

9-15 Columbia Way, Norwest

## Planning Proposal (Amended)

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**9-15 COLUMBIA WAY, NORWEST**

**July 2022**

Prepared under instructions from

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by

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GTL Properties

PUBLIC BENEFIT OFFER

## 1.0 INTRODUCTION

This Planning Proposal has been prepared by Sutherland & Associates Planning Pty Ltd on behalf of GTL Properties in relation to the site at 9-15 Columbia Way, Norwest.

The site is a 30,320 square metre parcel of land which is located in a highly accessible location within 600 metres of the Norwest Metro Station. The site is currently improved by low scale office and warehouse buildings.

A review of the planning framework for the site has been undertaken by Sutherland & Associates Planning in collaboration with Turner architects which has identified that an alternative approach towards the development of the site compared to that which could be achieved under the current planning controls would achieve a significantly improved outcome.

A Planning Proposal for the site to amend the height and FSR controls was originally lodged with Council in September 2021. Since that time Council have provided feedback to guide refinement of the proposal. The feedback has been considered and has informed an amended concept design for the project which has resulted in a reduction in density, a refinement to the massing and design of the project, and the introduction of a new public road along the eastern side of the site linking Spurway Drive with Columbia Way.

The amended Planning Proposal achieves the following benefits:

- an increase in commercial facilities within the centre which better caters for the needs of the local community as well as increasing employment associated with the site;
- activation and engagement with both street frontages;
- significantly improved site permeability with the introduction of publicly accessible open space within the site which also provides a through site link function from north to south through the site;
- greater variety of built form and significantly improved arrangement of buildings;
- a significantly better landscape outcome; and
- the delivery of a new public road connecting Spurway Drive with Columbia Way.

The 'Greater Sydney Region Plan - A Metropolis of Three Cities' developed by Greater Sydney Commission sets a 40-year vision to manage growth and change for Greater Sydney. Norwest has been identified as a Strategic Centre in the Plan and is specifically identified as a commercial office precinct. The Plan identifies that the retention and growth of existing and new commercial office precincts is essential to grow jobs and Greater Sydney's global competitiveness into the future.

The Central District Plan translates the goals of 'A Plan for Growing Sydney' into specific priorities and actions for the District and similarly identifies Norwest as a Strategic Centre. The Sydney Metro Northwest is a catalyst to revitalise the area, and promote a vibrant, transit-oriented employment and residential hub. The Central City District Plan identifies a specific target of 53,000 jobs by 2036 for Norwest.

The North-West Rail Link Corridor Strategy has also been developed by the NSW Department of Planning and Environment, which sets out the framework for future development around the eight new stations of the Sydney Metro Northwest, including the Norwest Metro Station. The subject site is identified for 'Business Park' uses with the strategy emphasising the need to ensure the job targets for 2031 are achieved. In addition, The Hills Corridor Strategy was endorsed by Council on 24 November 2015 and also seeks to establish a centres based strategic framework that sits between the NSW Government's North West Rail Link Corridor Strategy and the implementation of future LEP and DCP controls to guide development within The Hills Shire. Underpinning this Strategy is a need to ensure that additional employment opportunities are provided to cater for the growth in population within both the Corridor and the remainder of The Hills Shire. The Strategy identifies that the Norwest Business Park has an important role as an economic centre where business growth and jobs are key.

Subsequent to The Hills Corridor Strategy, the Council's Local Strategic Planning Statement *Hills Future 2036* identifies . Norwest Business Park as the Shire's only specialised commercial office precinct with a jobs target of 29,300 by 2036.

Whilst the strategic planning framework seeks to encourage jobs growth in Norwest, application of the current provisions of The Hills Local Environmental Plan 2012, and in particular the RL 116m height control and the 1:1 FSR, will not achieve a development outcome that fulfils the environmental capacity of this large land holding to fulfill the State government and Council objectives for land in the Norwest Strategic Centre. The purpose of the Planning Proposal is to amend The Hills Local Environmental Plan 2012 to facilitate the redevelopment of the site in a manner that supports the NSW Government and Council objectives for growth in Norwest.

In particular, the amended Planning Proposal will facilitate an additional 64,033 square metres of office floor space, which equates to an additional 2,134 jobs based on an employment ratio for business park of 1 job per 30 square metres in accordance with The Hills Corridor Strategy.

An amended Urban Design Report prepared by Turner Architects accompanies the amended Planning Proposal which has examined the constraints and opportunities of the site, in order to deliver a more appropriate density of development commensurate with the identified environmental capacity for the site. The amended Urban Design Report demonstrates that the site has the capacity to accommodate a concept proposal for a commercial development comprising basement car parking, and a collection of five buildings across the site ranging in height from 5 to 15 storeys. The buildings are separated by expansive publicly accessible open space. The concept proposal has a total Floor Space Ratio (FSR) of 2.36:1 and will deliver approximately 71,516 square metres of commercial floor space.

The amended Planning Proposal demonstrates the strategic merit of the proposed amendment to The Hills Local Environmental Plan 2019 (THLEP 2019) and seeks to commence the statutory process to;

- Amend the 'Height of Buildings Map' from 116 metres to 155.85 metres to reflect the concept proposal.
- Amend the 'Floor Space Ratio Map' from 1:1 to 2.36:1.

The amended Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning & Assessment Act 1979 (EP&A Act). As required by Section 3.33 of the EP&A Act this Planning Proposal includes the following:

- a statement of the objectives or intended outcomes of the proposed instrument,
- an explanation of the provisions that are to be included in the proposed instrument,
- the justification for those objectives, outcomes and provision and the process for their implementation,
- if maps are to be adopted by the proposed instrument – a version of the maps containing sufficient detail to indicate the substantive effect of the proposed instrument, and
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

The amended Planning Proposal has also been prepared having regard to the 'Local Environmental Plan Making Guideline – December 2021' developed by the NSW Department of Planning and Environment. The report addresses the Proposal's consistency with Greater Sydney Region Plan - A Metropolis of Three Cities, the Central District Plan, council's local strategy and strategic plans and assesses the consistency of the Planning Proposal against relevant State Environmental Planning Policies and Ministerial Directions.

The amended Planning Proposal is supported by the following:

Appendix	Document	Consultant
A	Survey Plan	CMS Surveyors
B	Amended Urban Design Report	Turner architects
C	Amended Landscape Concept Package	Arcadia
D	Amended Transport Impact Assessment	Stantec
E	Flood Assessment	Northrop
F	Public Benefit Offer	GTL Properties



## 2.0 SITE DESCRIPTION AND LOCATION

### 2.1 Locality Description

The subject site is located within the Norwest Business Park, Baulkham Hills and is within The Hills Shire Council Local Government Area (LGA). Baulkham Hills is located 30 kilometres north west of the Sydney CBD.

The location has excellent access to transport connections as a result of the new Norwest Metro Station which is approximately 600 metres from the subject site. The North West Metro is a high frequency rail service which now connects the north west growth region with the rest of Sydney's metropolitan rail system. The site is also very well connected to major road corridors including the M7 Motorway as well as Old Windsor Road which connects to the Parramatta CBD. The broader surrounding area contains a mix of uses including office, industrial, retail, food and beverage, education and places of public worship and residential.

Norwest is a strategic centre which has a very high level of amenity with excellent public transport, open space and accessibility. However, much of the existing development within the Norwest centre is particularly low density and has become dated and lacking in vibrancy. The subject site is a large landholding with an interface to residential development to the north and the broader business park to the east, south and west. The site has the capacity to be a catalyst for urban renewal in the precinct, with significantly improved connectivity and permeability, improved amenity for the community, and a broader range of commercial facilities and employment opportunity for the growing residential population.

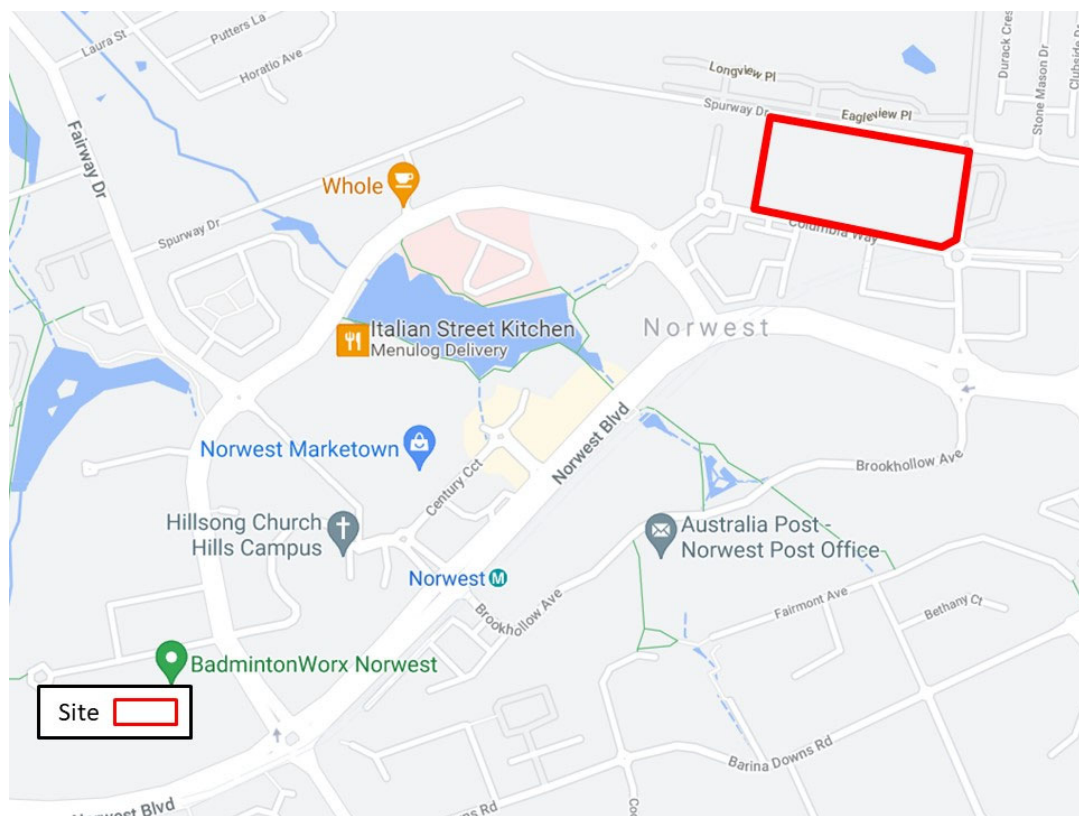


Figure 1:

Site Location (Source: Google Maps 2021)

## 2.2 Site Description

The site is known as 9-15 Columbia Way, Norwest. The site comprises two allotments and is legally described as Lot 2015 in DP 857690 and Lot 200 in DP 877496. An aerial image of the site is shown at Figure 2.

