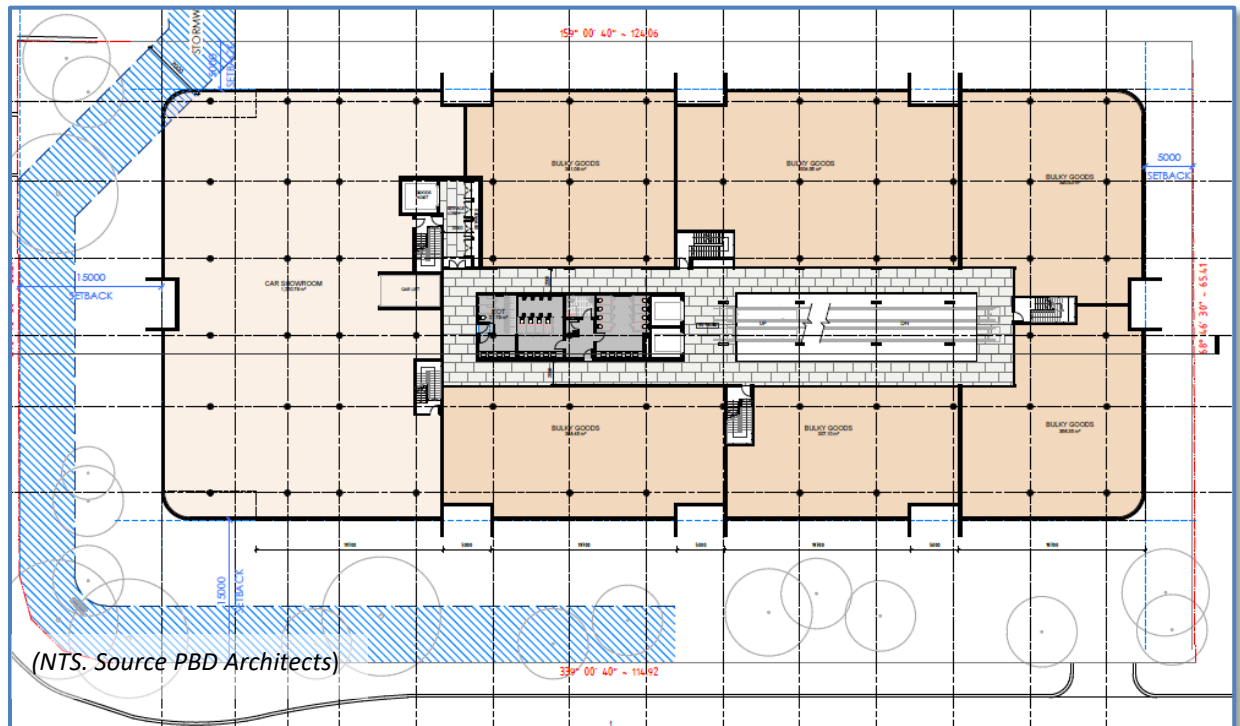


Figure 11 – Level 1

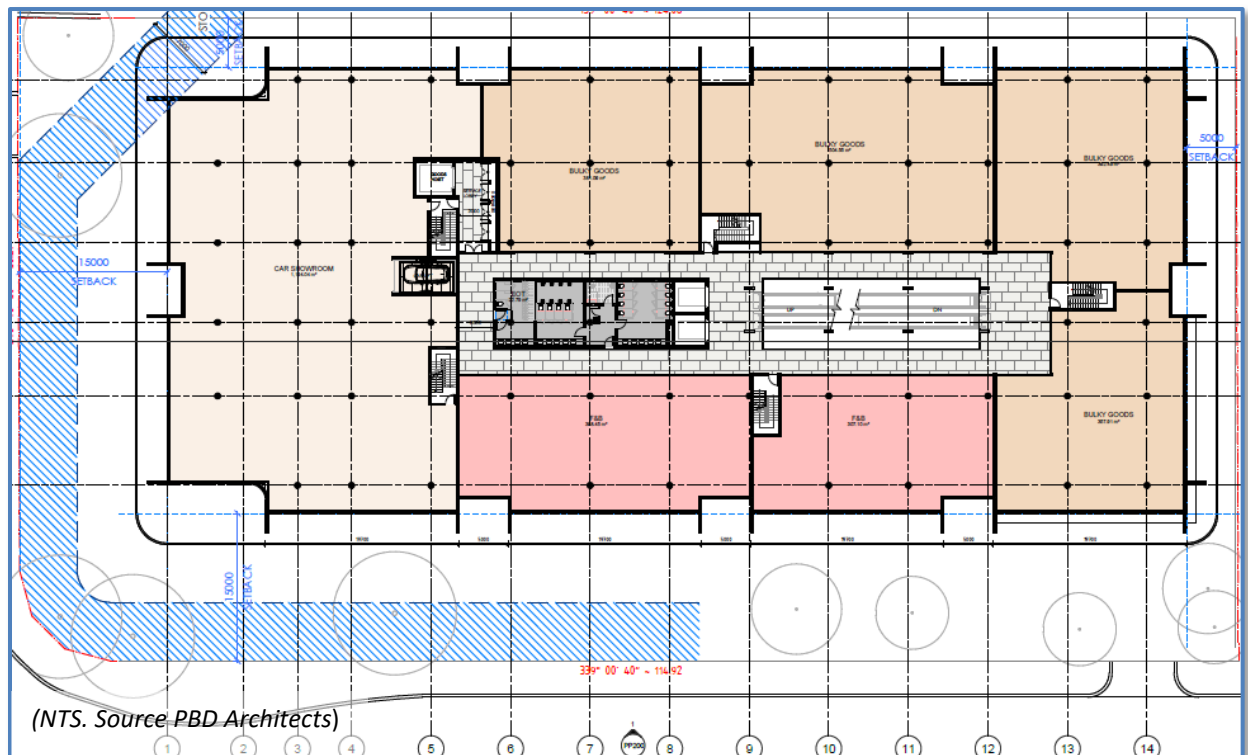


Figure 12 - Level 2

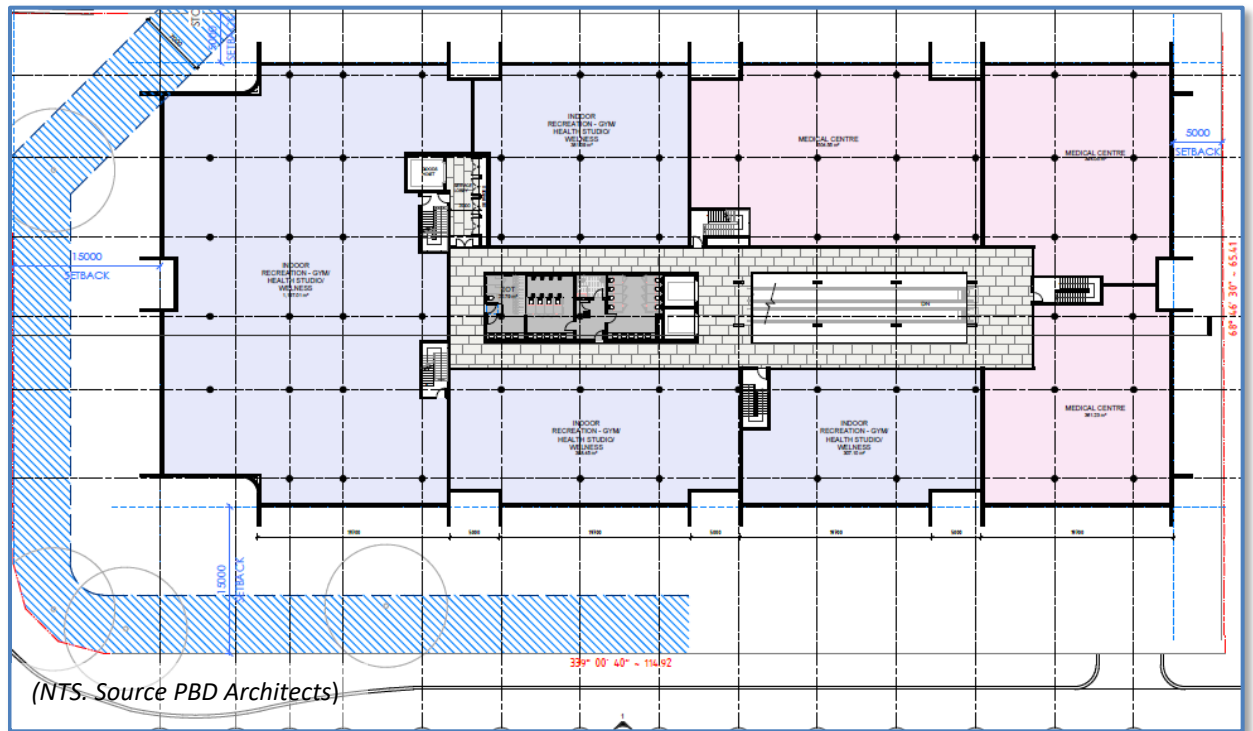


Figure 13 - Level 3

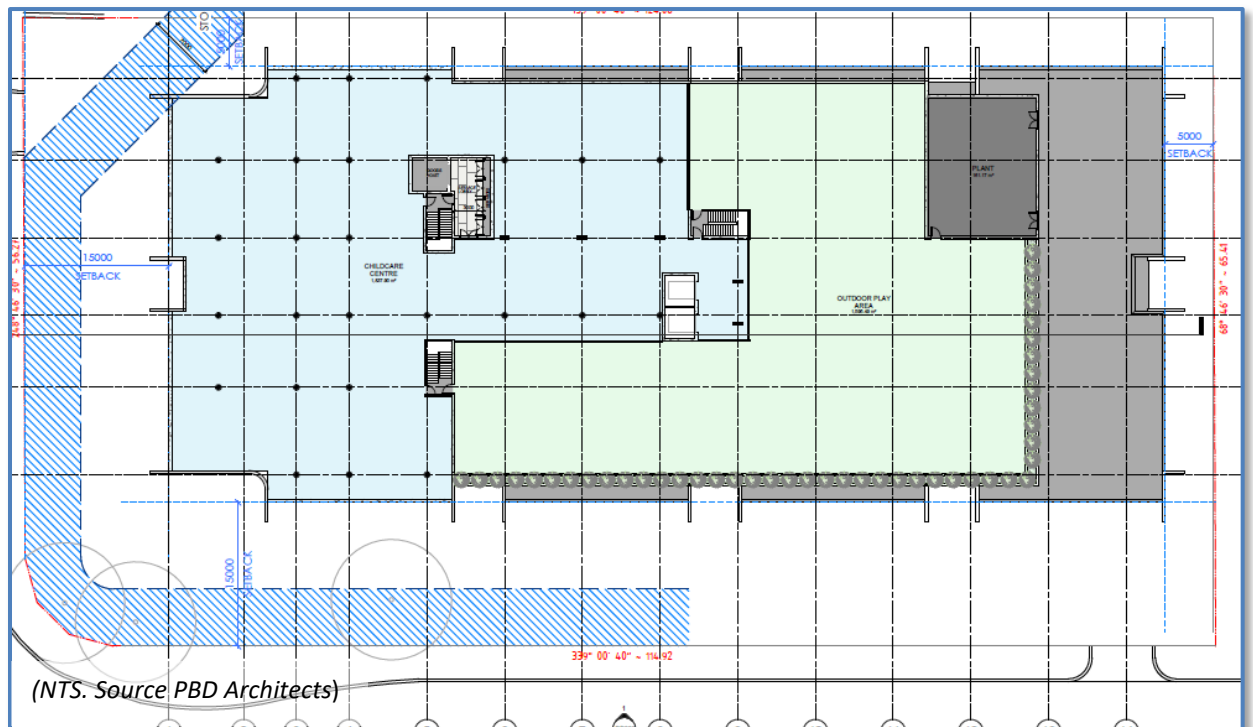


Figure 14 - Level 4

2.6.2 **Built Form/Design Analysis**

An Urban Design Report was prepared by PBD Architects⁵ for the original proposal (refer **Attached Report**). The proposal has been amended however the revised concept has considered the regional and local planning context. The site analysis undertaken provides mapping illustrating built form typology, morphology and topography whilst identifying the relevant urban design strategies and relevant visual analysis impacts. The Report has considered the following design principles and strategies⁶ which we consider remains relevant to the development of the current concept.

- ✓ **Activating Anella Avenue** - Through the creation of a public plaza along the street interface to encourage pedestrian activity. This positioning, away from Victoria Avenue, places priority back on the pedestrian, drawing them into the public realm of the development.

This design move aligns with the future aspirations to connect Showground Station Precinct and Castle Hill Showground to Anella Avenue.

- ✓ **Defining the street edge** - Utilising the site's corner positioning to redefine and maximise the interface between built form and the street.
- ✓ **Connecting the subject site to the Showground Road precinct** - Use the site as an extension of the Department of Planning and Environment's vision for the local neighbourhood centre of the Showground Station Precinct, as well as the proposed Carrington Road sub-precinct.
- ✓ **Maintaining human scale and proportions** - Articulating the built form to a two-tiered form that responds to current street proportions and promotes a podium that engages and responds to the pedestrians at street level.

Further de-scaling and separating the tower mass to reduce the visual bulk of the proposal to suit the changing nature of the Showground Station Precinct.

⁵ Dated 24 June 2021.

⁶ Ibid., Section 3, pages 27 – 28.

- ✓ **Mimicking Street character** -Taking inspiration from the height of surrounding developments, notably the Hills Supercentre and Bunnings opposite the development site, to create a contextually appropriate response that interacts with its surrounding character.

The design provides for both vertical and horizontal articulation which assists in breaking up the massing of the building into a series of modules. The creation of a podium at the lower levels provides a two-tiered form and results in an effective design solution that reduces the perceived bulk and scale of the building (refer **Figure 6** and **Figure 7**).

The analysis of the streetscape, shadowing, built form and future character results in a building footprint (setback 15metres) that follows the established landscape setbacks along Victoria Avenue. The provision of basement car parking has enabled the overall bulk form to be reduced.

Topographically the site is positioned at the bottom of the basin which is generally bounded by Showground Road to the north and Windsor Road to the south and west. The level of the site (RL90) is approximately 18metres below Showground Road (RL108) to the north at its intersection with Victoria Avenue and 24 - 30metres below the Windsor Road alignment (Victoria Avenue (RL114), Showground Road (RL120)). Reflecting on the surrounding topographical features and built form fabric of the locality, the increased height within the site is capable of being accommodated without impacting upon the wider surrounding views or vistas.



Figure 15 - Surrounding Topography

3 (Part 1) Objectives and Intended Outcomes

This Section provides a statement of the objectives and intended outcomes of the proposed instrument sought by the client for the purposes of this application in accordance with Section 3.33(2) of the EP&A Act 1979.

3.1 The Objective

The objective of the planning proposal is to amend The Hills LEP 2019 to facilitate increased commercial development on the site through provision of an increased floor space ratio (FSR), and Increased building height.

Specifically, the Planning Proposal seeks to amend the allowable height of buildings and floor space ratio provisions for the site under LEP 2019, as follows:

- Amend the Floor Space Ratio (FSR) control from 1:1 to 1.98:1.
- Amend the Height of Building (HOB) control from 20metres to 26m [25.40 (to parapet)].

3.2 The Intended Outcomes

The intended outcome is to enable the redevelopment of the site for future commercial development subject to securing the necessary development approvals.

The revised Planning Proposal has investigated the preferred 'urban services' land use mix and the economic evidence suggests that the proposal can support the level of activity for the nominated land uses:

- Car Servicing/Repairs.
- Car Showroom.
- Bulky Goods Showroom.
- Food and Drink.
- Indoor Recreational uses.
- Medical Centre.
- Child Care Centre

4 (Part 2) Explanation of Provisions

The proposed outcome will be achieved by:

- Amending The Hills LEP 2019 '*Floor Space Ratio*' Map on the site at 27 Victoria Avenue, Castle Hill in accordance with the proposed Floor Space Ratio map shown at **Figure 17** to increase the FSR from 1:1 to 1.98:1; and
- Amending The Hills LEP 2019 '*Height of Building Map*' on the site at 27 Victoria Avenue, Castle Hill in accordance with the proposed Height of Building map, shown at **Figure 19** , to increase the height from 20metres to 26metres.

The amendments can be undertaken by either amending the respective Maps as illustrated below or alternatively nominating these amendments for 'No.27 Victoria Avenue Castle Hill', in Schedule 1 of LEP 2019.