The site is rectangular in shape and has a northern frontage of approximately 235 metres to Spurway Drive and a southern frontage of approximately 219 metres to Columbia Way. There is also a curved frontage of 27 metres to the roundabout at the south-eastern corner of the site. The site has a total area of 30,320 square metres. There is a fall across the site from north to south of approximately 6 to 7 metres, with the steepest part of the site being the setback area from Spurway Drive which is a battered embankment. There is also a fall from east to west of approximately 6 metres.

Columbia Way is presently a private road which connects Columbia Court and Maitland Place with reciprocal rights of way, and half of the carriageway is located within the southern part of the site. Columbia Way has a 7.8 metre carriageway width with a single lane two-way configuration, and parking is permitted on the south side of the road. Spurway Drive is a local road.

The site is currently occupied by the two buildings with each building a large warehouse building and with a smaller two storey office component which sleeves the warehouses along the southern frontage to Columbia Way. The buildings are surrounded by hardstand car parking and loading areas, with landscaping around the perimeter of each site. There are currently 6 driveway crossings from the southern side of the site which serves the current buildings.



Figure 2:

Aerial View of the Site and Surrounds (Source: Six Maps, Department of Lands 2021)

### Photograph 1:

The eastern end of the subject site as viewed from Columbia Way  
(Source: Google)



### Photograph 2:

The middle of the subject site as viewed from Columbia Way  
(Source: Google)

### Photograph 3:

The western end of the subject site as viewed from Columbia Way  
(Source: Google)







Photograph 4:

The western end of the subject site as viewed from Spurway Drive  
(Source: Google)

Photograph 5:

The eastern end of the subject site as viewed from Spurway Drive  
(Source: Google)



### 2.3 Surrounding Development

The context surrounding the site is significantly varied. To the north of the site across Spurway Drive is the Castle Pines Retirement Village and beyond this is the Castle Hill Country Club golf course. The retirement village comprises two storey townhouse typology residential development.

Adjacent to the east of the site is an at grade car park at 5 Columbia Court, beyond which is a 5 storey commercial building at 3 Colombia Court which is occupied by The Hills Shire Council.

Adjacent to the west is a site presently known as 7 Maitland Place which is a development site and commercial development of 4 to 7 storeys will occur on this site in the future.

Opposite the site to the south are three separate sites which share access to Columbia Way and which contain a variety of commercial and industrial buildings ranging from 2 to 7 storeys in scale.

There is little evidence of urban renewal with most buildings in the visual catchment of the site comprising original buildings.



Photograph 6:

Commercial development located opposite to the south at 4 Columbia Way (Source: Google)

Photograph 7:

The eastern adjacent site at 5 Columbia Court which contains an at-grade car park (Source: Google)



Photograph 8:

The western adjacent development site at 7 Maitland Place which will be redeveloped for commercial buildings (Source: Google)



### Photograph 9:

Existing dwellings  
opposite to the site to  
the north in Spurway  
Drive (Source: Google)



### Photograph 10:

Existing dwellings  
opposite to the site to the  
north in Spurway Drive  
(Source: Google)

### Photograph 11:

Existing dwellings  
opposite to the site to the  
north in Spurway Drive  
(Source: Google)



### 3.0 SURROUNDING PLANNING PROPOSALS

There are a number of planning proposals submitted to The Hills Council which are comparable to the subject proposal is that they were seeking no change to the B7 Business Park zone, however, propose uplift in relation to height and FSR. A summary of relevant applications and their status are provided in the table below:

Site	Zone	Height	FSR	Status
2-4 Burbank Place, Norwest	B7 Business Park	Previously RL 116, amended to RL 126m	Previously 1.49:1, amended to 2.8:1	Gateway issued 23/02/2020
21-25 Brookhollow Avenue, Norwest	B7 Business Park	Previously RL 116, amended to part RL 135m and part RL 184.25m	Previously 1.49:1, amended to part 4.1:1 and part 6.5:1	Gateway issued 20/02/2020
8 Solent Circuit, Norwest	B7 Business Park	Previously RL 116, amended to RL 126m	Previously 1.1:1, amended to 2.2:1	Gateway issued 23/06/2018 Finalised

These applications have generally been supported by Council on the following grounds:

- the site is a large landholding in single ownership with a coherent development scheme which would enable early uplift on commercial land in response to the opening of the Sydney Metro Northwest;
- a detailed site analysis has been able to demonstrate the merits and benefits of enabling a higher employment FSR on the site and that such a density can be accommodated within an appropriate built form outcome;
- sufficient separation from residential development and a considerate design which does not result in unacceptable impact to residential amenity; and
- reduced provision of car parking on site and demonstration of lack of unacceptable impact to the local road network.

## 4.0 LOCAL PLANNING PROVISIONS

### 4.1 The Hills Local Environmental Plan 2019

The Hills Local Environmental Plan 2019 (THLEP 2019) applies to the site. Key provisions applying to the site are identified below:

#### 4.1.1 Zoning and Permissibility

The site is located within the B7 Business Park zone pursuant to LEP 2019. An extract of the Land Zoning Map is included as Figure 3.

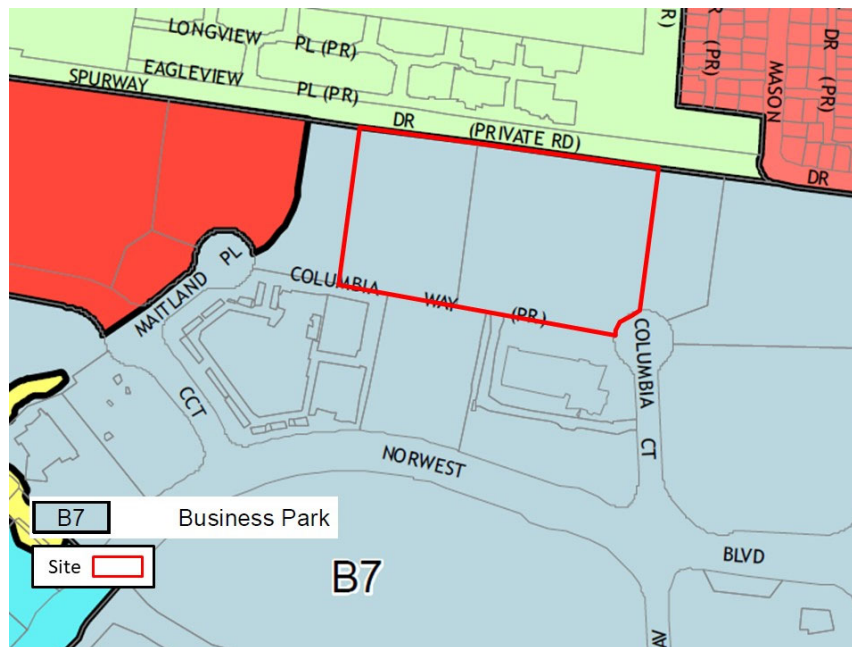


Figure 3:

Extract from  
THLEP 2019  
Land Zoning  
Map

The objectives of the B7 Business Park zone are:

- To provide a range of office and light industrial uses.
- To encourage employment opportunities.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
- To make provision for high technology industries that use and develop advanced technologies, products and processes.

The following uses are permitted with consent in the B7 Business Park zone:

Building identification signs; Business identification signs; Business premises; Centre-based child care facilities; Food and drink premises; Garden centres; Hardware and building supplies; Heliports; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Plant nurseries; Roads; Respite day care centres; Self-storage units; Serviced apartments; Tank-based aquaculture; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4



#### 4.1.2 Height

Clause 4.3 (Height of Buildings) establishes a maximum building height of 116 metres for the site. An extract of the Height of Buildings Map is included as Figure 4.

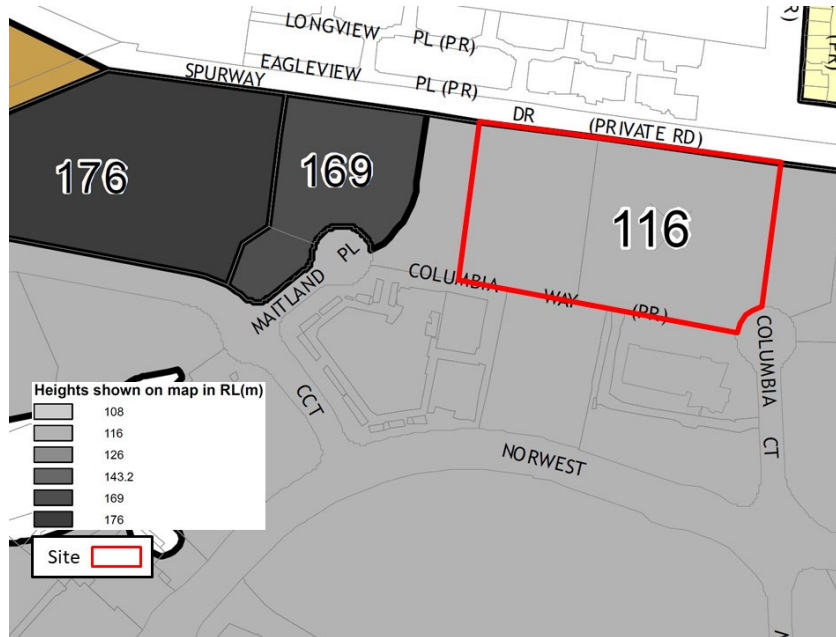


Figure 4:

Extract from  
THLEP 2019  
Height of  
Buildings Map

The objectives of the clause are:

- (a) to ensure the height of buildings is compatible with that of adjoining development and the overall streetscape,
- (b) to minimise the impact of overshadowing, visual impact and loss of privacy on adjoining properties and open space areas.

#### 4.1.3 Floor Space Ratio

Clause 4.4 (Floor Space Ratio) establishes a maximum floor space ratio of 1:1. An extract of the Floor Space Ratio Map is included as Figure 5.

The objectives of the clause are:

- (a) to ensure development is compatible with the bulk, scale and character of existing and future surrounding development,
- (b) to provide for a built form that is compatible with the role of town and major centres.

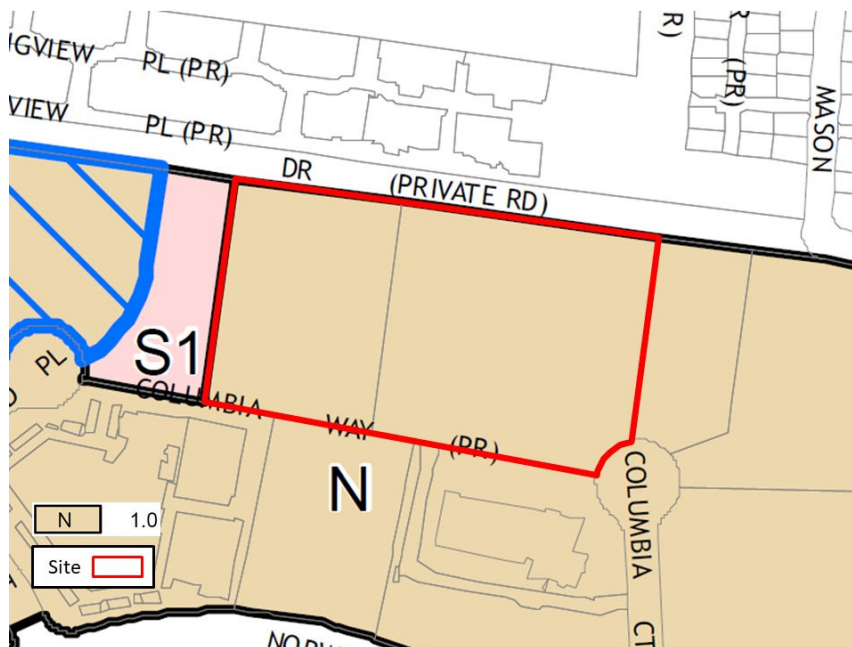


Figure 5:

Extract from  
THLEP 2019  
FSR Map

#### 4.1.4 Heritage

Clause 5.10 relates to heritage conservation. The subject site is not identified as a heritage item, however, it is immediately adjacent to listed heritage Item I25 in Schedule 5 of the THLEP 2019 as illustrated in Figure 6 below.

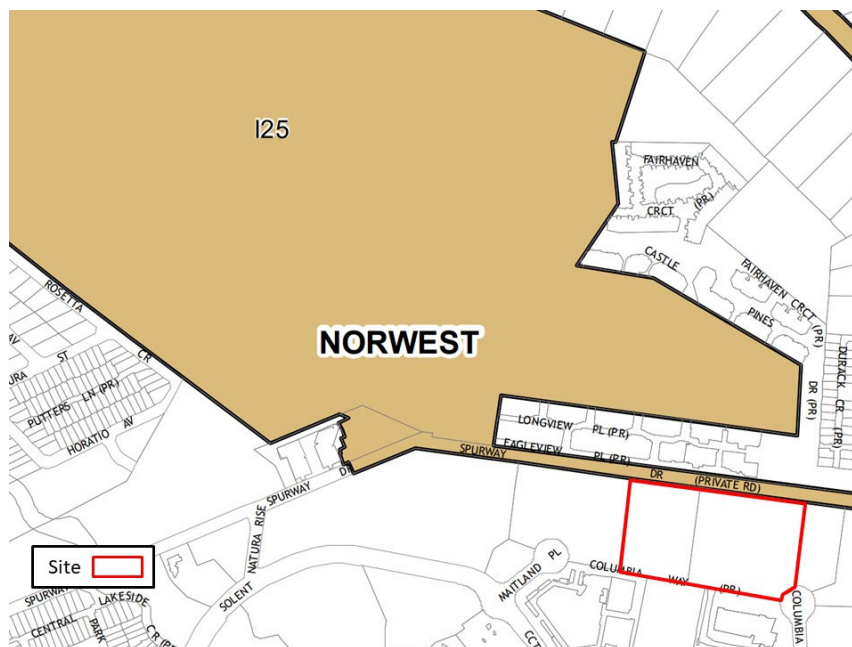


Figure 5:

Extract from  
THLEP 2019  
FSR Map

The heritage item is specifically an avenue of mature avenue planting of arcarias and eucalypts along the verge of Spurway Drive adjacent to the site which remain the only evidence of early farm use previous use of this land.

#### **4.1.5 Earthworks**

The objective of Clause 6.10 is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. Clause 6.10 provides matters for consideration that the consent authority must consider before granting development consent.

## 5.0 BACKGROUND

### 5.1 Planning Proposal – September 2021

A Planning Proposal for the site was originally lodged with Council in September 2021, seeking the following amendments to The Hills Local Environmental Plan 2019:

- Amend the 'Height of Buildings Map' from 116 metres to 155.85 metres to reflect the concept proposal.
- Amend the 'Floor Space Ratio Map' from 1:1 to 2.5:1.

The Planning Proposal was accompanied by a detailed concept design prepared by Turner architects which provided the intended built form which was proposed for the site. The concept design had been prepared following a thorough analysis of the site and the surrounding development, and the intended vision for both the site and the broader Norwest Business Park precinct to redevelop to the site to achieve a vibrant mixed commercial use precinct which activates all street edges and creates buildings within a series of publicly accessible spaces throughout the site.

The distribution of form across the site was designed to respect the existing character and low scale context to the north of the site by maintaining lower height along this interface and providing a fine grain 'cloistered' network of landscape and open space, defined by building footprints which seek to maximise active frontages and to encourage a fluid connection between the ground level active uses both internally and externally.

The original design included the following elements:

- Capacity for a total of 71,516 square metres of gross floor area with an indicative collection of uses as follows:
  - commercial office space
  - food and beverage
  - health club
  - a 60-place childcare centre
  - end of trip facilities
- Basement levels to provide car parking for approximately 2,043 vehicles.

The concept design was detailed within the Urban Design Report prepared by Turner architects and is depicted in Figure 7 below.

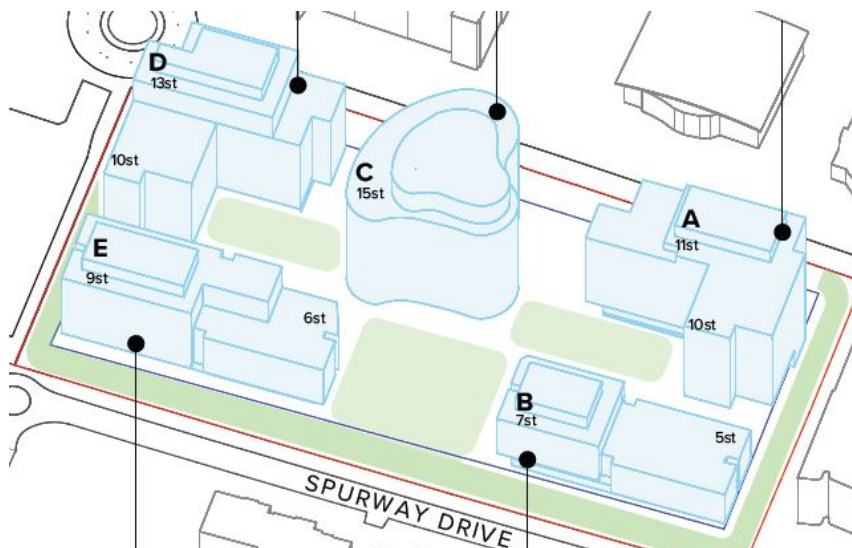


Figure 7:

Originally proposed arrangement of built form for the site

## 5.2 Post Lodgement Feedback

Since lodgement of the Planning Proposal, Council has provided feedback to guide a refinement of the proposal, including a request for the project to include a new road connection from Spurway Drive to Columbia Way.

The feedback has been considered and has informed an amended concept design for the project which has resulted in a reduction in density, a refinement to the massing and design of the project, and the introduction of new public road connecting Spurway Drive With Columbia Way. The concept design has been specifically refined as follows:

- The height of Building E adjacent to Spurway Drive has been reduced by 2 storeys from 9 storeys to 7 storeys in height.
- The height of Building D adjacent to Columbia Way has been reduced by 2 storeys from 13 storeys to 11 storeys in height.
- The eastern extent of Buildings D and E have been pulled back, and the eastern interface amended, in order to allow the delivery of a new public road linking Spurway Drive with Columbia Way.
- The site boundary along Columbia Way has been amended to reflect a dedication of 2 metres along Columbia Way to Council.
- The overall density has been reduced from 2.5:1 to 2.36:1.

## 6.0 PLANNING PROPOSAL

### 6.1 Overview

In accordance with Section 3.33(2) of the Environmental Planning and Assessment Act 1979 (the EP&A Act) a Planning Proposal is to be comprised of five (5) parts:

- Part 1 – A statement of the objectives and intended outcomes of the proposed instrument.
- Part 2 – An explanation of the provisions that are to be included in the proposed instrument.
- Part 3 – The justification for those objectives, outcomes and the process for their implementation.
- Part 4 – Maps, where relevant, to identify the intent of the Planning Proposal and the area to which it applies.
- Part 5 – Details of the community consultation that is to be undertaken on the Planning Proposal.

Section 3.33(3) of the Act allows the Secretary to issue requirements with respect to the preparation of a Planning Proposal. The Secretary's requirements include:

- Specific matters that must be addressed in the justification (Part 3) of the Planning Proposal
- A project timeline to detail the anticipated timeframe for the plan making process for each Planning Proposal.

The project timeline forms Part 6 of a Planning Proposal.

Section 6 of this report addresses and responds to the matters for consideration detailed within the Local Environmental Plan Making Guideline (NSW Department of Planning and Environment, December 2021).

### 6.2 Part 1: Objectives and Intended Outcomes

The objective of the Planning Proposal is to amend The Hills Local Environmental Plan 2019 to facilitate to facilitate higher intensity commercial office development in accordance with the concept prepared by Turner architects through the increase in maximum height of building and FSR controls. The proposal aligns with the strategic intent for the site and land in the locality, particularly given the site's proximity to the Norwest Station and the goals within the strategic planning documents established by the NSW state government and Council.

The intended outcomes of the Proposal are:

- to amend the planning controls to achieve a commercial density which is commensurate with the demonstrated environmental capacity of the site and better aligned with State government policy to encourage employment growth within existing centres.
- to amend the existing planning controls to facilitate the redevelopment of the site in a manner that will achieve a profound urban design improvement and provide a place-making catalyst for transformational change within the centre for the betterment of the local community.
- to amend the existing planning controls to facilitate the redevelopment of the site in a manner that supports the NSW Government's objectives for employment growth within strategic centres and in particular those within close proximity to new metro infrastructure.
- to provide for significant additional employment floor space which will promote both business activity and private sector investment within the site.
- to achieve synergistic outcomes for economic growth and improvement within the remainder of the Norwest centre.
- improving pedestrian and vehicle connectivity and enhancement of publicly accessible space through the introduction of publicly accessible open space within the centre of the site and pedestrian permeability from Spurway Drive to Columbia Way, as well as a new public street along the eastern side of the site.