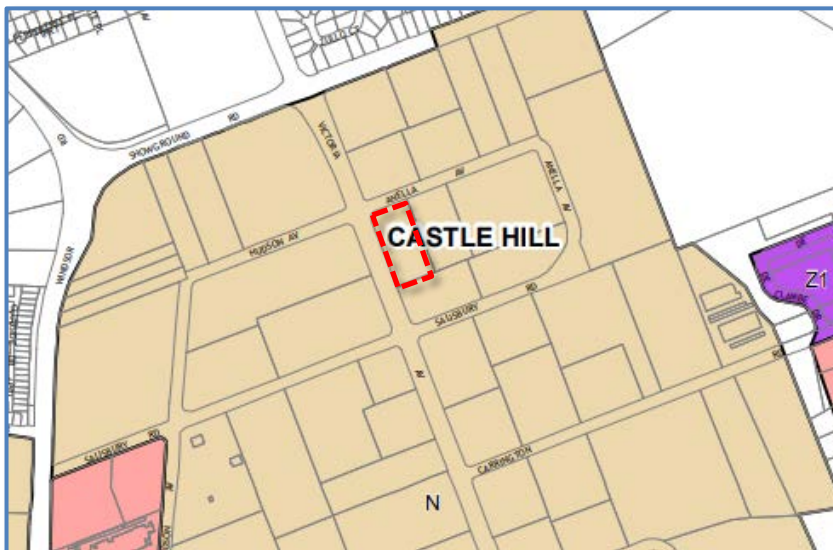


Figure 16 - Existing Floor Space Ratio (LEP 2019)

(Map Sheet FSR_016) 'N'
1.0:1)

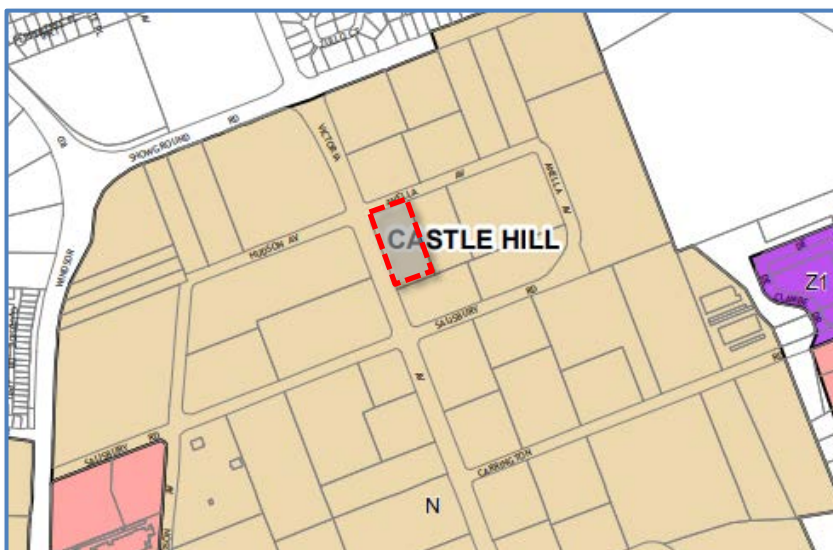


Figure 17 – Proposed Floor Space Ratio (LEP 2019 Amendment)

The amendment can be undertaken by either amending the FSR Map or nominating the proposed FSR in Schedule 1 of LEP 2019.



Proposed FSR: 1.98:1

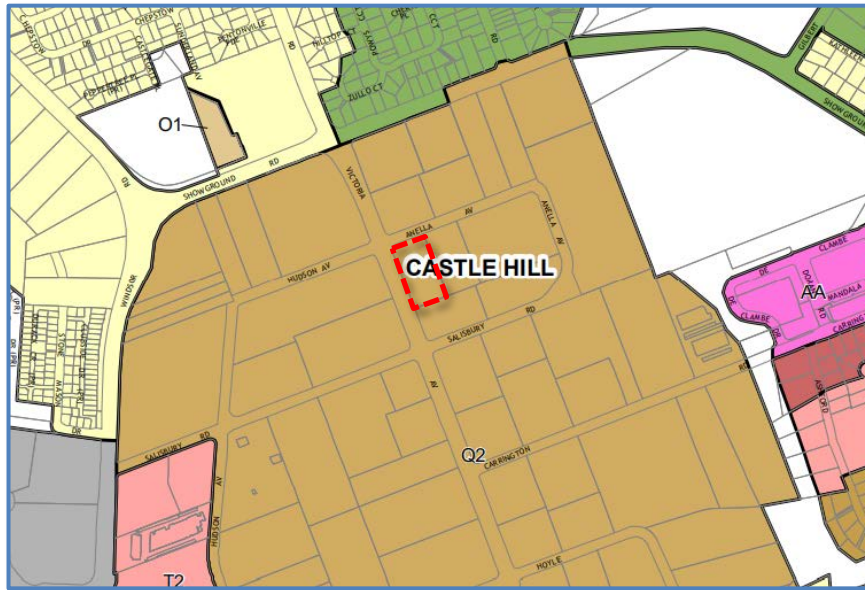


Figure 18 - Existing Height of Building Map (LEP 2019)

(Map Sheet HOB_016)
'Q2' 20 metres



SITE

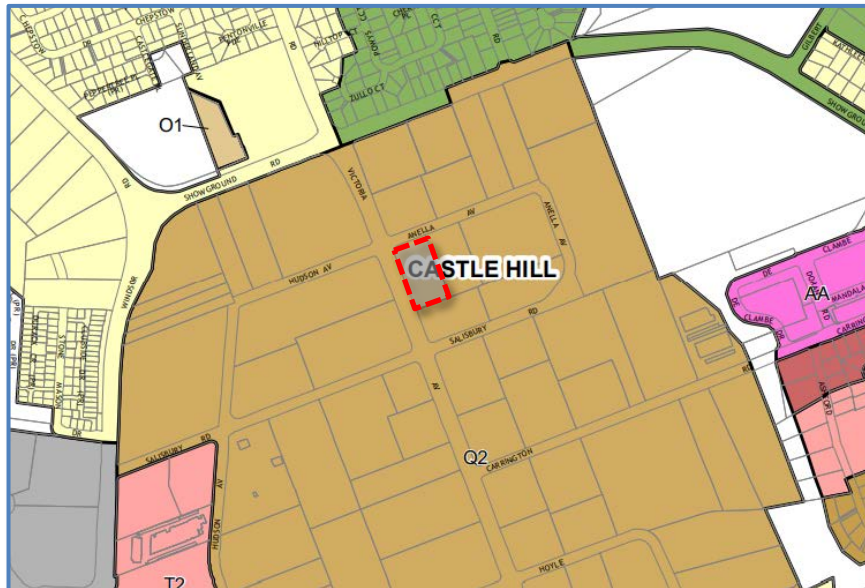


Figure 19 - Proposed Height of Building Map (LEP 2019 Amendment)

The amendment can be undertaken by either amending the Height of Building Map or nominating the proposed building height in Schedule 1 of LEP 2019.



SITE

Proposed Height - 26 metres.

5 (Part 3) Justification

This section of the planning proposal outlines the justification for the proposed amendment to LEP 2019 having regard to the strategic framework (Federal, State Regional and Local), and the likely environmental economic and social impacts of the proposed amendment.

5.1 Section A - The Need for the Planning Proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

It is considered that the planning proposal is a product of the strategic framework for the area in that it is broadly consistent with the future development outcomes that promote increased commercial floor space and employment opportunities. Following the lodgement of the Planning Proposal (July 2021), a revised concept was submitted to Council in September 2022 and following further discussions the current (revised) proposal has been formulated in response to Council correspondence of November 2022 and the recently exhibited draft Norwest Precinct Plan. It is considered that the most recent matters raised by Council have been addressed in this report.

The following documents are relevant in terms of the strategic context of the proposal.

- The Greater Sydney Region Plan, A Metropolis of Three Cities.
- The Central City District Plan.
- The North West Rail Link Corridor Strategy.
- The Hills Corridor Strategy.
- The Hills Future 2036 Local Strategic Planning Statement (LSPS).
- Draft Norwest Precinct Plan (endorsed by Council November 2022).

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Presently the floor space ratio and building height controls limit development within the site to a 1:1 FSR (8,094m²) and a building height of 20 metres (approximately 6 levels).

As discussed in the following **Section 5.2**, the proposed 'urban services' land use mix, including an increase in commercial (specialised retail) floor space generated by the proposal aims to meet the needs of the growing population base, whilst also providing establishment opportunities for smaller businesses, consistent with the E3 Productivity

Support objectives whilst aligning with the North West Rail Link Corridor Strategy, The Hills Corridor Strategy, The Hills Local Strategic Planning Statement and draft Norwest Precinct Plan (Norwest Service Precinct).

Relevant to the Planning Proposal is recognition of a consistent theme within the strategic framework that seeks to reinforce the importance of retaining and expanding opportunities for specialised retail activities and other land uses that will support increased employment opportunities. The development concept looks to provide an opportunity to meet this demand with a mix of complimentary permitted land uses.

The Planning Proposal process is considered to be the best way to achieve the intended outcomes for the site and the proposed controls will regulate any future built form outcomes on the site.

5.2 **Section B – Relationship to Strategic Planning Framework**

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

Yes. The Planning Proposal has been considered having regard to the following relevant regional strategic documents.

- The Greater Sydney Region Plan, A Metropolis of Three Cities.
- The Central City District Plan.
- the North West Rail Link Corridor Strategy.
- The Hills Corridor Strategy.
- The Hills Future 2036 Local Strategic Planning Statement (LSPS).
- Draft Norwest Precinct Plan (endorsed by Council November 2022).

The following review demonstrates that the Planning Proposal is consistent with these strategies.

5.2.1 Greater Sydney Region Plan

Greater Sydney Region Plan

The Greater Sydney Region Plan, *A Metropolis of Three Cities* is the NSW Government's strategic metropolitan plan to guide and manage Sydney's growth and sets a 40-year vision (to 2056) for Greater Sydney⁷ (March 2018).

The Greater Sydney Region Plan is built on a vision of a Sydney where residents will live within 30 minutes of their needs, and consists of:

- the Western Parkland City.
- the Central River City.
- the Eastern Harbour City.

The site is located within Norwest, an identified Metropolitan and strategic centre within the Central River City which aims to attract investment, business activity and jobs in strategic centres across Greater Sydney reinforcing the access jobs, goods and services close to people's homes⁸.

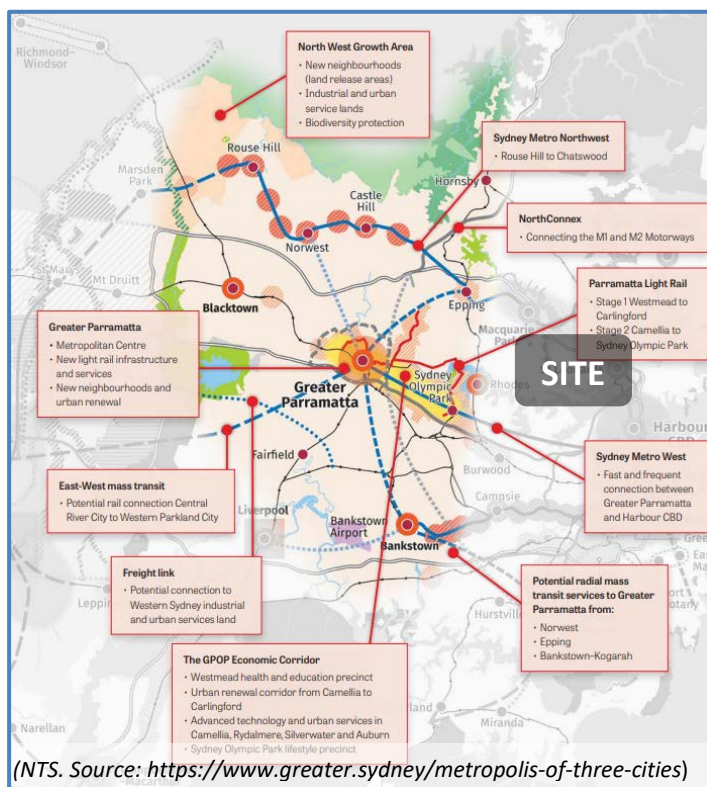


Figure 20 - Greater Sydney Regional Plan – A Metropolis of Three Cities

⁷ Source: <https://www.greater.sydney/metropolis-of-three-cities/about-plan>

⁸ Ibid. p. 119.

The following broad objectives of the Plan are considered relevant to the Planning Proposal.

Objective 14: A Metropolis of Three Cities – *integrated land use and transport creates walkable and 30-minute cities.*

The proposed development concept would contribute to the 30-minute city by co-locating jobs in close proximity to the Norwest and Showground Road Metro Stations.

The Strategy also estimates that as Greater Sydney's population grows over the next 20 years, there will be a need for over 5 million square metres of additional retail floor space⁹ and additional stand-alone office developments to accommodate a significant increase in office jobs, increase access to various markets, and enhance business to business interactions.

Objective 22 Investment and business activity centres
(extract): *To maximise the liveability, productivity and sustainability benefits of all centres, the approach will focus on:*

- *managing and expanding the network of existing centres*
- *planning and growing new centres*
- *monitoring development and activity trends and changes in centres.*

The Strategy estimates that there should be a target to create 817,000 new jobs in key sectors by 2036, recognising that job targets are an important tool in driving opportunities for investment and business growth¹⁰.

Objective 24 Economic sectors are targeted for success
(extract): *The segments are:*

- *international education*
- *financial and professional services*
- *regional headquarters of multinationals*
- *tourism*
- *start-ups and digital innovation*
- *food and other quality goods to Asia*
- *infrastructure and smart cities*
- *creative industries*
- *advanced manufacturing*
- *life sciences*
- *environmental technologies.*

Jobs will be located within a high level of accessibility to transport infrastructure and business activity.

⁹ Ibid. Objective 22. Page 118.

¹⁰ Ibid. Objective 22. Page 120.

The Planning Proposal is consistent with the Greater Sydney Region Plan as it seeks to attract investment and business activity by facilitating additional commercial floor space for specialised retail and urban services and thus a greater number of jobs in an identified strategic centre and specialised commercial office precinct.

5.2.2 The Central City District Plan

The Central City District Plan

The site is located within the Central City District, which was identified within the Greater Sydney Region Plan, *A Metropolis of Three Cities*. The Central City District includes the local government areas of Blacktown, Cumberland, Parramatta and The Hills. The Central City District (CCD) Plan was adopted in March 2018 and is a guide for implementing the Greater Sydney Regional Plan at a district level over the next 20 years¹¹.

The CCD Plan has the following broad planning priorities and actions:

- Infrastructure and Collaboration
- Liveability
- Productivity
- Sustainability
- Implementation

The CCD Plan identifies Norwest as a Strategic Centre, within 'Sydney Metro Northwest' providing fast and reliable transport connections to strategic sections. Some of the trends and targets relevant to and consistent with the Planning Proposal are:

- An additional 550,500 people are expected to be living in the District by 2036¹²; and
- Norwest job target of 53,000 by 2036 (an additional 20,600 from 2016).

Norwest Business Park is an established business and commercial centre. The principles for developing centres includes expansion of existing centres and it recognises that growth associated with the Sydney Metro Northwest (new stations at Norwest and Showground Station) will 'provide the opportunity to transform the traditional 1990s-

¹¹ Source: <https://www.greater.sydney/central-city-district-plan>

¹² Ibid. page. 25.

style business park model into a transit-oriented, more vibrant and diversified centre with higher employment densities and a mix of residential uses and supporting services'¹³.