## 6.3 Part 2: Explanation of Provisions

### 6.3.1 Proposed Changes to The Hills Local Environmental Plan 2019

The amendments proposed to The Hills Local Environmental Plan 2019 include:

- Amend the 'Height of Buildings Map' from 116 metres to 155.85 metres to reflect the concept proposal.
- Amend the 'Floor Space Ratio Map' from 1:1 to 2.36:1.

### 6.3.2 Concept Design

The amended Planning Proposal is accompanied by a detailed concept design prepared by Turner architects which provides the intended built form which is proposed for the site with the amendments sought through the Planning Proposal.

The amended concept design has been prepared following a thorough analysis of the site and the surrounding development, the intended vision for both the site and the broader Norwest Business Park precinct. The intended vision is to redevelop the site to achieve a vibrant mixed commercial use precinct which activates all street edges and creates buildings within a series of publicly accessible spaces throughout the site. The open spaces will create focal points and a gathering space for the local business community and will also be activated by the retail components within the development.

The key design principles for the project are:

- Diversity of built form: Each building has a unique response to its location and role within the precinct which promotes collaboration, innovation and interaction
- Co-Relationship – Day/Night – Week/Weekend: The relationship between functions will foster a vibrant energy through the precinct at all times.
- Integrated and meaningful landscaping: Creating new opportunities for community interaction by realigning how people understand and relate to the natural environment.
- Public spaces and amenities: Curate public spaces and amenities which builds upon the existing community and fosters a unique identity for the precinct.
- Connectivity / health and wellbeing: Reinforce and integrate connections to the metro station and other active modes of transport to promote the walkability and accessibility around Norwest.

The distribution of form across the site and the massing strategy is responsive to the various site interfaces and comprises 5 distinct building forms within a landscaped setting, as follows:

Building	Location	Height	GFA
A	South-west corner	11 storeys	16,603sqm
B	North-west corner	7 storeys	6,955sqm
C	Centrally/southern	15 storeys	22,770sqm
D	South-east corner	11 storeys	15,638sqm
E	North-east corner	7 storeys	9,550sqm

The amended design includes the following elements:

- Capacity for a total of 71,516 square metres of gross floor area with an indicative collection of uses as follows:
  - commercial office space
  - food and beverage
  - health club
  - a childcare centre
  - end of trip facilities
- Basement levels to provide car parking for approximately 2,043 vehicles.

The concept design is detailed within the accompanying amended Urban Design Report prepared by Turner architects. The vision for the site based on the concept of a fine grain 'cloistered' network of landscape and open space, defined by building footprints which seek to maximise active frontages and to encourage a fluid connection between the ground level active uses both internally and externally. A multi-nodal approach ensures that each stage of the development will be provided with amenity and public domain offerings.

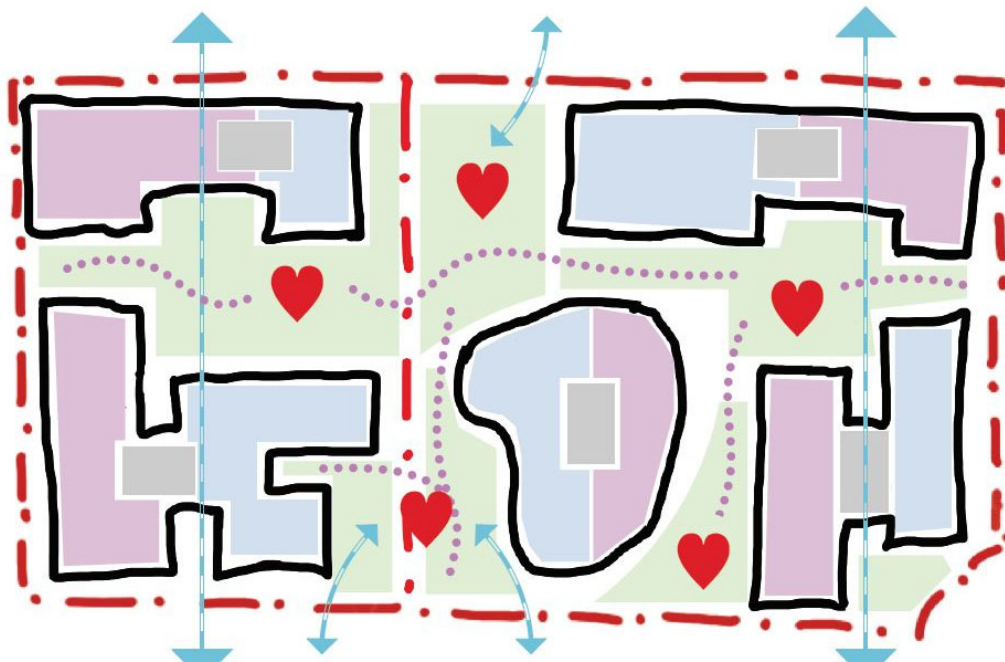


Figure 8:

Vision for a fine grain 'cloistered' network of landscape and open space defined by building footprints

In relation to the existing character and low scale context to the north, the amended concept provides a sensitive response by:

- maintaining generous setbacks from Spurway Drive;
- providing a lower scale of development along the northern frontage from 5 storeys to 7 storeys (noting that 6 storeys is compliant with the current height control); and



- limiting to only two buildings facing Spurway Drive and limiting the linear extent of these buildings by the introduction of a large central open space between the two buildings.

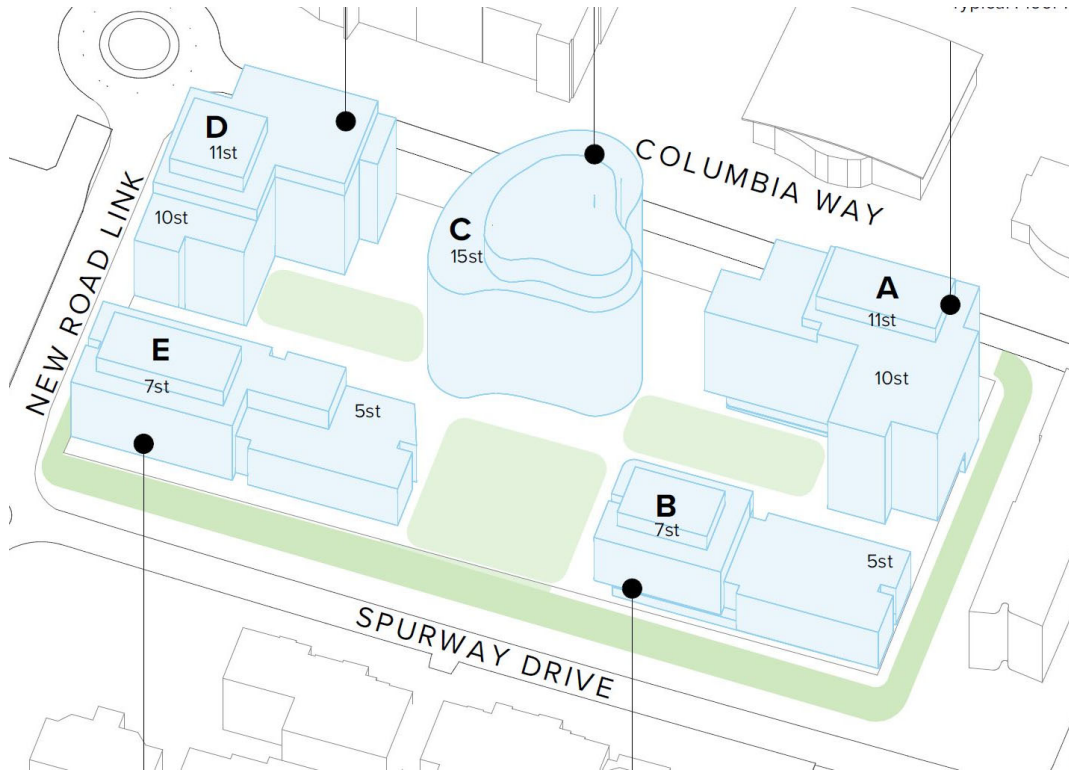


Figure 9:

Proposed arrangement of built form for the site



Figure 10:

CGI of proposal as viewed from Spurway Drive facing east



Figure 11:

CGI of project as viewed from Columbia Way facing north-east





Figure 12:

CGI of internal areas of proposal



Figure 13:

CGI of project as viewed from Columbia Way facing north-west



Figure 14:

CGI of project as viewed from Columbia Way facing north-west with new connecting road from Columbia Way to Spurway Drive

### 6.3.3 Voluntary Planning Agreement

It is intended that a Voluntary Planning Agreement will accompany the Planning Proposal to secure the following public benefit offerings as part of a future development of the site:

- A financial contribution based on 2.8% of the Capital Investment Value (CIV) of the proposed development, in lieu of the 1% S7.12 contribution which would ordinarily apply;
- Dedication of 10 metres of the site along Columbia Way to Council as part of the redevelopment of the site, with the value of this land to be offset against the financial contribution; and
- Half road construction along the eastern boundary of the site (i.e. 10 metre width) connecting Spurway Drive with Columbia Way and dedication to Council, with the value of this land and works to be offset against the financial contribution.

### 6.3.4 Staging

The concept design also provides for a staging strategy for the delivery of the overall project, as follows:

Stage	Buildings	GFA
1	A/B	23,558 sqm
2	C	22,770sqm
3	D	15,638sqm

Stage	Buildings	GFA
4	E	9,550sqm

### 6.3.5 Traffic and Parking

The Planning Proposal is accompanied by a traffic and parking assessment prepared by Stantec. The assessment includes a discussion in relation to car parking as well as an analysis of the existing road network and the performance of the surrounding intersections both in the current circumstance and post development.

In relation to car parking, the assessment by Stantec provides the following:

This parking provision (i.e. Hills DCP 2012 parking rates) is considered excessive for several reasons though especially considering the proximity to Norwest Metro station and the future vision for the surrounding area as a key employment precinct. Also recognised is recent applications and support for lower parking provision in an ever changing Norwest precinct

With the Hills DCP parking rates not considered sustainable for future development in Norwest and the proposed vision for Norwest being a strategic centre with a key objective of encouraging a mode shift towards more sustainable modes of travel, a more manageable parking provision, and hence, travel mode share is appropriate.

As such, it is proposed to provide car parking at a rate of one space per 35 square metres for proposed GFA. With a total of 71,516 square metres GFA proposed, this equates to 2,043 spaces. This represents an almost 30 per cent reduction on the Hills DCP 2012 requirement. Such a reduction of the DCP rates and considering the proposed commercial development, this quantum of parking tends to strike a positive balance between current DCP parking rates and the more progressive parking rates prevalent in development sites very close to (or above) Norwest metro station. It also recognises the emerging Norwest precinct and changing demographics.

In relation to traffic generation, the assessment by Stantec provides the following:

The proposal could generate some 968 and 690 vehicle trips in the weekday AM and PM peak hours, respectively. This represents an increase of 817 and 514 vehicle trips in the AM and PM peak hours over the existing site use.

Strategic traffic modelling is currently being completed for Norwest (and other surrounding centres) with the intent to capture future growth and traffic conditions generally. Such modelling is key to allowing the precinct to develop over time in an environment in which metro services and other targeted transport initiatives will transform how people move.



Council and TfNSW have been approached to obtain an update on the future scenario modelling, specifically relating to the broader model parameters in terms of uplift on the site and how the traffic generation was calculated. Feedback received indicates that the future scenario modelling has been delayed with findings expected in the last quarter 2022. It is however understood that the modelling has considered the applicable future FSR allowance of 1.5:1 on the site and it was suggested to adopt future mode share targets for private vehicle trips set out in the Bella Vista Station Precinct Transport Plan prepared by TfNSW and dated December 2015 (even though concerns have been raised about the age of this study).

Also understood is that the roundabout at the Norwest Boulevard/ Columbia Court/ Brookhollow Avenue intersection forms a key intersection in the model and may be replaced with traffic signals, with reliance on achieving appropriate coordination with the Windsor Road/ Norwest Boulevard signalised intersection. With potential for right turn bans at this intersection to include the Norwest Boulevard into Columbia Court turn, this Planning Proposal has also considered the impacts of such measures on arrival and departure routes and the surrounding road network.

The findings of the strategic model will inform the assessment of all planning proposals and subsequent apportionment of any such necessary transport upgrades in the area

The strategic model is understood to be based on the applicable future 1.5:1 FSR for site and equates to some 45,500 square metres GFA. Applying the DCP parking rate of one car space per 25 square metres equates to 1,820 parking spaces and with the same traffic generation rates as detailed above, the model could have considered 892 and 600 trips in each peak hour. This equates to between 75 and 90 trips less than the proposal. Equally, if the strategic model is based on the traffic generation rates contained in TDT 2013/ 04a, (1.6 and 1.2 trips per 100 square metres in the AM and PM peak hours, respectively), the potential site traffic generation could have been assessed as 728 and 546 trips.

With the future road and site access connections to Spurway Drive reducing the reliance on Norwest Boulevard to provide access to/ from the site, the marginal higher traffic generated by the proposal will be further dispersed across the road network, with any additional traffic impacts at key Norwest Boulevard intersections likely to be manageable.

Furthermore, the proposal was determined to generate some 495 and 215 trips by train and bus, respectively. These estimated peak hour trips would likely equate to less than 20 people on any metro train or individual bus service. The current public transport services will be readily capable of accommodating significant volumes of people during the peak periods with the numbers generated by the proposal representing a minor proportion of the overall demand.

The analysis has demonstrated that the combination of the proposed FSR of 2.3:1 and a car parking rate of 1 space per 35 square metres of floor space results in a reduced traffic impact when compared with the assumptions in the strategic traffic modelling which is currently being completed for Norwest. Accordingly, it can be concluded that the traffic impact associated with the proposal are acceptable as proposed and the application can be supported on traffic grounds without delay.

### 6.3.6 Social and Economic Impact

The Planning Proposal will facilitate the redevelopment of the site in a manner which will achieve important economic and social benefits including:

- Increasing the amount of commercial space permissible within the site which will promote the growth of highly skilled jobs within the Global Economic Corridor, in close proximity to future public transport and reinforce Norwest Business Park as a Strategic Centre;
- The creation of jobs during both the construction phase and ongoing operation of future development on the site;
- Optimisation of the patronage of the Sydney Metro Northwest line; and
- Encouragement of synergistic growth within the centre by providing a catalyst to encourage further revitalisation within the centre.

In relation to job creation, the Planning Proposal will facilitate an additional 64,033 square metres of office floor space, which equates to an additional 2,134 jobs based on an employment ratio for business park of 1 job per 30 square metres in accordance with The Hills Corridor Strategy.

## 6.4 Part 3: Justification of strategic and site-specific merit

This Part of the Planning Proposal demonstrates both the strategic merit and site-specific merit for the proposed amendments to The Hills Local Environmental Plan 2019 as they apply to 9-15 Columbia Way, Norwest.

The table below contains the matters for consideration in Table 3 of The Local Environmental Plan Making Guideline which demonstrate that there is both strategic merit (Questions 1 to 7) and also site-specific merit (Questions 8 to 12) for the proposal. The table contains a reference to the relevant section of this report where these questions are addressed.

Strategic Merit		
Section A – need for the planning proposal		
Question 1	Is the planning proposal a result of an endorsed LSPS, strategic study or report?	Section 5.4.1
Question 2	Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	Section 5.4.2
Section B – relationship to the strategic planning framework		
Question 3	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)?	Section 5.4.3

Strategic Merit		
Question 4	Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?	Section 5.4.4
Question 5	Is the planning proposal consistent with any other applicable State and regional studies or strategies?	Section 5.4.5
Question 6	Is the planning proposal consistent with applicable SEPPs?	Section 5.4.6
Question 7	Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?	Section 5.4.7
Site-Specific Merit		
Section C – environmental, social and economic		
Question 8	Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?	Section 5.4.8
Question 9	Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?	Section 5.4.9
Question 10	Has the planning proposal adequately addressed any social and economic effects?	Section 5.4.10
Section D – Infrastructure (Local, State and Commonwealth)		
Question 11	Is there adequate public infrastructure for the planning proposal?	Section 5.4.11
Section E – State and Commonwealth Interests		
Question 12	What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?	Section 5.4.12

#### 6.4.1 Question 1: Is the Planning Proposal the result of an endorsed local strategic planning statement, strategic study or report?

There are three relevant strategic studies which have informed the detail of the Planning Proposal, being the NSW state government's North-West Rail Link Corridor Strategy and the Council's The Hills Corridor Strategy.

##### North-West Rail Link Corridor Strategy

The North-West Rail Link Corridor Strategy has also been developed by the NSW Department of Planning and Environment, which sets out the framework for future development around the eight new stations of the Sydney Metro Northwest, including the Norwest Metro Station. The subject site is location within the Norwest Structure Plan Study Area. The Structure Plan was developed to set out the vision for the area, guide the future character of the area and to reinforce the delivery of the North-West Rail Link Corridor.



The Strategy identifies that the introduction of the North-West Rail Link and a station at Norwest has the potential to further reinforce Norwest as a Specialised Precinct and the largest employment centre for Sydney's North West. The new station will provide further impetus for Norwest to evolve as a vibrant and active Centre of business for the region, comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the 650,000 people of the North West by 2036.

The Strategy further identifies that to reinforce this status of a Specialised Precinct for the North West, Norwest will need to accommodate a significant amount of jobs with a target for an additional 15,000 jobs by 2031 which will require approximately 225,000-375,000 sqm of commercial floor space to be delivered within Norwest to 2031. (It is noted that The Central City District Plan identifies an updated specific target of 53,000 jobs by 2036 for Norwest)

The subject site is identified for 'Business Park' uses with the strategy emphasising the need to ensure the job targets for 2031 are achieved.

The Proposal is entirely consistent with the Structure Plan for Norwest. The site is under single ownership and is a large landholding which has the capacity to meaningfully deliver employment and contribute to the achievement of the jobs target of 15,000 for Norwest by 2031.

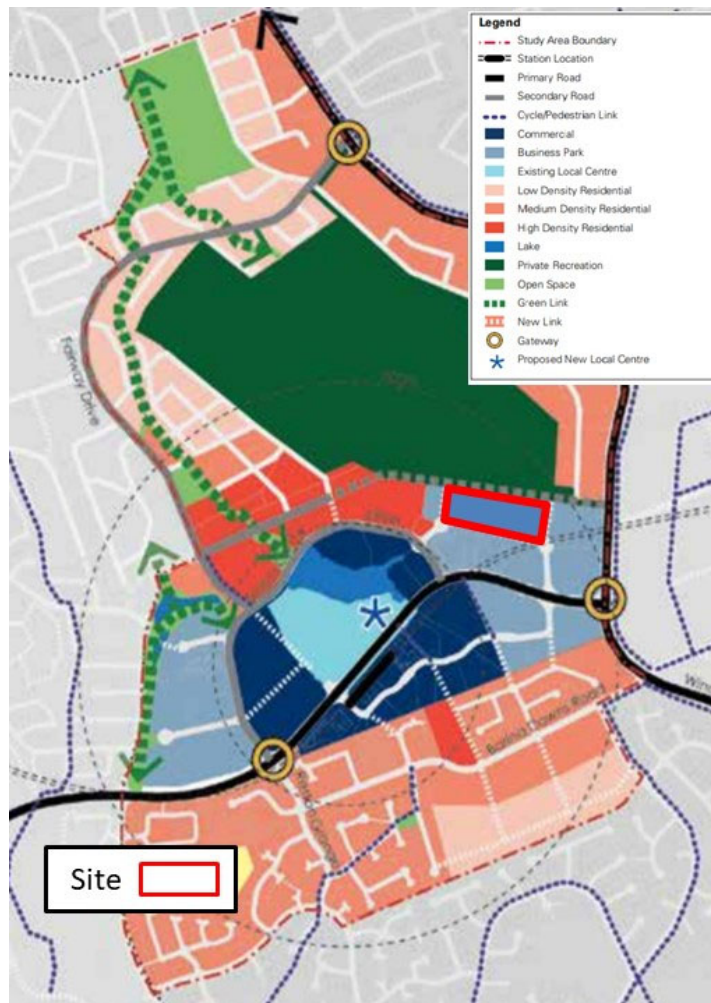


Figure 15:

Structure Plan for the Norwest Study Area

### The Hills Corridor Strategy

The Hills Corridor Strategy was endorsed by Council on 24 November 2015 and also seeks to establish a centres based strategic framework that sits between the NSW Government's North West Rail Link Corridor Strategy and the implementation of future LEP and DCP controls to guide development within The Hills Shire. The objective of the Hills Corridor Strategy is to articulate Council's response to land development over the next 20 years around all seven new Stations within or adjacent to the Hills Local Government Area. Underpinning this Strategy is a need to ensure that additional employment opportunities are provided to cater for the growth in population within both the Corridor and the remainder of The Hills Shire. The Strategy identifies an additional 36,541 jobs for the entire local government area by 2036.

The Strategy identifies that Norwest is located in Sydney's Global Economic Corridor and targeted as a location where investment and economic development can be leveraged to generate further jobs and business growth. The Shire is set to capitalise on the overflow of demand for office space activity from the Sydney CBD in the last decade with the business park performing strongly. Norwest Business Park has an important role as an economic centre where business growth and jobs are key and has a target of 11,291 jobs by 2036 under The Hills Corridor Strategy. (It is noted that The Central City District Plan identifies an updated specific target of 53,000 jobs by 2036 for Norwest).