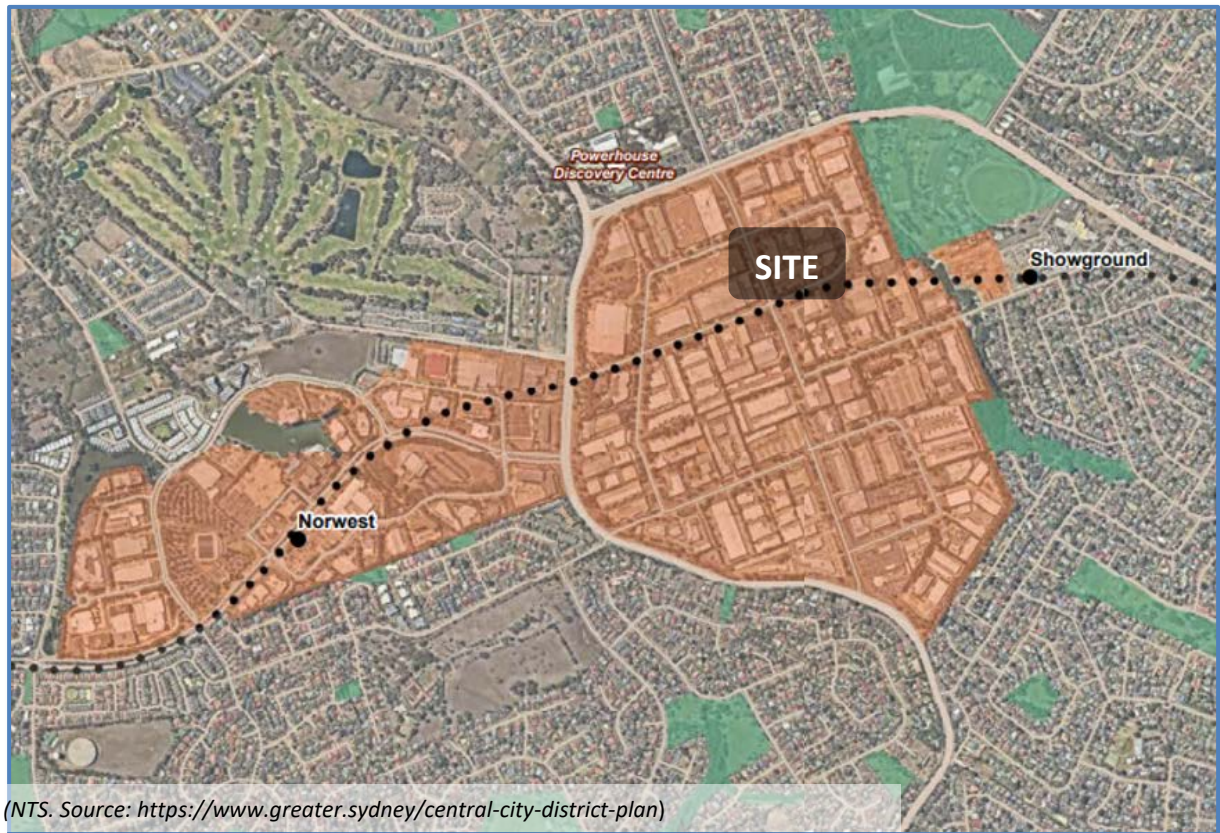


Figure 21 - Central City District Plan 'Norwest'

Of relevance to this planning proposal are the planning priorities and actions in respect of productivity as follows:¹⁴

Planning Priority C9

Delivering integrated land use and transport planning and a 30-minute city

This priority is consistent with the following broad objective of the Greater Sydney Region Plan. **Objective 14:** A Metropolis Of Three Cities – integrated land use and transport creates walkable and 30-minute cities.

Planning Priority C10

Growing investment, business and job opportunities in strategic centres

Norwest is identified as a strategic centre and therefore there is a focus of public transport investments that seek to deliver the 30-minute city objective (Planning Priority C9). This priority is also consistent with the following broad objective of the Greater Sydney Region Plan. **Objective 22:** Investment and business activity in centres.

¹³ Ibid. page 83.

¹⁴ Ibid. page 67.

The Economic Impact Assessment undertaken by Hill PDA¹⁵ in support of this proposal, also identifies that the Planning Proposal would support the achievement C9 and C10.

The proposed development is consistent with the priorities and actions established within the draft District Plan, ideally located within the Norwest Service area within 850metres of Showground Station. As part of the principles for the various centres within the CCD Plan Action 45 identifies the key Actions¹⁶ that the Authorities will need to consider for Norwest:

45. Strengthen Norwest through approaches that:

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

5.2.3 The North West Rail Link

North West Rail Link Corridor Strategy (NWRL)

The North West Rail Link (NWRL) (now known as Sydney Metro North West, part of the Sydney Metro project) is identified as a priority railway transport infrastructure project in the North West Rail Link Corridor Strategy published by the NSW Department of Planning in 2013.

The Strategy sets out the framework for future development around the eight (8) new stations (Cherrybrook, Castle Hill, Showground Road, Norwest, Bella Vista, Kellyville, Rouse Hill and Cudgegong Road) of the Sydney Metro Northwest.

The North West Rail Link supports the plan to build 'liveable centres around each of the new stations' incorporating the principles of transit oriented development¹⁷. The identified Bella Vista Showground Station Precincts have now been rezoned.

Norwest is identified as an existing specialised centre with significant employment growth potential. The strengthening of these areas is identified as providing the ability to provide jobs closer to home in the area¹⁸. Norwest with its links to the NWRL connects the 'Global Economic Corridor', an area of Sydney that stretches from Sydney Airport to Port Botany through to Macquarie Park, Parramatta and North Sydney, that is estimated to contain

¹⁵ Castle Hill, Victoria Avenue Economic Impact Assessment_C21041, 20 July 2021.

¹⁶ <https://www.greater.sydney/central-city-district-plan>, page 83.

¹⁷ Source: <https://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Sydney-Metro-Northwest-Urban-Renewal-Corridor>

¹⁸ Ibid. page 08.

around 40 per cent of Sydney's jobs in various industries. It is estimated approximately 160,000 additional jobs will be provided in the Global Economic Corridor over the next 25 years.

The subject site is located within the Norwest Service area located to the east of 'Norwest' centre and is identified for among other land uses, 'specialised retail' uses. Consequently, an uplift in the FSR will support the strategy that emphasises the need to ensure the job targets for 2031 are achieved.

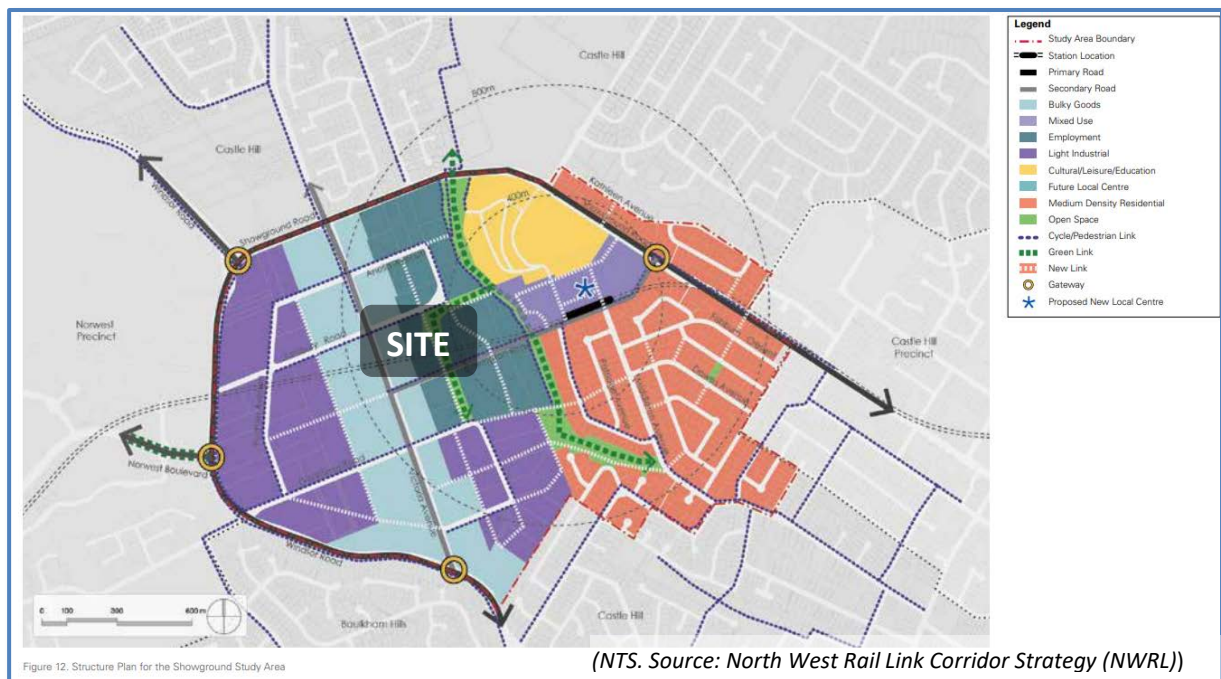


Figure 22 - Structure Plan for the Showground Study Area

Of relevance to the proposal:

- *The target for Norwest is to provide an additional 15,000 jobs by 2031.*
- *This will require approximately 225,000-375,000 sqm of commercial floor space, of a variety of grades, to be delivered within Norwest to 2031.*
- *To the east and west of the centre, land has been set aside as a Business Park with more flexible controls to respond to the growing market demands for large floor plate commercial spaces and to encourage the growth of Norwest as a Specialised Precinct.*

The NWRL Corridor Strategy is given statutory effect by a Local Planning Direction (Section 9.1 Directions), Direction No. 1.16 issued on 16 December 2022¹⁹ in accordance with section 9.1(2) of the EP&A Act. The direction requires that a Planning Proposal that applies to land located within the NWRL Corridor must:

¹⁹ Source: <https://www.planning.nsw.gov.au/sites/default/files/2023-03/local-planning-directions.pdf>

- (a) *give effect to the objectives of this direction*
- (b) *be consistent with the proposals of the NWRL Corridor Strategy, including the growth projections and proposed future character for each of the NWRL precincts*
- (c) *promote the principles of transit-oriented development (TOD) of the NWRL Corridor Strategy.*

In this regard the Planning Proposal has considered this direction as it retains (in part) specialised retail premises (bulky goods) uses along Victoria Avenue and will contribute to future job growth in line with the NWRL strategy.

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Yes. The Planning Proposal has been considered having regard to the following relevant local strategic documents.

- The Hills Corridor Strategy.
- The Hills Future 2036 Local Strategic Planning Statement (LSPS).
- Draft Norwest Precinct Plan (endorsed by Council November 2022).

The following review demonstrates that the Planning Proposal is consistent with these strategies.

5.2.4 The Hills Corridor Strategy

The Hills Corridor Strategy

The Hills Corridor Strategy, adopted in November 2015, is a strategic framework that aims to identify strategic ways to meet future housing and employment growth expected for the areas around the North West Rail Link (Cherrybrook, Castle Hill, Showground, Norwest, Bella Vista, Kellyville and Rouse Hill stations)²⁰.

The Hills Corridor Strategy is underpinned by six (6) guiding principles. Of relevance to the proposal are:

²⁰ Source: <https://www.thehills.nsw.gov.au/Building/Road-and-Building-Projects/Hills-Corridor-Strategy>

Principle 4.5 JOBS TO MATCH SHIRE NEEDS

A range of employment opportunities are made available that reflect the qualifications and skills of Shire residents and facilitate more jobs close to home.

Principle 4.6 GROW OUR STRATEGIC CENTRES

Reinforce the hierarchy of centres recognising the significance of Castle Hill and Rouse Hill as major centres and Norwest as a specialised centre.

The Hills Corridor Strategy recognises that the number and range of jobs in the Hills Shire do not meet the skill set of the majority of residents, and therefore recognises the need to address the availability of jobs and skills of residents, through provision of high quality jobs closer to home.

The focus around strategic centres is on 'growing jobs and housing and creating vibrant hubs of activity' in which Norwest is recognised as a strategic employment location.

The Hills Corridor Strategy identifies the site as being located within the Showground Precinct, an area containing a number of distinct land uses, with the site approximately 850 metres to the north-west of Showground Station.

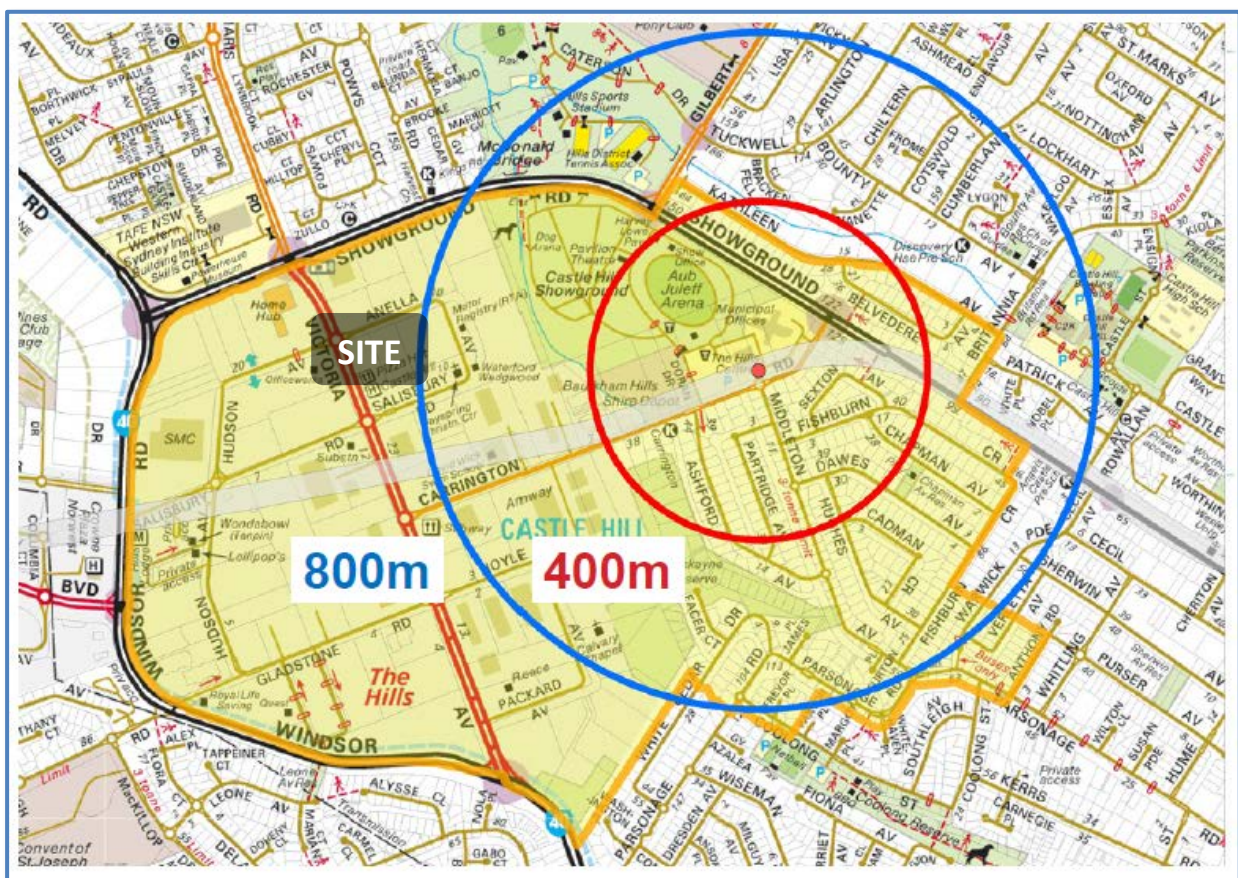


Figure 23 - Showground Station Catchment Hills Corridor Strategy

The Showground Precinct is identified as providing employment (mixed use, light industrial and commercial uses) and residential land uses. This includes retention of existing light industrial and bulky goods areas with the opportunity for these uses 'to be enhanced to reflect the significance of this area for jobs and bulky goods'²¹. Of relevance to the proposal in relation to employment are:

- Victoria Avenue has the opportunity to be reinforced as a major bulky goods retailing centre.
- Further employment opportunities will be located on the western edge of the area so as to encourage greater connection with Norwest Business Park.
- Carrington Road presents opportunities for office accommodation to encourage an employment spine linking with Victoria Avenue and then onto Norwest Business Park.
- The Hills Corridor strategy identifies the Showground Precinct providing a job growth target of 13,691 jobs.

5.2.5 The Hills Future 2036 Local Strategic Planning Statement

The Hills Future 2036 Local Strategic Planning Statement (LSPS)

The Hills Future 2036 Local Strategic Planning Statement (LSPS) was endorsed by Council on 22 October 2019, and is a local planning document that 'provides a land use vision for The Hills Shire to 2036'²².

The LSPS Structure Plan identifies potential employment within the Norwest Strategic Centre to 2036 as 23,900 jobs.

Of relevance to the proposal in relation to employment are:

Planning Priority 1 - Plan for sufficient jobs, targeted to suit the skills of the workforce

- 'Protect existing and planned business and industrial land now and set the frameworks to create around 50,000 additional jobs in the Shire by 2036'.
- The Shire has enough land to accommodate around 83,000 more jobs; of these, 50,000 will be required by 2036.

²¹ Ibid. p. 29.

²² Source: <https://www.thehills.nsw.gov.au/Building/Planning-Guidelines/Local-Strategic-Planning>

Planning Priority 2 - Build strategic centres to realise their potential

- Norwest strategic centre – Estimated capacity for additional jobs: 23,900.

The site is located within the 'Norwest Service' sub-precinct. The Norwest strategic centre structure plan identifies the site is within an area of the Victoria Avenue spine in which specialised retail (bulky goods) spine will be retained.

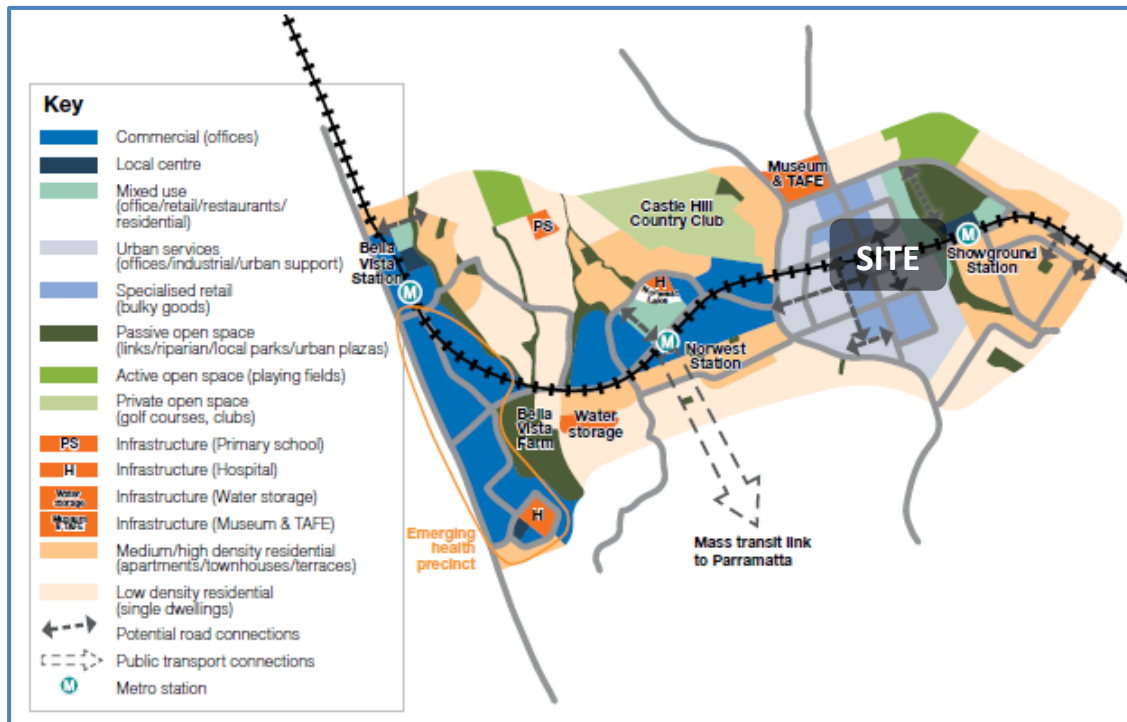


Figure 24 - The Norwest strategic centre – Structure Plan

Of relevance to the proposal in relation to provision of commercial floor space are:

Planning Priority 10 - Provide social infrastructure and retail services to meet residents' needs

- LSPS predicts based on preliminary demand analysis, that there is a need for an additional 93,700m² of specialised retail floor space by 2036²³.

It is noted however that the planned uplift is identified on that land adjoining Showground Station, primarily within the B2 Local Centre zone rather than the subject site. It is considered that this does not necessarily preclude consideration of a proposed uplift in the FSR of the subject site given that it is within a well-established and historical business catchment. The justification provided in this report and supporting documentation demonstrates that the Planning Proposal is not inconsistent with the overall strategic

²³ Ibid. page.65.

objectives for the site and locality and that the proposed built form is appropriate given the site specific and locational characteristics.

5.2.6 Draft Norwest Precinct Plan

The Draft Norwest Precinct Plan (NPP) was endorsed by Council in November 2022 and placed on public exhibition from 2 May 2023 to 31 July 2023. As identified in section 6.2.4 (Figure 82, Item 2) of the draft NPP, it is the subject of an owner-initiated Planning Proposal.

The NPP is a 20 year vision and sets the framework for Norwest to emerge as a thriving mixed use Strategic Centre and highly competitive employment Precinct and this vision builds on previous strategic work by Council and the NSW Government. It is comprised of three precincts: Norwest Innovation; Norwest Central; and Norwest Service.

The

As discussed, the site is located within the proposed 'Norwest Service Precinct' (NSP), specifically Focus Area 9-Protecting and Encouraging Urban Services. The NPP generally describes urban services as follows.

'The term 'urban services' covers a range of industries and activities that are fundamental to how The Hills Shire functions and are critical to supporting future growth. Industrial and urban services land contains a range of land uses including panel beaters, mechanics, lawn-mower repairers, small-scale manufacturing companies, children's play facilities, food preparation and catering facilities and gyms'.²⁴

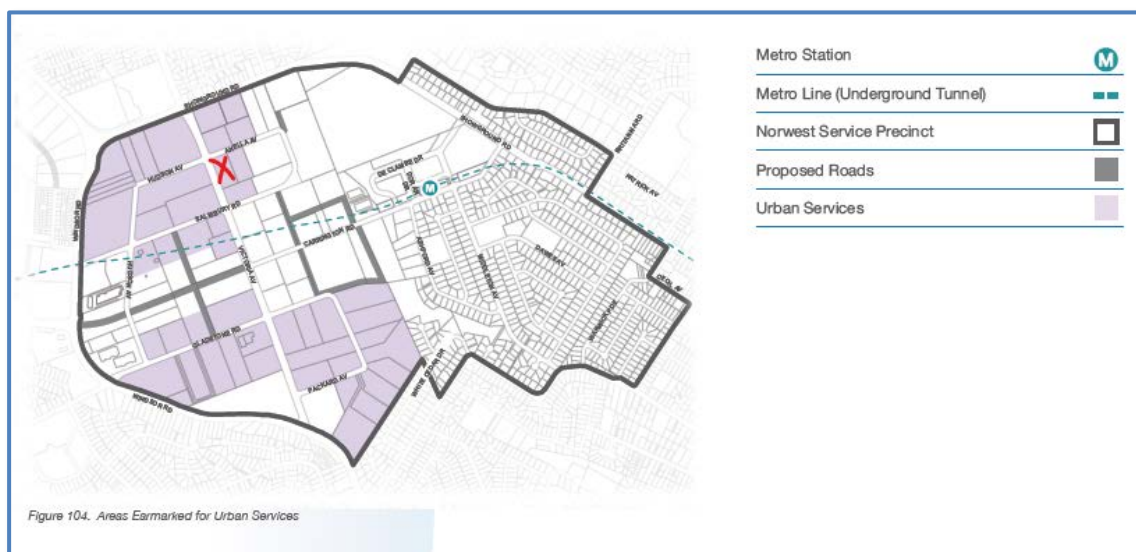


Figure 25 - Draft Norwest Precinct Plan- Areas earmarked for Urban Services

²⁴ Page 149.

The Key Desired Outcomes for Urban Services are:

- Capacity for 11,400m² of additional specialised retail (bulky goods) floorspace.
- Retain areas of a specialised retail (bulky goods) spine along Victoria Avenue, to cater for expected demand for household goods.
- Areas of light industrial land uses in appropriate locations, to provide urban support services for the growing population.

As indicated in the draft NPP²⁵ the NSP will continue to be a mainstay for urban support services that meet the needs of the growing population base, whilst also providing opportunity for smaller businesses to establish and thrive’.

There is reference to reinforcing Victoria Avenue generally as a major spine for bulky goods retailing, with employment opportunities towards the western edge of the precinct (Cattai Creek West).

The NPP (Figure 12) also identifies that the site is located within a 1.2 walkability catchment area (refer **Figure 26**) which is considered to be consistent with strategic framework of the Hills Corridor Strategy that aims to identify strategic ways to meet future housing and employment growth.

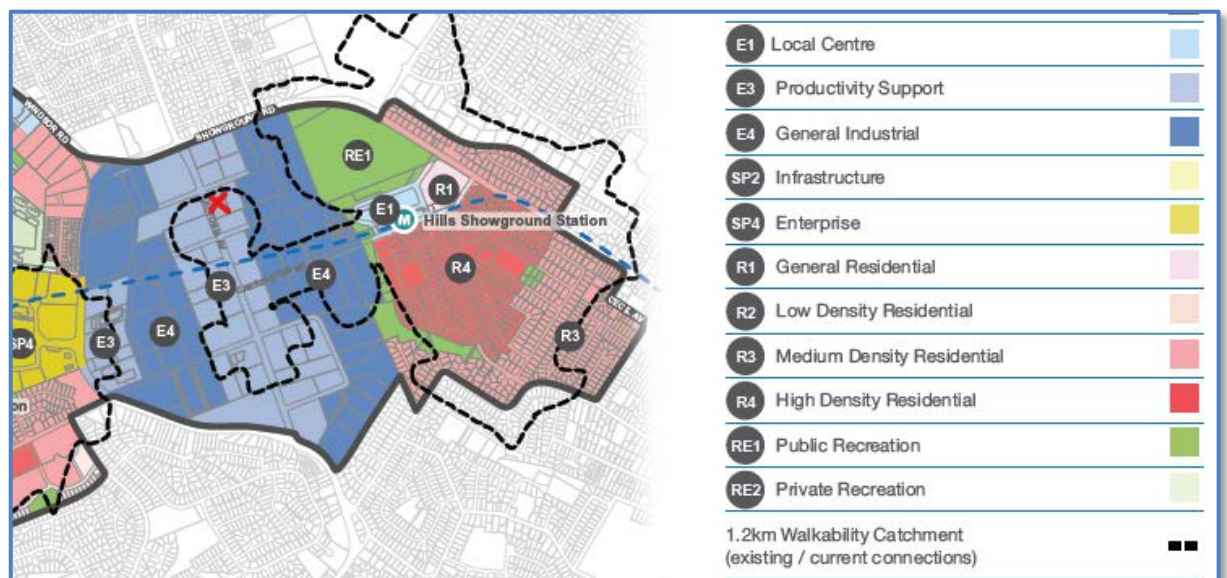


Figure 26 - Draft Norwest Precinct Plan (Walkability Catchments)

²⁵ Page 149.

According to the draft NPP, the key desired outcomes for employment includes a 'capacity for 64,000 jobs, with an increase of 30,000 additional jobs by the year 2041'. If there is to be an increase in employment related land uses, there needs to be commensurate increase in the provision of urban services, and a recognition in the application of increased controls (height, FSR) to accommodate future demand.

When considering the nominated controls, proximity and relationship to the Cattai Creek West Precinct, it is considered that there are arguments to review the built form controls and provide increase height and FSR for the site to provide for a logical transition to Victoria Avenue.

Finally, the proposal is considered to be consistent with the relevant Guiding Principles and Key Desired outcomes in that it retains and provides increased opportunity for employment and specialised retail along Victoria Avenue and provides for urban services land uses, including motor vehicle repairs, medical centre, indoor recreation, and child care facilities.

5.2.7 State Environmental Planning Policies

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

The Planning Proposal is considered be consistent with the applicable State Environmental Planning Policies (SEPP) as provided for in the following **Table 2**.

Table 2 - State Environmental Planning Policies

Description	Comment
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p><u>Chapter 2 Infrastructure</u> - will apply.</p> <p>Referral to the NSW Roads and Maritime Services (RMS) will be required as the proposal exceeds the threshold floor space and car parking spaces as nominated in Schedule 3.</p> <p>Relevant clause: <u>(Chapter 2, Part 2.3, Division 17 – Roads and Traffic, Subdivision 2 Development in or adjacent to road corridors and road reservations, clause 2.122 Traffic-generating development (Schedule 3).</u></p> <p>A Traffic Impact Assessment has been prepared and it demonstrates that the proposal is capable of approval (refer Section 5.3.4).</p>
State Environmental Planning	Future development may be able to utilise the

Description	Comment
Policy (Exempt and Complying Development Codes) 2008	nominated development pathways, however this will be determined in light of the relevant application having regard to LEP 2019 and the Exempt and Complying Development Codes SEPP.
State Environmental Planning Policy (Industry and Employment) 2021	<p><u>Chapter 3 Advertising and Signage</u> - aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of high-quality design and finish.</p> <p>Chapter 3 will apply to any future application for signage.</p> <p>In our opinion The assessment criteria outlined in Schedule 5 of the Policy can be undertaken as part of any future development application.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	<p><u>Chapter 4 Remediation of Land</u> - aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Clause 4.6 of the Policy (in part) requires that a consent authority must not consent to the carrying out of any development on land unless:</p> <p>(1) <i>A consent authority must not consent to the carrying out of any development on land unless:</i></p> <p>(a) <i>it has considered whether the land is contaminated, and</i></p> <p>(b) <i>if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and</i></p> <p>(c) <i>if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.</i></p> <p>Site is fully developed and sealed, the proposed land uses are not considered to be high sensitive uses. The serviced apartments are not located on the ground level and are not defined as residential development.</p> <p>There is no evidence that the current on-site commercial activities are of a kind that are likely to pollute or contaminate the site to the extent that investigations are required at this stage.</p> <p>In our opinion a Phase 2 Assessment Report can be undertaken as part of any assessment or future</p>

Description	Comment
	development application.

5.2.8 Ministerial Directions

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

A list of the Ministerial Directions (Section 9.1 EP&A Act) is provided in **Table 3**. Those Directions considered applicable to the Planning Proposal are discussed in **Table 4**.

Table 3 - Ministerial Directions (Section 9.1)

Description	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	Applicable. Refer Table 4
1.2 Development of Aboriginal Land Council land	Not Applicable.
1.3 Approval and Referral Requirements	Not Applicable.
1.4 Site Specific Provisions	Not Applicable.
Focus area 1: Planning Systems – Place Based	
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not Applicable.
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not Applicable.
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable.
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable.
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not Applicable.
1.10 Implementation of the Western Sydney Aerotropolis Plan	Not Applicable.
1.11 Implementation of Bayside West Precincts 2036 Plan	Not Applicable.
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not Applicable.
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not Applicable.
1.14 Implementation of Greater Macarthur 2040	Not Applicable.
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not Applicable.
1.16 North West Rail Link Corridor Strategy	Applicable. Refer Table 4

Description	Comment
1.17 Implementation of the Bays West Place Strategy	Not Applicable.
1.18 Implementation of the Macquarie Park Innovation Precinct	Not Applicable.
1.19 Implementation of the Westmead Place Strategy	Not Applicable.
1.20 Implementation of the Camellia-Rosehill Place Strategy	Not Applicable.
1.21 Implementation of South West Growth Area Structure Plan	Not Applicable.
1.22 Implementation of the Cherrybrook Station Place Strategy	Not Applicable.
Focus Area 2: Design and Place	
Focus Area 3: Biodiversity and Conservation	
3.1 Conservation Zones	Not Applicable.
3.2 Heritage Conservation	Not Applicable.
3.3 Sydney Drinking Water Catchments	Not Applicable.
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not Applicable.
3.5 Recreation Vehicle Areas.	Not Applicable.
3.6 Strategic Conservation Planning	Not Applicable.
3.7 Public Bushland	Not Applicable.
3.8 Willandra Lakes Region	Not Applicable.
3.9 Sydney Harbour Foreshores and Waterways Area	Not Applicable.
3.10 Water Catchment Protection	Not Applicable.
Focus area 4: Resilience and Hazards	
4.1 Flooding	Applicable. Refer Table 4
4.2 Coastal Management	Not Applicable.
4.3 Planning for Bushfire Protection	Not Applicable.
4.4 Remediation of Contaminated Land	Not Applicable.
4.5 Acid Sulfate Soils	Not Applicable.
4.6 Mine Subsidence and Unstable Land	Not Applicable.
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	Applicable. Refer Table 4
5.2 Reserving Land for Public Purposes	Not Applicable.
5.3 Development Near Regulated Airports and Defence Airfields	Not Applicable.
5.4 Shooting Ranges	Not Applicable.

Description	Comment
Focus area 6: Housing	
6.1 Residential Zones	Not Applicable.
6.2 Caravan Parks and Manufactured Home Estates	Not Applicable.
Focus area 7: Industry and Employment	
7.1 Business and Industrial Zones	Applicable. Refer Table 4
7.2 Reduction in non-hosted short-term rental accommodation period	Not Applicable.
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable.
Focus area 8: Resources and Energy	
8.1 Mining, Petroleum Production and Extractive Industries	Not Applicable.
Focus area 9: Primary Production	
9.1 Rural Zones	Not Applicable.
9.2 Rural Lands	Not Applicable.
9.3 Oyster Aquaculture	Not Applicable.
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable.

Those Directions considered relevant to the Proposal are discussed in **Table 4** As follows.

- 1.1 Implementation of Regional Plans.
- 1.16 North West Rail Link Corridor Strategy.
- 4.1 Flooding.
- 5.1 Integrating Land Use and Transport.
- 7.1 Business and Industrial Zones.