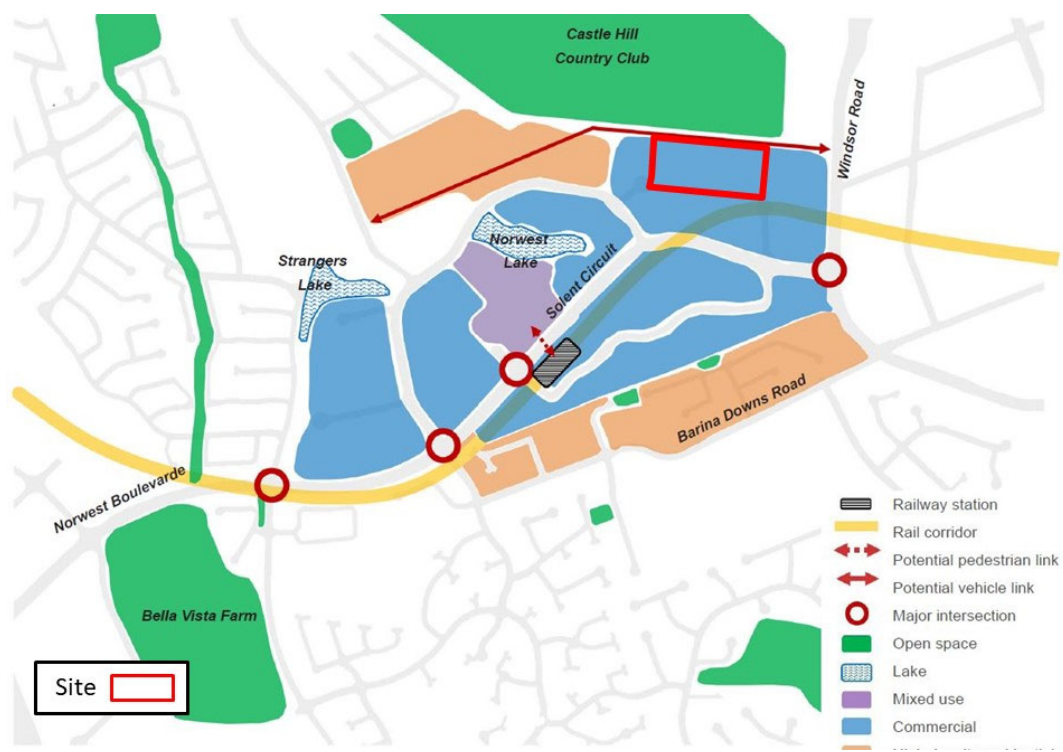


Figure 16:

The Hills Corridor Strategy

It is noted that The Hills Corridor Strategy anticipates a slightly lower density of 1.5:1 for this site however the proposed density of 2.36:1 is considered appropriate in the context of this site, for the following reasons:

- The site is located within the Norwest Strategic Centre and within 600 metres of the newly opened Norwest Station. The proposed commercial development uplift will enable for the delivery of an additional 2,134 jobs on the site, within walking distance to high-frequency public transport. The additional commercial floor space will present growth opportunities for local businesses.
- Council's Hills Future 2036 which was formally made in March 2020 significantly increased the jobs target for Norwest up to 23,900 by 2036 when compared with the 11,291 jobs by 2036 identified for Norwest under The Hills Corridor Strategy.
- The site is located within the Commercial Office Precinct of the Norwest Strategic Centre. The proposal is entirely consistent with the objectives of the B7 Business Park Zone and does not seek to introduce any residential or other incompatible uses on the site. The proposal will assist in reinforcing and protecting the role of strategically identified employment lands within Norwest and will promote the long term commercial viability of the Precinct.
- The North West Rail Link Corridor Strategy and The Hills Corridor Strategy are strategic documents which articulate high level outcomes. Both strategies are precursors to detailed precinct planning and site specific investigations, through which the anticipated outcomes can be verified and refined. This application provides a site specific investigation which satisfactorily demonstrates the merits and benefits of enabling a marginally higher employment FSR on this site.
- The densities anticipated under The Hills Corridor Strategy for this particular area of the Business Park reflected the potential for impacts on residential land beyond the Precinct boundary. The subject planning proposal has demonstrated that there are no adverse impacts to nearby residential dwellings.
- The site is also in singular ownership, which provides a level of certainty that this outcome would be delivered. The proposed uplift supports a feasible development outcome which will enable the uplift to be achieved on the site.

#### [Hills Future 2036, The Hills Shire Council's Local Strategic Planning Statement](#)

Hills Future 2036 is The Hills Shire Council's Local Strategic Planning Statement (LSPS) which sets the high-level strategic direction for the Shire with a framework for managing anticipated growth and delivering associated infrastructure to 2036. It is anticipated that the Shire's strategic centres will contribute 32,000 additional jobs, which is 23%-30% of the target for the Central City District. Norwest Business Park is the Shire's only specialised commercial office precinct.

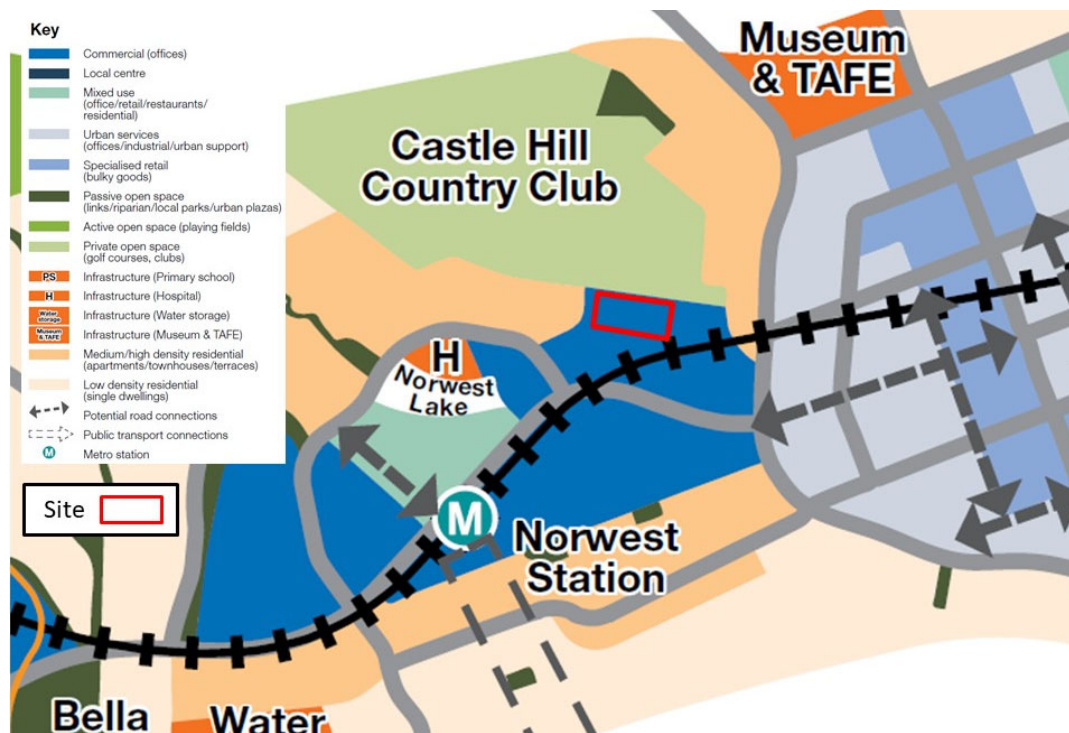


Figure 17:

Hills Future 2036: Figure 8: Norwest strategic centre – structure plan

The Planning Proposal is consistent with Planning Priority 1 which is to “Plan for sufficient jobs, targeted to suit the skills of the workforce”. In particular, the proposal will assist in contributing an additional 2,134 jobs towards the identified jobs target of 23,900 for Norwest under Hills Future 2036 and will assist in protecting the role of an important strategic centre. The provision of commercial office space will also facilitate a transition towards a more knowledge-based economy with a workforce that is predominantly highly educated and highly skilled.

The Planning Proposal is also consistent with Planning Priority 2 which seeks to build strategic centres to realise their potential, particularly in Norwest, Castle Hill and Rouse Hill. The Norwest Business Park comprises significant employment land that facilitates a cluster of higher order employment. Within the business park, the Norwest Central Precinct, where the subject site is located, is envisaged to facilitate enhanced office and business capacity.

#### 6.4.2 Question 2 - Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the best means of achieving the objectives and intended outcomes for the site in a manner which will provide an appropriate model for the growth of jobs.

The Planning Proposal seeks to capitalise on the opportunities available for the site to achieve a place-making outcome and transformational change for Norwest. The proposal represents a current opportunity to allow for the appropriate redevelopment of a large land holding which is ideally located

being close to the new Norwest Metro Station in a manner which supports the values and lifestyle of residents of The Hills Shire.

The consequence of the Planning Proposal not proceeding is that the current site remains in its current state with a continued poor interface with its context, no additional community benefits, no additional jobs created both during construction and in operation, and no flow on effects for the local economy. The potential for the site to achieve a great many benefits and significant public benefit and its capacity to contribute towards the revitalisation of the strategic centre of Norwest with additional jobs in an appropriate location will be achieved by this Planning Proposal which is therefore the best means for achieving the objectives and intended outcomes.

The following discussion reviews each of the amendments sought under the Planning Proposal:

[Amend the 'Height of Buildings Map' from 116 metres to 155.85 metres to reflect the concept proposal.](#)

The proposed amendment to the THLEP 2019 increasing the maximum building height to 155.85 metres on the site has been considered in the context of the future vision for Norwest.

The Urban Design Report prepared by Turner architects provides an analysis of the impact of the height of the proposed buildings as sought under the planning proposal's amendments to the THLEP 2019 on the Norwest skyline. The analysis finds that the maximum height is an appropriate response to the location of the site within the Norwest strategic centre and is also benchmarked against other development within the centre. The shadow impacts of the height have been tested and do not compromise surrounding public spaces or any residential properties.

The diversity and distribution of height across the site is also nuanced with reduced height to the northern side of the site and increased height along the southern and less sensitive interface.

An amendment to the 'Height of Buildings Map' is the most efficient means of achieving this amendment.

[Amend the 'Floor Space Ratio Map' from 1:1 to 2.36:1](#)

The concept design for the site provides a range of commercial uses. The proposed amendment to the THLEP 2019 seeks to introduce a maximum overall floor space ratio of 2.36:1 on the site which reflects the amended concept proposal for the site prepared by Turner architects. The purpose of the proposed FSR control is to provide certainty in relation to the maximum density which is proposed and can be achieved within the proposed height. An amendment to the 'Floor Space Ratio Map' is the most efficient means of achieving this amendment.