Table 4 - Relevant Ministerial Directions

Description	Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	
<p>Objective The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p> <p>Application This direction applies to a relevant planning authority when preparing a planning proposal for land to which a Regional Plan has been released by the Minister for Planning</p>	
<p>Direction 1.1 (1) Planning proposals must be consistent with a Regional Plan released by the Minister for Planning</p>	
<p><u>Consistency</u> A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary), that:</p> <p>(a) the extent of inconsistency with the Regional Plan is of minor significance, and</p> <p>(b) the planning proposal achieves the overall intent of the Regional Plan and does not undermine the achievement of the Regional Plan's vision, land use strategy, goals, directions or actions.</p>	<p>The planning proposal is considered to be consistent with Greater Sydney Region Plan and this direction as it:</p> <ul style="list-style-type: none"> • Seeks to attract investment and business activity by facilitating additional commercial floor space for specialised retail and urban services as identified in The Hills Local Strategic Planning Statement and draft Norwest Precinct Plan. • Is located within close proximity to public transport infrastructure (Showground Road Metro Station). • Is consistent with the indicative job target for Norwest (job target of 53,000 by 2036) as nominated in the Central City District Plan. • Is consistent with the following nominated objectives, namely: <p>Objective (2) : Infrastructure aligns with forecast growth – infrastructure growth compact.</p> <p>Objective (14) A Metropolis of Three Cities</p> <p>Objective (22) Investment and business activity centres.</p> <p>Objective (24) Economic sectors are targeted for success.</p>

Description	Comment
Focus area 1: Planning Systems – Place Based	
1.16 North West Rail Link Corridor Strategy	
<p>Objectives The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL), and (b) ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans. <p>Application This direction applies when a relevant planning authority prepares a planning proposal for land in the Hornsby, The Hills and Blacktown local government areas that applies to land within the North West Rail Link Corridor, as identified in the NWRL Corridor Strategy and Structure Plans.</p>	
<p>Direction 1.16</p> <p>(1) A planning proposal that applies to land located within the NWRL Corridor must:</p> <ul style="list-style-type: none"> (a) give effect to the objectives of this direction (b) be consistent with the proposals of the NWRL Corridor Strategy, including the growth projections and proposed future character for each of the NWRL precincts (c) promote the principles of transit-oriented development (TOD) of the NWRL Corridor Strategy. 	
<p>Consistency A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are</p> <ul style="list-style-type: none"> (a) justified by a strategy approved by the Planning Secretary, which: <ul style="list-style-type: none"> i. gives consideration to the objective of this direction, and ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and (b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or (c) in accordance with the relevant Sub-Regional Delivery Plan prepared by the Department of Planning and Environment which gives consideration 	<p>The planning proposal is considered to be consistent with this direction as it:</p> <ul style="list-style-type: none"> • Gives due consideration to the nominated objectives and will promote development growth. • It supports the plan to build ‘liveable centres around each of the new stations’ incorporating the principles of transit oriented development. • Responds to identified opportunities to support the transformation of the locality towards a vibrant urban centre. • The increase in the FSR will support the strategy that emphasises the need to ensure the job targets for 2031 are achieved.

Description	Comment
to the objective of this direction, or (d) of minor significance.	
Focus area 4: Resilience and Hazards	
4.1 Flooding	
<p>Objectives The objectives of this direction are to:</p> <ul style="list-style-type: none"> (a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land. <p>Application This direction applies to all relevant planning authorities that are responsible for flood prone land when preparing a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p>	
<p>Direction 4.1</p> <ul style="list-style-type: none"> (1) A planning proposal must include provisions that give effect to and are consistent with: <ul style="list-style-type: none"> (a) the NSW Flood Prone Land Policy, (b) the principles of the Floodplain Development Manual 2005, (c) the Considering flooding in land use planning guideline 2021, and (d) any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council. (2) A planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Employment, Mixed Use, W4 Working Waterfront or Special Purpose Zones. (3) A planning proposal must not contain provisions that apply to the flood planning area which <ul style="list-style-type: none"> (a) permit development in floodway areas, (b) permit development that will result in significant flood impacts to other properties, (c) permit development for the purposes of residential accommodation in high hazard areas, (d) permit a significant increase in the development and/or dwelling density of that land, (e) permit development for the purpose of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate, (f) permit development to be carried out without development consent except for the purposes of exempt development or agriculture. Dams, drainage canals, levees, still require development consent, (g) are likely to result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities, or 	

Description	Comment
<p>(h) permit hazardous industries or hazardous storage establishments where hazardous materials cannot be effectively contained during the occurrence of a flood event.</p> <p>(4) A planning proposal must not contain provisions that apply to areas between the flood planning area and probable maximum flood to which Special Flood Considerations apply which:</p> <p>(a) permit development in floodway areas,</p> <p>(b) permit development that will result in significant flood impacts to other properties,</p> <p>(c) permit a significant increase in the dwelling density of that land,</p> <p>(d) permit the development of centre-based childcare facilities, hostels, boarding houses, group homes, hospitals, residential care facilities, respite day care centres and seniors housing in areas where the occupants of the development cannot effectively evacuate,</p> <p>(e) are likely to affect the safe occupation of and efficient evacuation of the lot, or</p> <p>(f) are likely to result in a significantly increased requirement for government spending on emergency management services, and flood mitigation and emergency response measures, which can include but not limited to road infrastructure, flood mitigation infrastructure and utilities.</p> <p>(5) For the purposes of preparing a planning proposal, the flood planning area must be consistent with the principles of the Floodplain Development Manual 2005 or as otherwise determined by a Floodplain Risk Management Study or Plan adopted by the relevant council.</p>	
<p><u>Consistency</u></p> <p>A planning proposal may be inconsistent with this direction only if the planning proposal authority can satisfy the Planning Secretary (or their nominee) that:</p> <p>(a) the planning proposal is in accordance with a floodplain risk management study or plan adopted by the relevant council in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i>, or</p> <p>(b) where there is no council adopted floodplain risk management study or plan, the planning proposal is consistent with the flood study adopted by the council prepared in accordance with the principles of the <i>Floodplain Development Manual 2005</i> or</p> <p>(c) the planning proposal is supported by a flood and risk impact assessment accepted by the relevant planning authority and is prepared in accordance with the principles of the <i>Floodplain Development Manual 2005</i> and consistent with the relevant planning authorities' requirements, or</p>	<p>The planning proposal is considered to be consistent with this direction as it:</p> <ul style="list-style-type: none"> • has addressed the stormwater affectation on the site in accordance with Council's policy. • Part of the site is identified as within the 1% AEP including the existing on-site detention basin fronting Anella Avenue. • The site is affected by two drainage easements on its northern boundary. • The application is supported by engineering plans that have considered the catchment and stormwater trunk drainage layout. Accordance with Council's adopted stormwater specifications and the applicable Australian standard 3500.3:2018. • The proposal includes a trunk drainage design accommodated within the site

Description	Comment
(d) the provisions of the planning proposal that are inconsistent are of minor significance as determined by the relevant planning authority	
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	
<p>Objectives The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight.</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, employment, village or tourist purposes</p>	
<p>Direction 5.1 (1) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) <i>Improving Transport Choice – Guidelines for planning and development (DUAP 2001)</i>, and (b) <i>The Right Place for Business and Services – Planning Policy (DUAP 2001)</i>.</p>	
<p>Consistency A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are: (a) justified by a strategy approved by the Planning Secretary which: i. gives consideration to the objective of this direction, and ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or (b) justified by a study prepared in support</p>	<p>The planning proposal is considered to be consistent with this direction as it:</p> <ul style="list-style-type: none"> • Gives due consideration to the nominated objectives. • Proposes additional commercial floor space in close proximity to existing public transport services such as the Showground Road Metro station. • Provides further employment opportunities consistent with the increased availability and thus promotion, of public transport. • It reinforces Planning Priority 2 of The Hills Future 2036 Local Strategic Planning Statement, namely 'Build strategic centres to realise their

Description	Comment
<p>of the planning proposal which gives consideration to the objective of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Department of Planning and Environment which gives consideration to the objective of this direction, or</p> <p>(d) of minor significance.</p>	potential'.
Focus area 7: Industry and Employment	
7.1 Business and Industrial Zones	
<p>Objectives</p> <p>The objectives of this direction are to:</p> <p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified centres.</p> <p>Application</p> <p>This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing or proposed Employment zone (including the alteration of any existing Employment zone boundary). For the purpose of this Direction, Employment zones means the following zones.</p> <ul style="list-style-type: none"> • Employment • Mixed Use • W4 Working Waterfront • SP4 Enterprise • SP5 Metropolitan Centre 	
<p>Direction 7.1</p> <p>(1) A planning proposal must:</p> <p>(a) give effect to the objectives of this direction,</p> <p>(b) retain the areas and locations of Employment zones,</p> <p>(c) not reduce the total potential floor space area for employment uses and related public services in Employment Zones.</p> <p>(d) not reduce the total potential floor space area for industrial uses in E4, E5 and W4 zones, and</p> <p>(e) ensure that proposed employment areas are in accordance with a strategy that is approved by the Planning Secretary.</p>	
<p><u>Consistency</u></p> <p>A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the provisions of the planning proposal that are inconsistent are:</p>	<p>The planning proposal is considered to be consistent with this direction as it:</p> <ul style="list-style-type: none"> • Proposes additional commercial floor space that will encourage employment opportunities consistent with the nominated strategic studies. • Seeks to retain and increase the availability of floor space for potential

Description	Comment
<p>(a) justified by a strategy approved by the Planning Secretary, which:</p> <ul style="list-style-type: none"> i. gives consideration to the objective of this direction, and ii. identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), or <p>(b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or</p> <p>(c) in accordance with the relevant Regional Strategy, Regional Plan or District Plan prepared by the Greater Cities Commission or the Department of Planning and Environment which gives consideration to the objective of this direction, or</p> <p>(d) of minor significance</p>	<p>industrial uses.</p> <ul style="list-style-type: none"> • Will reinforce the E3 zone objectives to provide a mix of urban services, business and specialised retail premises that require a large floor area, in locations that are close to, and that support the viability of the existing centres. • Does not seek to introduce any non-conforming land uses in the E3 zone.

5.3 **Section C - Environmental, Social and Economic Impacts**

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is located within an established business precinct and is fully developed with no remnant vegetation or connection to any adjoining native vegetation. In our opinion the Planning Proposal will not have any impact or effect upon any critical habitat or threatened species, populations or ecological communities, or their habitats.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

5.3.1 **DCP Planning Controls**

The proposal is considered to be compliant with the relevant Development Control Plan (DCP) 2012, in particular: Part B Section 7 – Industrial, and Part C Section 1 – Parking.

It is considered that if the Planning Proposal is formally supported by Council, further design analysis can be undertaken against DCP 2012 in response to the submitted design concept.

The existing setbacks established by the DCP²⁶ provide for a 23metre (where car parking is situated forward of the building) or 15metres (with no car parking forward of the building).

The concept design generally proposes a 15 metre setback to both Victoria Avenue and Anella Avenue whilst retaining the existing vehicle access points. This is considered to be consistent with the current DCP control(s) and the design has been developed having regard to specific design principles and strategies as outlined in **Section 2.6**, namely:

- ✓ Activating Anella Avenue.
- ✓ Defining the street edge.
- ✓ Connecting the subject site to the Showground Road precinct.
- ✓ Maintaining human scale and proportions.
- ✓ Mimicking Street character.
- ✓ Solar access to serviced apartments to improve amenity.

5.3.2 Design Excellence

The site is located within the Showground Station precinct pursuant to LEP 23019 (Part 9) and consequently any future proposal will be required to exhibit “design excellence” (clause 9.5 of LEP 2019) and would also be subject to assessment and review by Council’s Design Review Panel.

5.3.3 Traffic and Parking

A revised assessment of traffic and parking has been undertaken by Positive Traffic²⁷. The study has assessed existing traffic conditions, parking demands, access arrangements, future traffic conditions and design compliance. The report *‘presents both a summary of relevant traffic impact assessment reports conducted within the Castle Hill industrial precinct/in immediate surrounding areas and proposals for improvements in the precinct across all transport modes to provide a context to the expected traffic and transport environment in the future’*.²⁸

²⁶ Part B Section 7, Maps (Sheet 1)

²⁷ Report No: PT200093r01_V11, dated October 2023.

²⁸ Ibid., page 11.

The report identifies the ‘Showground Station Precinct Redevelopment Transport Plan – Transport for NSW’ as a key transport planning document that underpins the necessary infrastructure planning in and around the Showground Station precinct, including the subject site.

According to the Traffic Report²⁹, the plan identifies a number of road and intersection improvements as well as improve pedestrian cycling facilities which includes an off-road shared pedestrian/cycling path on the Victoria Avenue frontage of the site. The site is considered to be conveniently located with access to existing bus services in this would only improve with the enhanced bus service/infrastructure plan which seeks to deliver a greater level of bus service accessibility along Victoria Avenue/Carrington Road which are identified as key road corridors. These improvements allow for direct high-frequency bus services past the subject site. The Traffic Report identified that:

‘In partnership with Transport for NSW (formally Roads and Maritime Services) the Hills Shire Council commissioned in 2019 area wide modelling studies of key precincts within the Hills Local Government Area (LGA) including the Norwest Precinct / Showground Station Precinct and Castle Hill Town Centre.

The purpose of the modelling assessment study was to ascertain initially the existing traffic and transport conditions within the precinct and then scenario test three (3) development yield scenarios within the precinct to gauge the future infrastructure requirements across the transport networks to accommodate forecast demands of such development increases.

Further that ‘...redevelopment of the subject site (and three development yield scenarios on an area wide basis) is currently being assessed by both Hills Shire Council / Transport NSW to develop a holistic transport infrastructure improvement program for developments within the precinct to contribute to in the future.

At the time of preparing this report the final findings of the area wide modelling study were not available to the public. Consultation with Council representatives confirmed that this study is still ongoing and no additional information on the recommendations of the study are available for referral in this report”.³⁰

Other reports and studies included; Showground Station Precinct Finalisation Report – NSW Planning & Environment December 2017; Victoria Avenue Corridor Castle Hill – Intersection Upgrade Traffic Impact Assessment Report – Thompson Stanbury & Associates June 2017; and the Norwest Strategic Plan (Council Endorsed Nov 2022).

²⁹ Ibid., pages 11-15.

³⁰ Ibid., pages 16-17.

Commenting on the historical reporting the Report finds that:

'...the publicly available historical traffic, planning and policy reports undertaken for the Showground Station Precinct to underpin future infrastructure provision in the vicinity of the subject site, all have included the potential redevelopment of the subject site. Further, the area wide planning for the future of the precinct as sought to ensure that the redevelopment of the precinct with increased development would allow provision of high-quality networks for all non-private vehicle modes guided by an appropriate contributions plan.

This plan would seek to deliver holistic improvements over time as sites development moving away from single site fragmentary infrastructure improvements which provide both little initial benefits and which do not consider the holistic preferred outcomes for the precinct.³¹

In terms of total estimated traffic generated by the proposal (with the proposed land use mix and a FSR of 1.98:1) the report considered the likely net increase having regard to a development that achieved the current allowable 1:1 based upon current traffic and the future (modelled) traffic scenarios.

The current traffic generation (based upon 2,000m²) has been estimated at *88 peak hour trips in the Thursday PM peak (Weekday PM Peak) and 110 peak hour trips in the Saturday AM peak (weekend AM Peak)*. This is illustrated in the difference between Table 2 and Table 3 in the report per the following **Figure 27**.

Use	Weekday AM Peak	Weekday PM Peak	Weekend AM Peak	Weekend PM Peak
Bulky Goods	11*	107	144	15**
Cafe	4***	32	74	***8
Car Showroom + Car Servicing/Repairs	6****	26	6****	0
Child Care Centre	110	97	0	0
Indoor Recreation	21*****	112	112*****	21*****
Medical Centre	58	58	12*****	12*****
Potential Total	214	432	348	56
*Assumed 10% of weekday PM peak hour generation to account for staff travel				
**Assumed 10% of weekend AM peak hour generation to account for staff travel				
***Assumed 10% of peak hour traffic generation to account for staff travel				
****Assumed 20% of peak hour traffic generation to account for staff travel				
*****Assumed 10% of peak hour traffic generation				
*****Assumed 20% of peak hour traffic generation				

Use	Weekday AM Peak	Weekday PM Peak	Weekend AM Peak	Weekend PM Peak
Potential Total	196*	344	238	34*
*Assumed 20% of existing weekday AM / PM peak hour traffic generation is staff travel				

Figure 27 - Estimated Nett Traffic Generated by Proposal (FSR 1.98:1)

³¹ Ibid., pages 21.

The report concludes that, based upon the modelling, the potential net difference in site traffic generation of the planning proposal (1.98:1) when compared to a similar development under the current zoning (1:1) for the weekday AM and PM and weekend AM and PM peak periods (i.e. difference between Table 3 and Table 6 in the report) is as per the following **Figure 28**.

Use	Weekday AM Peak	Weekday PM Peak	Weekend AM Peak	Weekend PM Peak
Potential Total	108*	218	176	27*

*Assumed 10% of existing weekday AM / PM peak hour traffic generation is staff travel

Figure 28 - Estimated Nett Additional Traffic Generated by Proposal (1:1 v 1.89:1)

The Report concludes that the proposal is satisfactory and will not have any long term adverse traffic or parking impacts as follows.

- 1. The net traffic generation of the planning proposal versus that which would be approved in the current zoning would be minor in the context of existing / future traffic volumes in roads immediately surrounding the subject site.*
- 2. The infrastructure planning for all modes of transport to be delivered throughout the Showground Station Precinct is expected to more than cater for the potential net traffic generation of the planning proposal compared to that which would be generated under the current zoning.*
- 3. The site is located within a convenient walking distance to a number of existing bus stops which provide access to a range of local and regional employment and retail centres.*
- 4. The proposed expansion of public transport operations within the Showground Station Precinct and immediately adjacent to the development site will significantly increase public transport accessibility for those wishing to travel to / from the site.*
- 5. The proposed parking provision of the site having regard to the potential uses which could be occupied would fully comply with the requirements of Council's DCP. Further, the parking provision would more than cater for the expected peak demands of each component at all times.*
- 6. The preliminary design of the proposal complies with the requirements of both AS2890.1, AS2890.2 and AS2890.6 and are considered satisfactory as a basis for the design of the site moving forward to a development application in the future.³²*

Q9. Has the planning proposal adequately addressed any social and economic effects?

5.3.4 Social Effects

The site is within a well-established business zone and is fully developed. It is considered that the proposal will have no impact on items or places of European or aboriginal cultural

³² Ibid., page 35.

heritage. As indicated in this report the adopted strategic framework identifies the need for further opportunities in respect of specialised retail and employment opportunities. The uplift in the floor space ratio does not relate to residential floor space and consequently there is no anticipated impact on the existing social infrastructure or supporting facilities such recreational, education and/or healthcare.

5.3.5 Economic Effects

An assessment of economic impacts has been undertaken by Hill PDA³³. The purpose of the report is to *assess and quantify, where possible, the economic impact that would eventuate from development under the Planning Proposal. This is achieved through assessing and comparing the economic contribution of the subject site from its current built form and land uses to that which would eventuate from its redevelopment as proposed under the Planning Proposal.*

The key considerations contained within the report include:

- Assessment of State and Local planning policies of relevance to the Planning Proposal.
- Examination of the economic contribution that the subject currently generates (the 'Base Case').
- Examination of the economic implication that development under the Planning Proposal would have during the construction phase and post-construction when compared to the base case.

The assessment concludes that:

Compared to the base case the Planning Proposal would support a more intensified economic outcome for the site. The net increase in economic activity generated and supported during the operation phase, when compared to the base case, is estimated at:

- **Employment:** *a total net increase of around 234 FTE jobs generated and supported. Of these, 128 FTE jobs are directly generated on site.*
- **Output:** *a total net increase of around \$122 million in generated and supported output. Of this, \$47 million is directly generated.*
- **Remuneration:** *a total net increase of around \$15 million in generated and supported wages. Of this, \$8 million is directly generated.*
- **GVA:** *a total net increase of around \$27 million in generated and supported GVA. Of this, \$11 million is directly generated by the uses onsite.*

The Planning Proposal would have additional economic benefits, these being:

- *Providing a catalyst for further investment in the locality.*

³³ Rpt C24015, dated 04/10/23.

- *Providing jobs closer to home and contributing to the LGAs employment targets.*
- *Contribute to Showground attaining its employment targets.*
- *Contributing to Sydney achieving the 30-minute city concept.³⁴*

The above has assessed the economic merits of the Planning Proposal and the Planning Proposal is strongly supported from an economic perspective.

5.4 **Section D - State and Commonwealth Interests**

Q10. Is there adequate public infrastructure for the planning proposal?

The proposal is seeking an uplift in commercial or business related land uses as distinct from residential focused land uses, consequently the demand for passive active open space committee facilities educational establishments for example are not likely to be significantly impacted. The likely traffic and transport implications have been assessed in the supporting Specialist report as addressed in **Section 5.3**.

Further the proposal will need to be submitted to Transport for New South Wales for assessment as part of the assessment process.

It is considered that services infrastructure including water, sewer, telecoms can be further investigated in the event that the planning proposal is supported by the Gateway.

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

The proposal will be subject to notification by Council and any submissions received will be duly considered by Council prior to determination of the proposal.

6 (Part 4) Mapping

Relevant maps and diagrams have been provided within this Report and the accompanying Urban Design Guidelines and Specialist Reports.

There is no change to the proposed zoning with the LEP mapping amendments limited to the Floor Space Ratio (FSR) and Height of Buildings (HOB) maps (refer **Figure 16** to **Figure 19**).

7 (Part 5) Community Consultation

The proposal will be subject to notification by Council and any submissions received will be duly considered by Council prior to determination of the proposal.

³⁴ Ibid., page 19.

8 (Part 6) Project Timeline

A timeline for this project will be subject to review by the Hills Shire Council and DPIE to ensure that it is finalised within a reasonable time period.

9 Conclusion

The Planning Proposal relates to Lot 5 DP 261795, No. 27 Victoria Avenue Castle Hill and seeks to amend the allowable height of buildings, and floor space ratio provisions for the site under LEP 2019, as follows:

- Amend the Floor Space Ratio (FSR) control from 1:1 to 1.98:1.
- Amend the Height of Building (HOB) control from 20metres to 26m [25.40 (to parapet)].

The planning proposal is considered acceptable as it does not seek to introduce any new land use within the E3 Productivity Support zone and will allow the realisation and efficient use of the site in recognition of the evolving redevelopment of the Showground Station Precinct and immediate surrounds. The proposed amendments to LEP 2019 are intended to have the following key intended outcomes:

- It will allow the realisation and efficient use of the site in recognition of the evolving redevelopment of the Showground Station Precinct, draft Norwest Precinct Plan and immediate surrounds.
- It will provide for increased opportunities for E3 Productivity Support uses, through the proposed mix of a mix of accommodation, business and specialised retail premises use.
- It will allow for the continuation and expansion of the existing specialised retail use of the site, and introduce opportunities for land uses that support the envisaged increase in workforce and resident populations within the precinct.
- The built form outcome is both responsive to and consistent with the surrounding topographical features and built form fabric of the locality.

Having regard to the details outlined in this report and supporting documentation it is considered that the Planning Proposal can be supported by Council.

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## 10 References

### PLANNING AND STATUTORY DOCUMENTS

- *Environmental Planning and Assessment Act, 1979* (EP&A Act).
- State Environmental Planning Policy No.55 – Remediation of Land (“SEPP No. 55”).
- State Environmental Planning Policy (Infrastructure) 2007.
- *Environmental Planning and Assessment Regulation 2021* (“EP&A Regulation”).
- The Hills Local Environmental Plan 2019 (LEP 2019).
- The Greater Sydney Region Plan, A Metropolis of Three Cities.
- The Central City District Plan.
- The North West Rail Link Corridor Strategy.
- The Hills Corridor Strategy.
- The Hills Future 2036 Local Strategic Planning Statement (LSPS).
- Draft Norwest Precinct Plan (NPP).

### REPORTS AND DOCUMENTS

- Economic Impact Assessment Report (Job No. C24015\_Version Final) dated 04/10/23, prepared by Hill PDA Consulting.
- Traffic and Parking Assessment Report (Report No: PT200093r01\_V11) dated October 2023, prepared by Positive Traffic Pty Ltd.
- Drainage/Engineering Plans (Ref 220428\_5 Sheets), revision A dated 19/09/2023, prepared by Engineering Studio.
- Compliance Design Certificate (Ref 220248-003-ccdc) dated 9/10/2023, prepared by Engineering Studio.
- Urban Design Report (Revised Architectural Scheme), Revision 03, dated August 2023, prepared by PBD Architects.
- Urban Design Report (excluding Architectural Plans) dated 14 July 2021, prepared by PBD Architects.

# **Appendix No. 1**

**The Development Concept (Revision Date August 2023)**



WE SEE ARCHITECTURE AS  
A QUIET BUT POWERFUL  
MIX OF COLLABORATION  
AND CRAFT.

LET’S GET INTO IT.

# REVISED SCHEME

:AUGUST 2023

| REVISION | DATE    | DESCRIPTION    |
|----------|---------|----------------|
| 01       | 05/2023 | For discussion |
| 02       | 07/2023 | For discussion |
| 03       | 08/2023 | For discussion |