#### **6.4.3 Question 3 - 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)?**

[NSW Long Term Transport Plan 2012](#)

The NSW Long Term Transport Plan 2012 has the aim of better integrating land use and transport. The *Greater Sydney Region Plan - A Metropolis of Three Cities* has been prepared to integrate with the Long Term Transport Plan.

The Planning Proposal will serve the objectives of the Transport Plan by facilitating the delivery of jobs in very close proximity to a new metro station. This Planning Proposal will directly promote and facilitate the use of public transport and reduce reliance on private motor vehicles.

#### Greater Sydney Region Plan – A Metropolis of Three Cities

In March 2018 the *Greater Sydney Region Plan - A Metropolis of Three Cities* was released. The Plan sets a 40-year vision to 2056 and establishes a 20-year plan to manage growth and change for Greater Sydney. The vision for Greater Sydney as a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Plan sets out 10 Directions which set out the aspirations for the region and objectives to support the Directions. The 10 Directions are:

- A City supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well-connected city
- Jobs and skills for the city
- A city in its landscape
- An efficient city
- A resilient city

The Plan provides 38 objectives concerning, Infrastructure and collaboration, Liveability, Productivity and Sustainability which are aimed at achieving the identified Directions.

Norwest is located within the Central River City, and has been identified as a strategic centre, promoting employment and residential land uses within proximity to the new Norwest Metro station.

The following table summarises the proposals consistency with relevant objectives of the Plan:

Objective	Comment	Consistent
<b>3. Infrastructure and Collaboration</b>		
Objective 4: Infrastructure use is optimised.	This objective is concerned with ensuring that existing infrastructure is optimised. The introduction of additional commercial land use on the site given its strategic location in close proximity to the new Norwest Metro Station will positively contribute to this objective by placing additional employment density in a highly convenient location that will encourage usage of existing transport infrastructure.	Yes
Objective 5: Benefits of growth realised by collaboration of governments, community and business.	The Proposal will assist the government in reaching employment targets ensuring the proposal positively contributes to jobs and economic policy of government.	Yes



Objective	Comment	Consistent
<b>4. Liveability</b>		
Objective 7: Communities are healthy, resilient and socially connected	<p>This objective is concerned with delivering healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by providing walkable places at a human scale with active street life and prioritising opportunities for people to walk, cycle and use public transport.</p> <p>The Planning Proposal will facilitate the delivery of an appropriate employment density on a site that is central within Norwest centre in a location that is within walking distance of multiple transport services, a variety of community and social facilities, nearby housing, childcare centres, open space and recreational facilities.</p> <p>The public domain upgrades including the new publicly accessible spaces within the site and through connections will significantly revitalise the existing public domain within the Norwest centre and in doing so will promote a healthier urban environment and encourage social interaction. Further, the Planning Proposal will facilitate future redevelopment that will support active, resilient and socially connected communities by:</p> <ul style="list-style-type: none"> <li>• providing walkable places at a human scale with active street life, and</li> <li>• prioritising opportunities for people to walk, cycle and use public transport.</li> </ul>	Yes
<b>5. Productivity</b>		
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	A central component of this objective is to co-locate activities in metropolitan, strategic and local centres and attract housing in and around centres to create walkable, cycle-friendly neighbourhoods. The Planning Proposal would deliver a significant quantum of new employment floor space within the Norwest strategic centre that would contribute towards the 30-minute city objective, by providing increased employment in very close proximity to a new metro station.	Yes
Objective 22: Investment and business activity in centres.	The Planning Proposal is consistent with this objective as it will facilitate future redevelopment of a site that will deliver additional employment floor space within an existing centre which will promote both business activity and private sector investment within the centre providing for the growth and evolution of the centre.	Yes
Objective 24: Economic sectors are targeted for success	The Planning Proposal will facilitate future redevelopment of a site that will facilitate substantial business activity on the site as a result of the significant provision of	Yes

Objective	Comment	Consistent
	commercial floor space proposed. These are jobs that will be provided close to where people live.	
<b>6. Sustainability</b>		
Objective 30: Urban tree canopy cover is increased	The Planning Proposal will facilitate future redevelopment of a site that has the potential to contribute significantly toward Norwest being a vibrant, safe and active mixed use centre by improving the quality of the public domain areas surrounding and within the site which would include the provision of additional canopy trees throughout the site. reserves. The Proposal also delivers substantial public benefit by way of delivery of a green network within the area with publicly accessible open spaces which will include soft landscaping as a critical component as illustrated in the Landscape Concept package prepared by Arcadia which accompanies this application.	Yes
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The Planning Proposal is consistent with this objective as it will facilitate future development on the site that will deliver new jobs near public transport therefore reducing the reliance on private car use and associated emissions.	Yes
Objective 34: Energy and water flows are captured, used and re-used	Any future building on the site would be required to be consistent with the principles of ecological sustainable design as addressed in any future development application.	Yes
Objective 36: People and places adapt to climate change and future shocks and stresses	Any future building on the site would be required to be designed to minimise the effects of climate change.	Yes
Objective 37: Exposure to natural and urban hazards is reduced	Whilst the site is not affected by any known hazards, any future building on the site would be required to be designed to minimise or mitigate the impact of both natural and urban hazards such as noise pollution.	Yes
Objective 38: Heatwaves and extreme heat are managed	Any future building on the site would be required to reduce vulnerability to extreme heat which could be achieved through the use of a combination of shading devices, selection of building materials and landscaping.	Yes

#### Central District Plan

In March 2018 the Greater Sydney Commission published the Central District Plan which outlines how the Government will make decisions on public spaces, community facilities, housing, jobs, transport options, schools and hospitals to meet the needs of communities across Greater Sydney to give effect to *Greater Sydney Region Plan - A Metropolis of Three Cities*.



The Central District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney.

The Plan identifies the Central City District's population is expected to grow significantly. The Plan will guide the growth and transition of the district, focusing on Greater Parramatta and the Olympic Peninsula (GPOP) as the anchor and driver of the Central River City. Norwest is identified as a Strategic Centre, and utilises the Sydney Metro Northwest as a catalyst to revitalise the area, and promote a vibrant, transit-oriented employment and residential hub. The Central City District Plan identifies a range of population trends, as well as job and housing targets.

Of relevance, the Plan identifies a job target of 53,000 by 2036 for Norwest. The Plan provides the following in relation to Norwest:

Norwest Business Park is an established commercial centre. Sydney Metro Northwest and the new station at Norwest will provide the opportunity to transform the traditional 1990's-style business park model into a transit-oriented, more vibrant and diversified centre with high employment densities and a mix of residential uses and supporting services. Sydney Metro Northwest will also enable faster and more reliable business-to-business connections to other centres such as Macquarie Park.

The Planning Proposal is entirely consistent with this vision and importantly will contribute positively to the creation of high employment density in close proximity to the Metro Northwest. The Planning Proposal is consistent with the specifically identified Actions 45 and 46 in that it will grow commercial capacity to achieve the centre's job targets and encourage complementary retail services around Norwest Lake and the station precinct.

The following table summarises the Planning Proposal's consistency with relevant components of the Central District Plan:

Chapter	Comment	Consistent
<b>Infrastructure</b>		
C1. Planning for a city supported by infrastructure	The proposed planning controls would enable the alignment of job growth with new infrastructure delivery associated with North West growth centre and the Norwest Strategic Centre. The proposal aims to maximise the utilisation of new transport infrastructure. The proposal incorporates reduced commercial parking rates to influence behaviour changes.	Yes
<b>Liveability</b>		
C4. Providing services and social infrastructure to meet peoples changing needs	The concept for the site is intended to create a destination for dining and also includes publicly accessible open space and a child care centre. These are all important elements of social infrastructure which will contribute positively to the resident and worker community.	Yes
C4. Fostering healthy, creative, culturally rich and socially	The Proposal will facilitate the delivery of a substantial quantum of employment floor space on a site that is highly suitable for development uplift given its favourable location within the Norwest	Yes

Chapter	Comment	Consistent
connected communities	<p>strategic centre and also having regard to the size of the site and its ability to achieve transformational change for Norwest. The Urban Design Report prepared by Turner architects outlines a concept design that accompanies the planning proposal demonstrating that 71,516 square metres of employment floor space is capable of comfortably being accommodated within the building envelopes.</p> <p>The proposal will improve the viability and liveability of the Norwest strategic centre through the expanded commercial floor space within the centre, and substantial public domain upgrades, consistent with the liveability priorities</p>	
<b>Productivity</b>		
C9. Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal is consistent with the strategic intent to deliver more jobs and housing closer to public transport. The proposal would aid the 30-minute city concept, increasing the density and diversity of employment within the precinct	Yes
C10. Growing investment, business opportunities and jobs in Strategic Centres	<p>The Plan specifically identifies a job target of 53,000 by 2036 for the strategic centre of Norwest.</p> <p>The planning proposal will increase the opportunity for business and employment in The Hills Shire and in particular the Norwest strategic centre. The proposed increase in density will facilitate the delivery of an additional 64,033 square metres of commercial floorspace, creating the capacity for an additional 2,134 jobs.</p>	Yes
<b>Sustainability</b>		
C16 Increasing urban tree canopy cover and delivering Green Grid connections C17 Delivering high quality open space	The concept design prepared by Turner architects maximises publicly accessible open spaces and landscape treatments throughout the site and this forms a core ethos for the proposed site arrangement and layout. Deep soil planting will be provided throughout the site to contribute to the urban tree canopy in the Norwest precinct.	
C19 Reducing carbon emissions and managing energy, water and waste efficiently	The Planning Proposal is consistent with this priority as it will facilitate future development on the site that will ensure the protection of the environment. By providing additional employment floor space in an existing centre with excellent public transport connectivity, the proposal maximises the efficiency of existing infrastructure and reduces pressure on the fringe of Sydney and other sensitive locations. Any future building on the site would be required to be consistent with the principles of ecological sustainable design which can be addressed in any future development application.	Yes

**6.4.4 Question 4 - Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

The three relevant local strategies are:

- North West Rail Link Corridor Strategy
- The Hills Corridor Strategy 2015
- Hills Future 2036 Local Strategic Planning Statement

These strategies have been discussed in detail in Section 5.4.1 of this report and the proposal has been demonstrated to be entirely consistent with the vision for the site as expressed in these strategy documents.