LOCATION

27 Victoria Avenue,  
CASTLE HILL

DATE

August 2023

CLIENT

Martis Investments Pty  
Ltd

NOMINATED ARCHITECT

Paul Buljevic  
No. 7768





# 01. AMENDED ARCHITECTURAL CONCEPTS





VICTORIA AVENUE STREETSCAPE VIEW





CORNER EXPRESSION VIEW

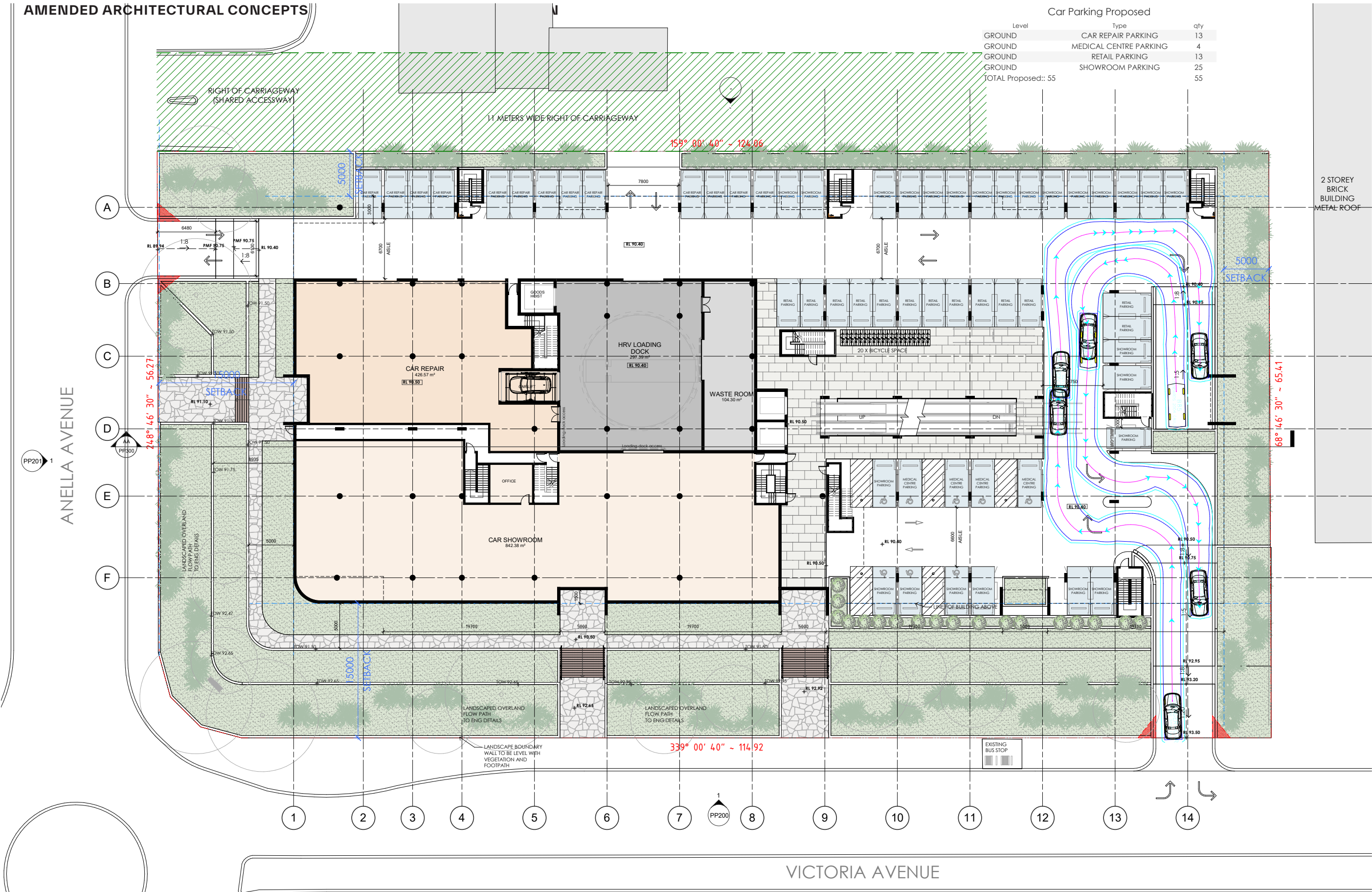




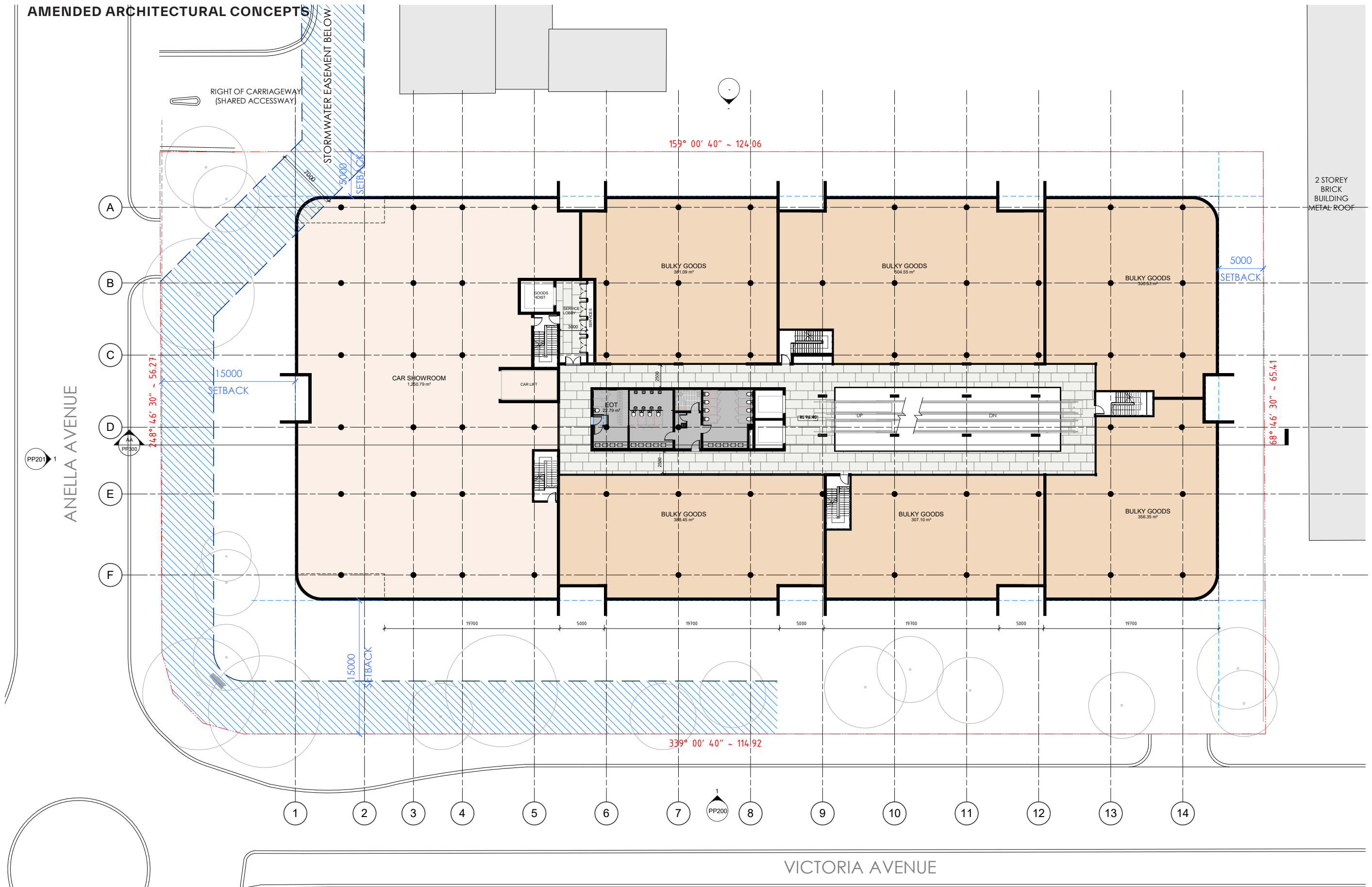
ANELLA AVENUE STREETSCAPE VIEW



AMENDED ARCHITECTURAL CONCEPTS

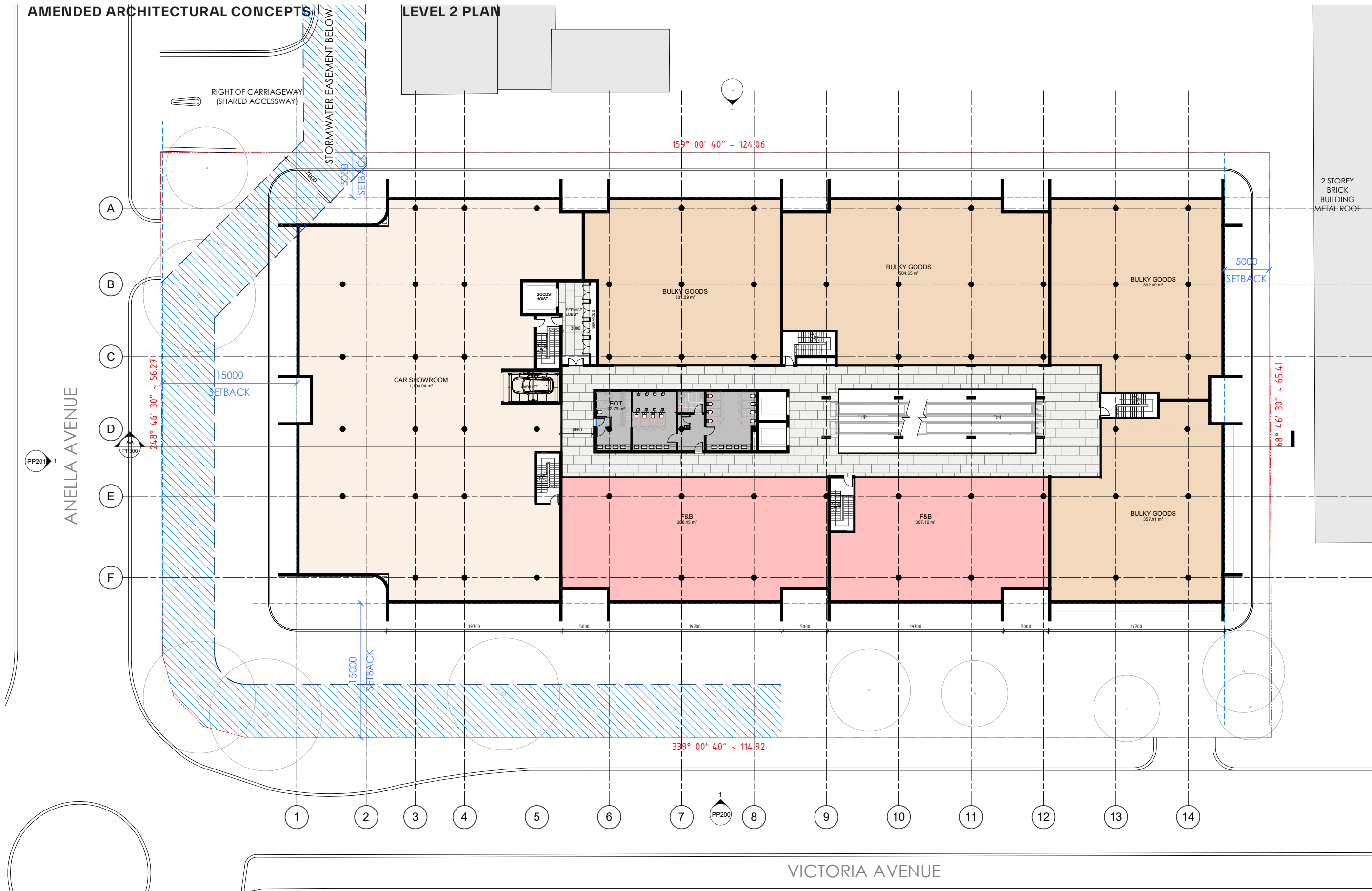


# AMENDED ARCHITECTURAL CONCEPTS



# AMENDED ARCHITECTURAL CONCEPTS

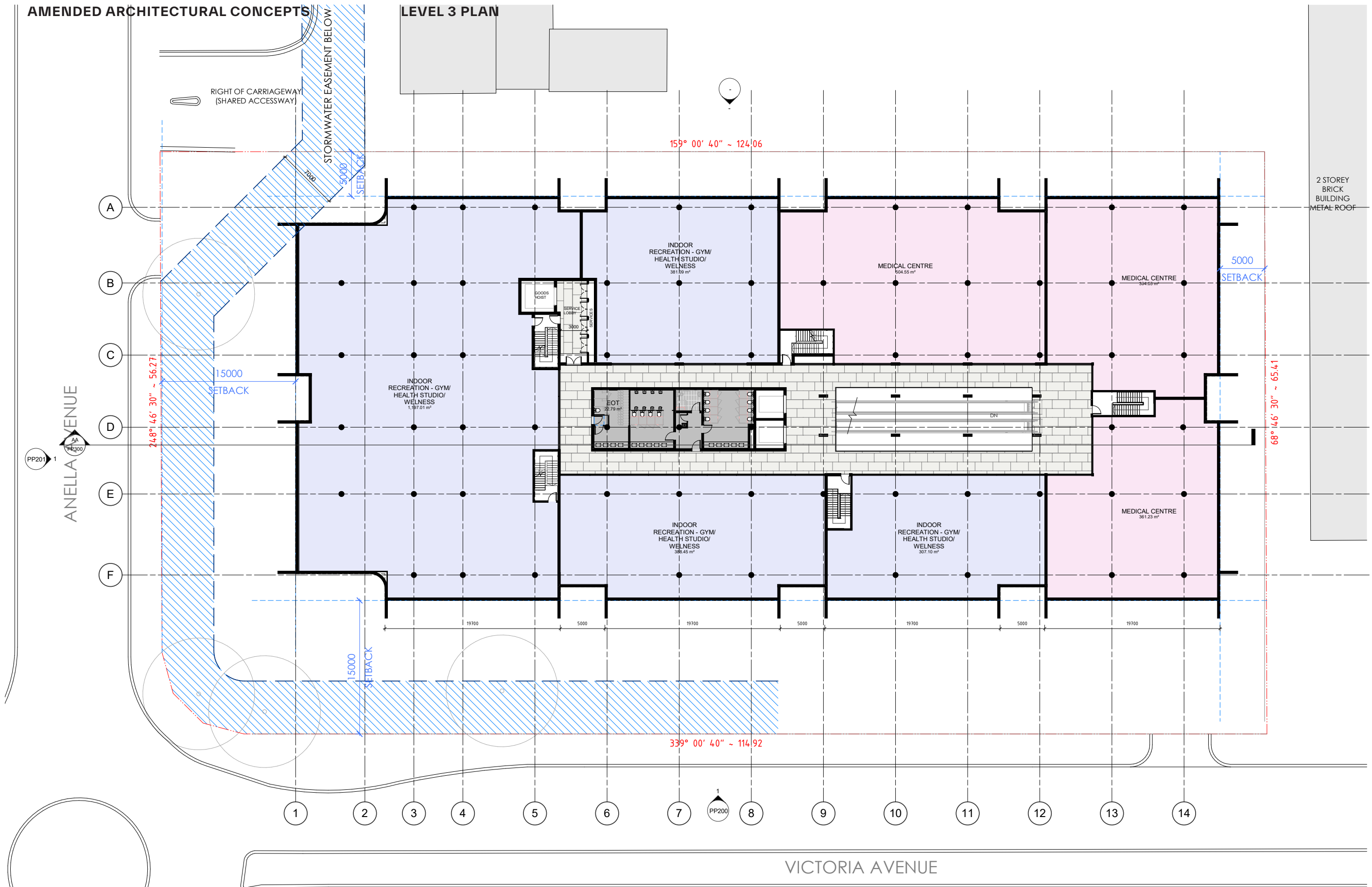
## LEVEL 2 PLAN





# AMENDED ARCHITECTURAL CONCEPTS

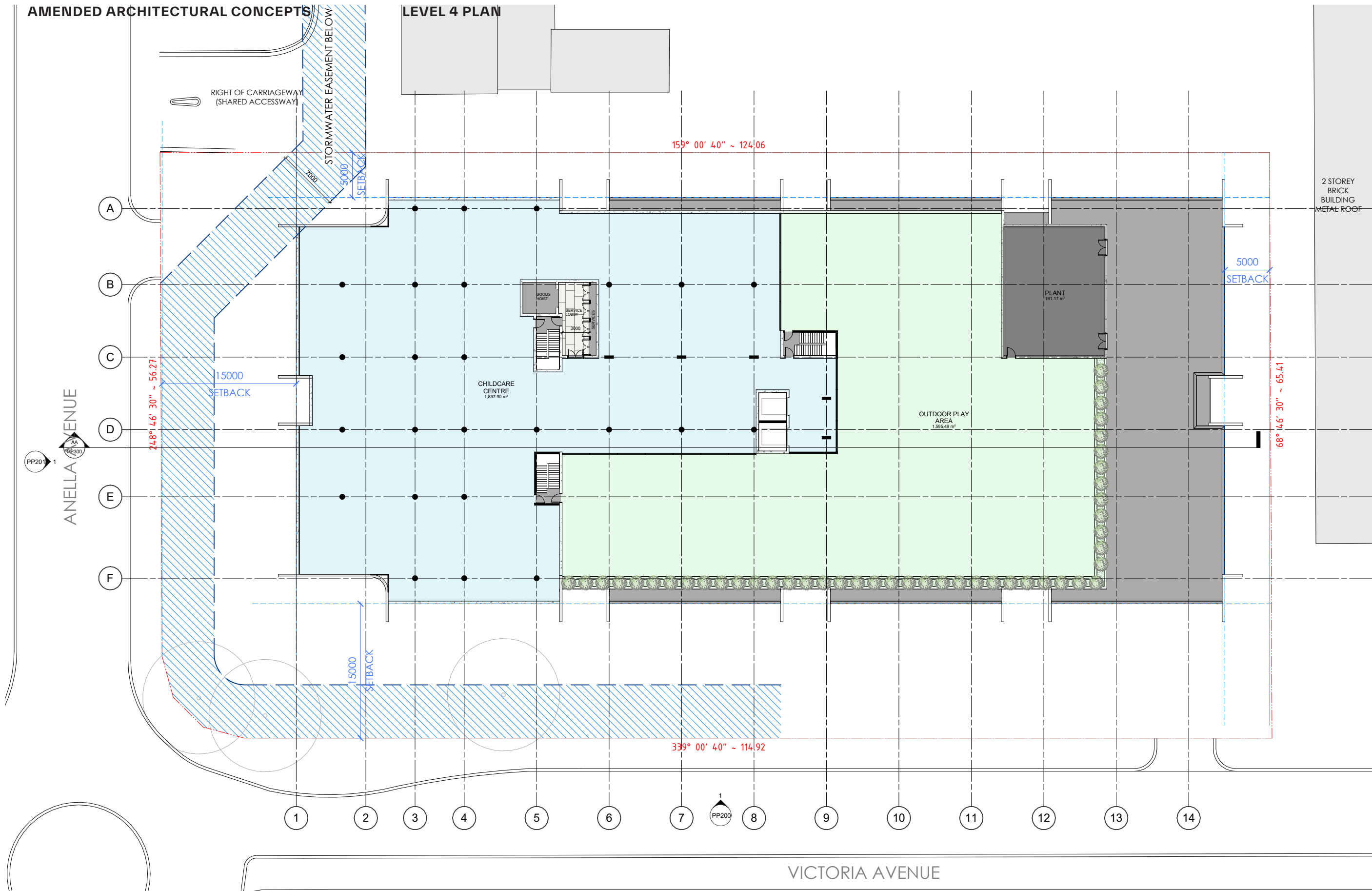
## LEVEL 3 PLAN

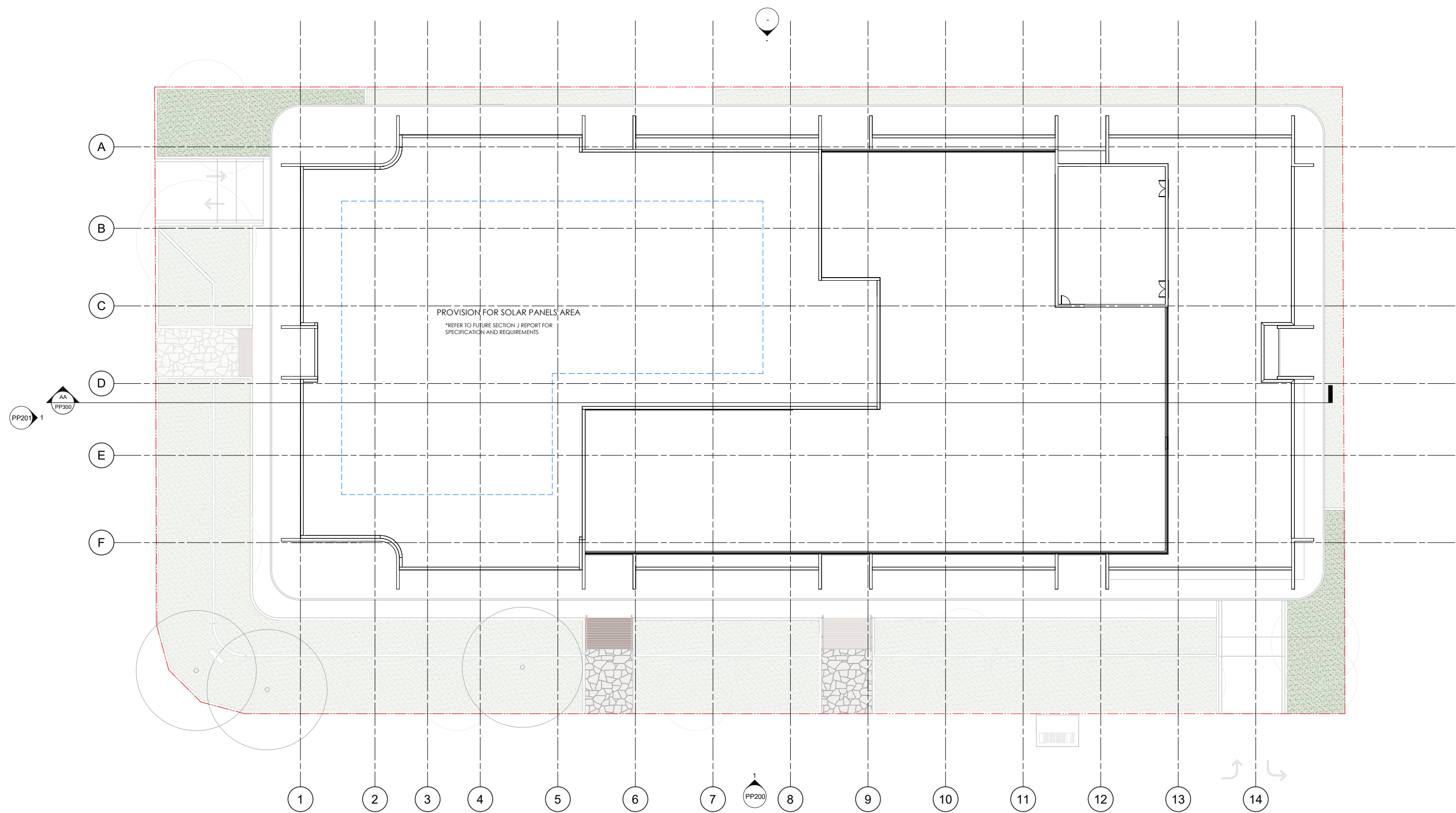




# AMENDED ARCHITECTURAL CONCEPTS

## LEVEL 4 PLAN



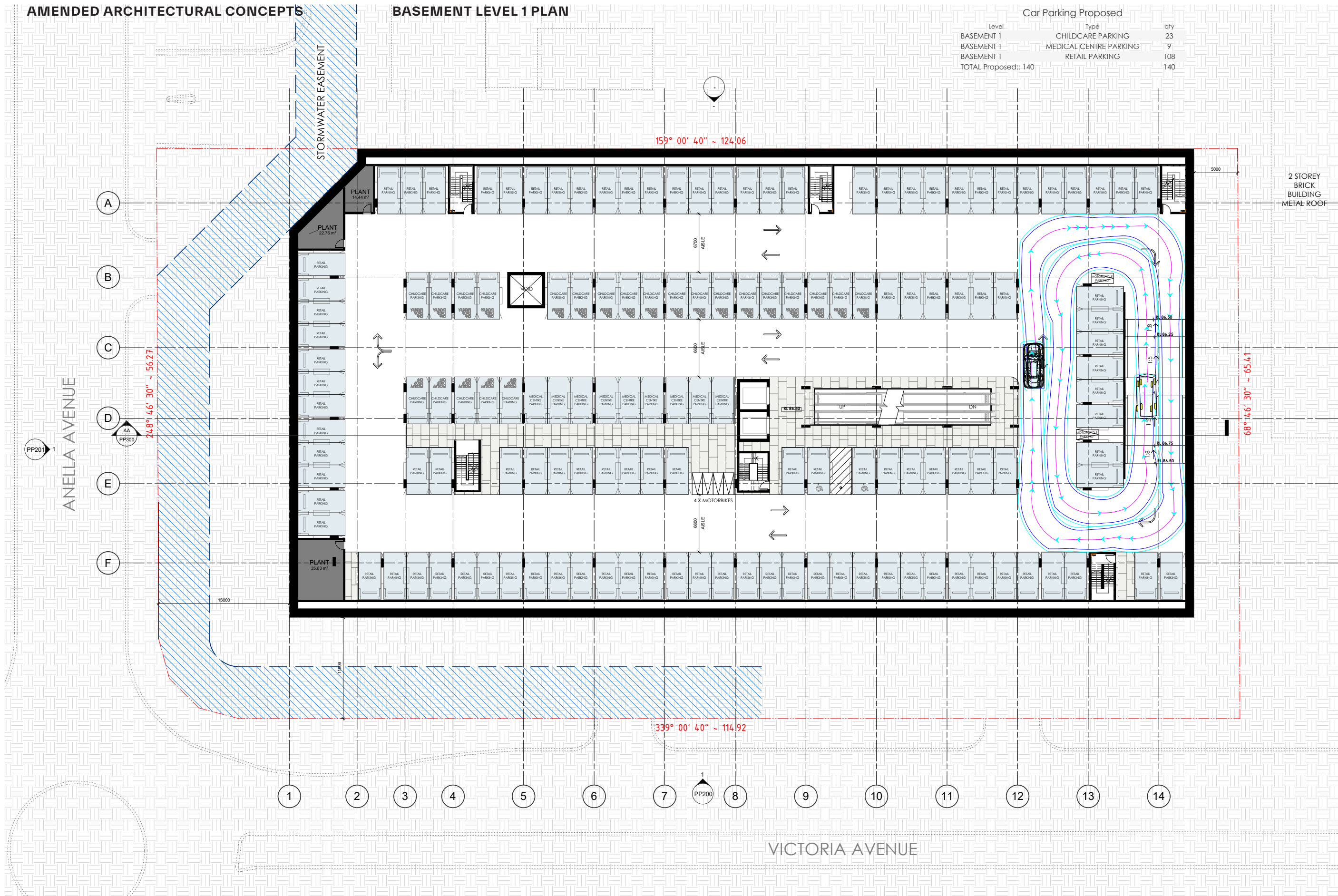


# AMENDED ARCHITECTURAL CONCEPTS

## BASEMENT LEVEL 1 PLAN

### Car Parking Proposed

| Level               | Type                   | Qty |
|---------------------|------------------------|-----|
| BASEMENT 1          | CHILDCARE PARKING      | 23  |
| BASEMENT 1          | MEDICAL CENTRE PARKING | 9   |
| BASEMENT 1          | RETAIL PARKING         | 108 |
| TOTAL Proposed: 140 |                        | 140 |



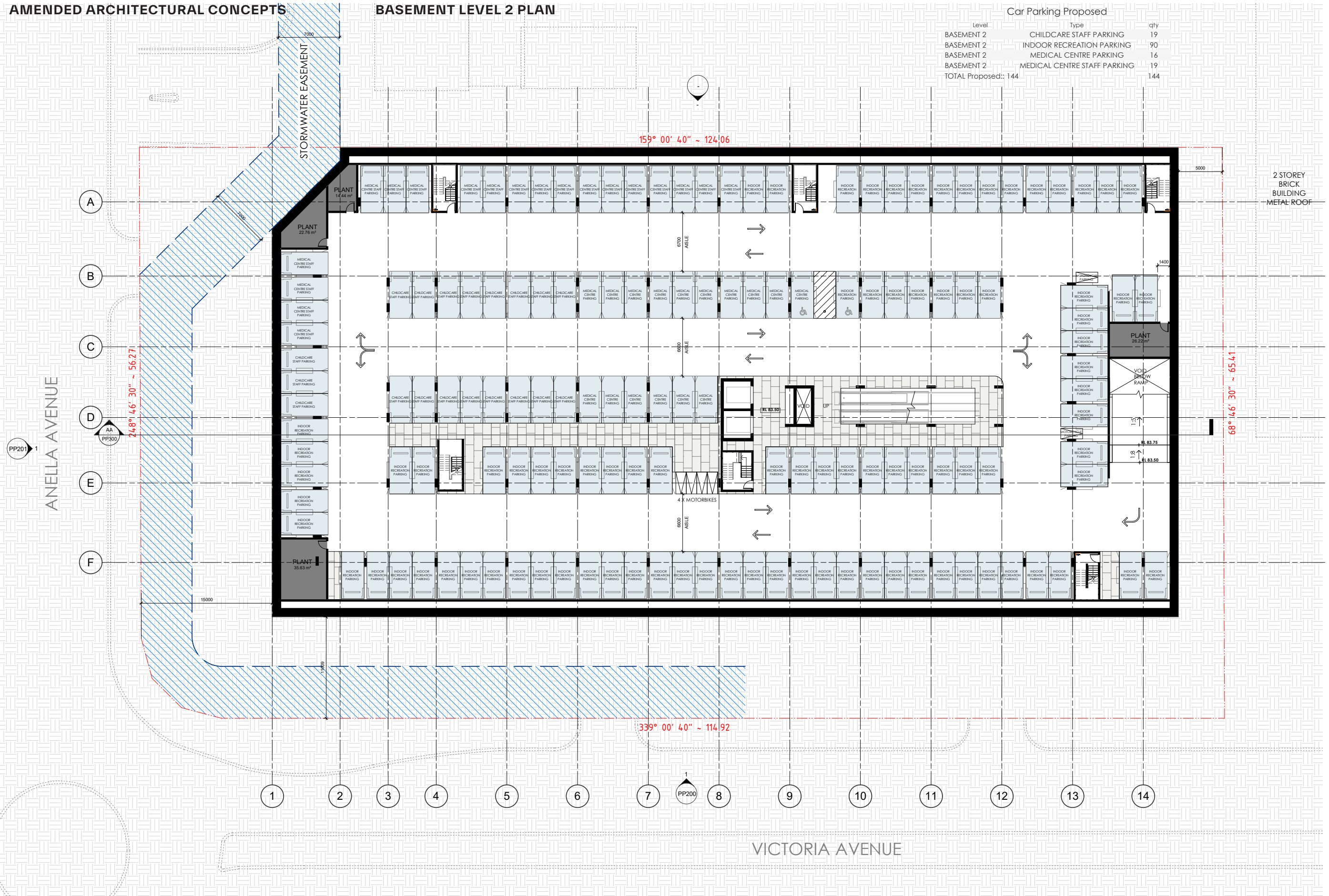


# AMENDED ARCHITECTURAL CONCEPTS

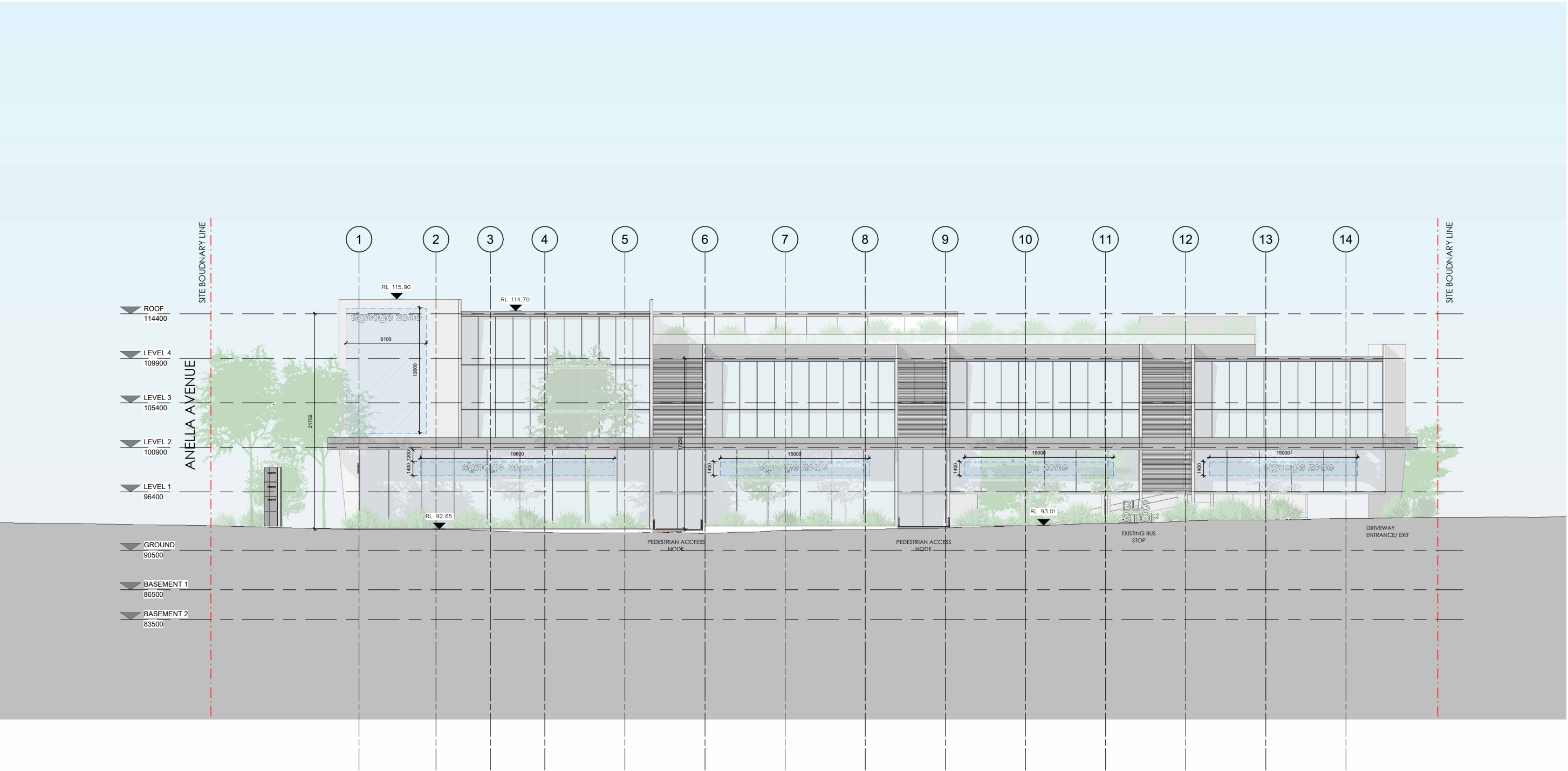
## BASEMENT LEVEL 2 PLAN

### Car Parking Proposed

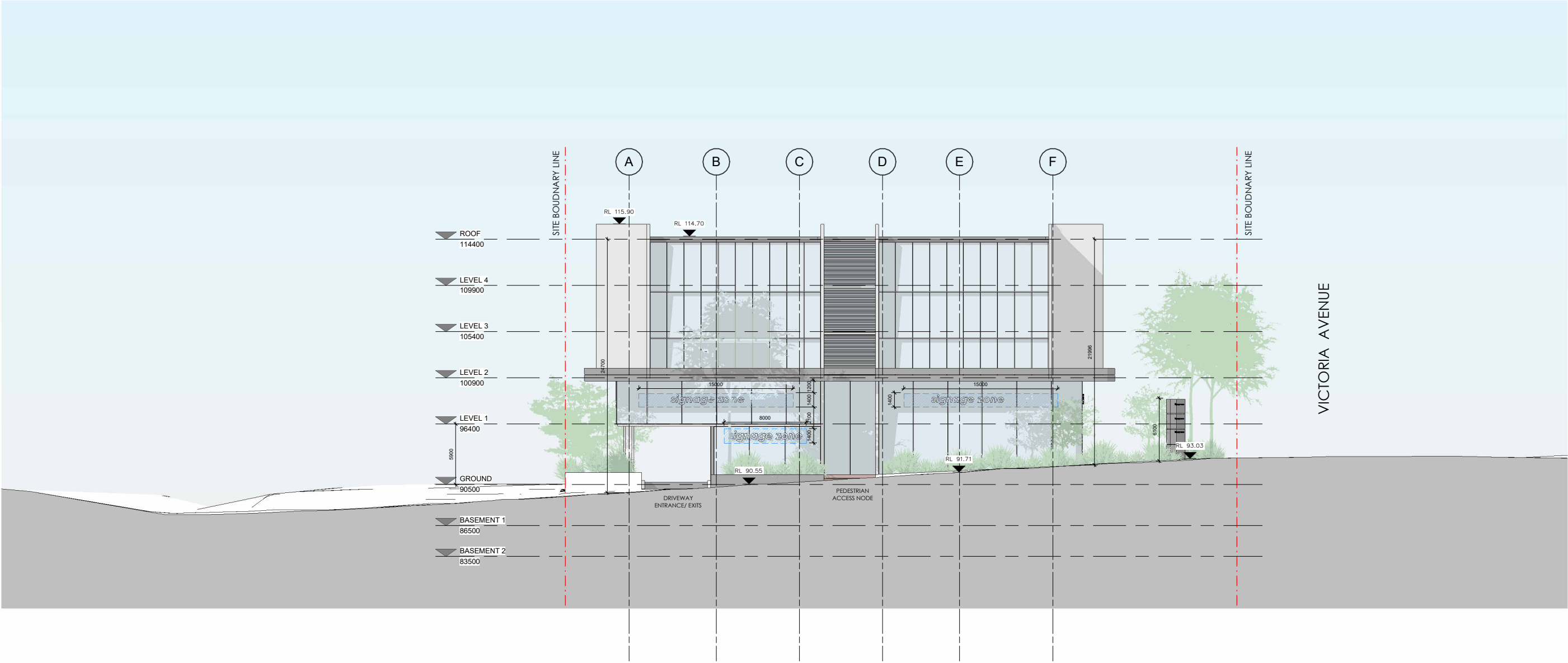
| Level            | Type                         | qty |
|------------------|------------------------------|-----|
| BASEMENT 2       | CHILDCARE STAFF PARKING      | 19  |
| BASEMENT 2       | INDOOR RECREATION PARKING    | 90  |
| BASEMENT 2       | MEDICAL CENTRE PARKING       | 16  |
| BASEMENT 2       | MEDICAL CENTRE STAFF PARKING | 19  |
| TOTAL Proposed:: |                              | 144 |



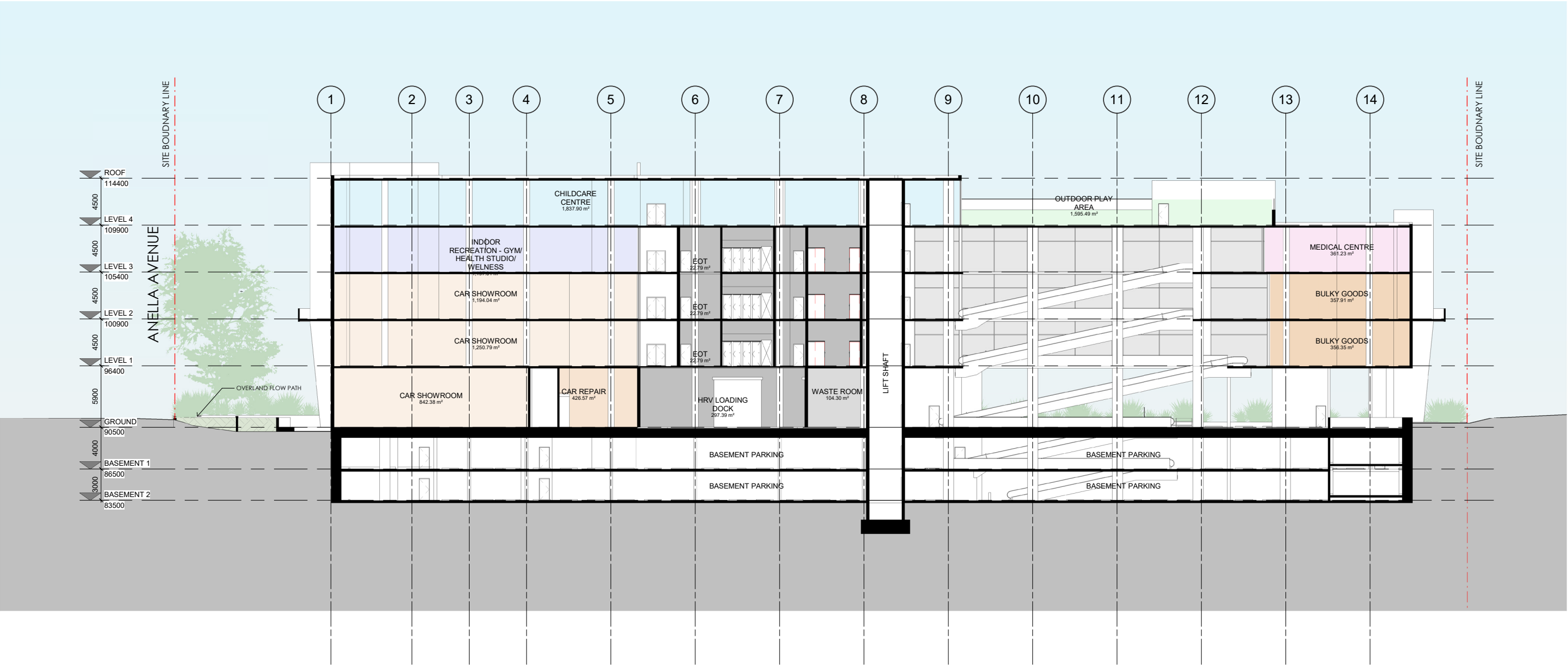




1 Victoria Avenue Elevation  
1 : 200



1 Anella Avenue Elevation  
1 : 200



AA Section AA  
1 : 200