It is noted that all of the strategy documents identify the ongoing use of the site for commercial purposes and the subject proposal does not seek to change the use of the site for commercial purposes. All of the strategies identify the need for increased employment capacity, with a clear upwards trend in each successive strategy for additional capacity being required. In particular, the Council's Hills Future 2036 which was formally made in March 2020 significantly increased the jobs target for Norwest up to 23,900 by 2036 when compared with the 11,291 jobs by 2036 identified for Norwest under The Hills Corridor Strategy.

The proposal will assist in contributing an additional 2,134 jobs towards the identified jobs target of 23,900 for Norwest under Hills Future 2036 and will assist in protecting the role of an important strategic centre.

For completeness, the Planning Proposal is consistent with the following Planning Priorities of the Hills Future 2036 Local Strategic Planning Statement:

- Planning Priority 1: Plan for sufficient jobs, targeted to suit the skills of the workforce
- Planning Priority 2: Build strategic centres to realise their potential
- Planning Priority 10: Provide social infrastructure and retail services to meet residents' needs
- Planning Priority 11: Plan for convenient, connected and accessible public transport
- Planning Priority 12: Influence travel behaviour to promote sustainable choices
- Planning Priority 18: Increase urban tree canopy cover

**6.4.5 Question 5 - Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?**

**Future Transport 2056**

The future transport strategy outlines the State Government's 40-year vision for the State's transport network and system. The strategy aims to place NSW at the forefront of the country with a sophisticated transport system which will harness the rapidly advancing transport technology. The strategy outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The Planning Proposal is consistent with the relevant State-wide outcomes of the Future Transport Strategy 2056 as it:

- provides for the increased activation of a currently underutilised site which will contribute positively to the ongoing strength and revitalisation of the Norwest centre (Outcome 1: Successful Places)
- will encourage business investment in the area by providing the opportunity for the existing buildings on the site to be redeveloped with a transformative commercial development which will generate a catalyst for similar reinvigoration of surrounding sites (Outcome 2: Strong Economy)
- provides for increased jobs and services within a town centre (Outcome 5: Accessible services)
- encourages the use of public transport by linking jobs to a transport node (Outcome 6: Sustainability).

#### State Infrastructure Strategy 2018-2038

The NSW State Infrastructure Strategy 2018–2038 sets out the Government’s priorities for the next 20 years, and combined with the Future Transport Strategy 2056, the Greater Sydney Region Plan and the Regional Development Framework, brings together infrastructure investment and land-use planning for our cities and regions.

The proposal is consistent with the State Infrastructure Strategy 2018-2038 by encouraging the use of public transport by linking jobs to a transport node being the new Norwest metro station.

#### Sydney’s Walking Future

Sydney’s Walking Future focuses on getting people walking for transport purposes more often. Customers tell the NSW State Government that they could walk more for the short everyday trips they make, and 73 per cent would do so with the right encouragement and support. The NSW state government aims to provide for customers by:

- Promoting walking for transport;
- Connecting people to places through safe walking networks around centres and public transport interchanges; and
- Engaging with partners across government, with councils, non-government organisations and the private sector to maximise their effectiveness.

The proposal will facilitate the use of the site by a range of businesses and services with the Norwest town centre and a short walk from the Norwest metro station as well as nearby residences, which means that residents and workers will be able to walk to the station which provides connectivity to greater Sydney. In addition, the Planning Proposal will facilitate a development of the site which itself will provide much needed services which will mean that surrounding residents will be able to walk to such facilities.

#### Sydney’s Bus Future

Sydney’s Bus Future is the NSW Government’s long-term plan to redesign Sydney’s bus network to meet customer needs now and into the future and sets out step-by-step actions to deliver fast and reliable bus services for customers where and when they are needed.

The Planning Proposal is consistent with the vision of Sydney’s Bus Future in that it will support the use of the site for jobs and services in close proximity to existing bus services which maximises the efficiency of those bus services and also ensures a high level of connectivity between the site and the broader region.

#### 6.4.6 Question 6 - Is the planning proposal consistent with applicable SEPPs?

The Planning Proposal is consistent with all relevant State Environmental Planning Policies as summarised in the following table:

SEPP	Comment	Consistent
State Environmental Planning Policy – (Transport and Infrastructure) 2021	<p>The aim of SEPP Transport and Infrastructure is to facilitate the effective delivery of infrastructure across the State.</p> <p>The future redevelopment of the site in a manner consistent with the Planning Proposal would be capable of complying with the relevant sections of SEPP Infrastructure. Detailed compliance with SEPP Infrastructure will be demonstrated at the time of making an application for development.</p>	Yes
State Environmental Planning Policy (Resilience and Hazards) 2021	<p>Chapter 4 Remediation of Land under State Environmental Planning Policy (Resilience and Hazards) 2021 is relevant to the Planning Proposal and requires the consent authority to consider whether land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its current state or will be suitable after remediation for the purpose for which the Planning Proposal will permit.</p> <p>The site has not been the subject of environmental site assessment in regards to potential contamination. Detailed compliance with this SEPP will be demonstrated at the time of making an application for development, noting that the site is currently zoned for commercial uses and so there is no increase proposed to the sensitivity of uses on the site.</p>	Yes

#### 6.4.7 Question 7 - Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?

The following table summarises the Planning Proposal's consistency with applicable Ministerial Directions:

S.9.1 Direction No. and Title	Comment	Consistent
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	This direction applies to land to which a Regional Plan has been released by the Minister for Planning. The Proposal is consistent with the Greater Sydney Region Plan and the Central District Plan as detailed in section 6.4.3 of this report.	Yes
1.2 Development of the Aboriginal Land Council	Not Applicable.	N/A

S.9.1 Direction No. and Title	Comment	Consistent
1.3 Approval and Referral Requirements	<p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p> <p>In accordance with the direction the Proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. Further the Proposal does not identify future development on the site as designated development.</p>	Yes
1.4 Site Specific Provisions	<p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls. The direction applies when a relevant planning authority prepares a Planning Proposal that will allow a particular development to be carried out.</p> <p>The proposed amendments to the height and FSR maps provide future certainty for the community and the developer and reflect the detailed distribution of buildings, height and gross floor area across the site as illustrated in the concept plan.</p>	Yes
Focus Area 2: Place Based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not Applicable	N/A
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not Applicable	N/A
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable	N/A
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not Applicable	N/A

S.9.1 Direction No. and Title	Comment	Consistent
1.10 Implementation of the Western Sydney Aerotropolis Plan	Not Applicable	N/A
1.11 Implementation of Bayside West Precincts 2036 Plan	Not Applicable	N/A
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not Applicable	N/A
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not Applicable	N/A
1.14 Implementation of Greater Macarthur 2040	Not Applicable	N/A
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not Applicable	N/A
1.16 North West Rail Link Corridor Strategy	This Direction aims to promote transit-oriented development, manage growth around the eight new train stations of the North West Rail Link (now known as Sydney Metro Northwest) and ensure that development within the corridor is consistent with the Corridor Strategy and precinct Structure Plans. A planning proposal within the Corridor must give effect to these objectives and be consistent with growth projections and proposed future character for each Precinct. The planning proposal is consistent with the principles of this Direction and is largely in line with the outcomes envisaged by the Strategy, especially noting the significant contribution towards job growth within the Norwest Business Park.	Yes
1.17 Implementation of the Bays West Place Strategy	Not Applicable	N/A
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation Zones	Not Applicable	N/A

S.9.1 Direction No. and Title	Comment	Consistent
3.2 Heritage Conservation	The site is not an identified heritage item or within a conservation area. The site is not located within the immediate vicinity of any heritage items.	N/A
3.3 Sydney Drinking Water Catchments	Not Applicable	N/A
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not Applicable	N/A
3.5 Recreation Vehicle Areas	Not Applicable	N/A
Focus Area 4: Resilience and Hazards		
4.1 Flooding	<p>The objectives of this direction are to:</p> <p>(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</p> <p>(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> <p>Part of the subject site is located within the Flood Planning Area. This Planning Proposal is accompanied by a Flood Assessment prepared by Northrop at Appendix E which confirms that:</p> <p><i>Development of the subject site has been reviewed with respect to the flooding related NSW Ministerial Directions, THSC LEP and DCP. The assessment concludes development of the subject site is expected to be feasible generally in accordance with the requirements outlined in these planning policies.</i></p>	Yes
4.2 Coastal Management	Not Applicable	N/A
4.3 Planning for Bushfire Protection	The site is not identified as Bushfire Prone Land nor is it located in close proximity to land mapped as bushfire prone land.	N/A
4.4 Remediation of Land	<p>The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.</p> <p>The site has not been the subject of environmental site assessment in regards to potential contamination. Detailed compliance with this SEPP will be demonstrated at the time of making an application for development, noting that the site is</p>	Yes



S.9.1 Direction No. and Title	Comment	Consistent
	currently zoned for commercial uses and so there is no increase proposed to the sensitivity of uses on the site.	
4.5 Acid Sulphate Soils	The site is not identified as Class 1, 2, 3, 4 or 5 land on the Acid Sulfate Soil Map nor is it in the vicinity land identified as Class 1-5 on the Map. Accordingly this Direction is not applicable to the Proposal.	N/A
4.6 Mine Subsidence and Unstable Land	Not Applicable.	N/A
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	<p>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> <ul style="list-style-type: none"> <li>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</li> <li>(b) increasing the choice of available transport and reducing dependence on cars, and</li> <li>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</li> <li>(d) supporting the efficient and viable operation of public transport services, and</li> <li>(e) providing for the efficient movement of freight.</li> </ul> <p>The direction applies when a relevant planning authority prepares a Planning Proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p> <p>In accordance with this direction a Planning Proposal must be consistent with the aims, objectives and principles of “Improving Transport Choice” and “The Right Place for Business and Services” prepared by Department of Urban Affairs and Planning.</p> <p>Whilst the Planning Proposal does not seek a change in zoning, it is nonetheless consistent with these documents in providing increased opportunity for development of additional employment floor space on a site within an identified strategic centre which is within comfortable walking distance to bus and metro services.</p>	
5.2 Reserving Land for Public Purposes	Not Applicable.	N/A
5.3 Development Near Regulated Airports and Defence Airfields	Not Applicable.	N/A

S.9.1 Direction No. and Title	Comment	Consistent
5.4 Shooting Ranges	Not Applicable.	N/A
Focus Area 6: Housing		
6.1 Residential Zones	Not Applicable.	N/A
6.2 Caravan Parks and Manufactured Home Estates	Not Applicable.	N/A
Focus Area 7: Industry and Employment		
7.1 Business and Industrial Zones	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) encourage employment growth in suitable locations,</li> <li>(b) protect employment land in business and industrial zones, and</li> <li>(c) support the viability of identified strategic Centres.</li> </ul> <p>The direction applies when a relevant planning authority prepares a Planning Proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).</p> <p>The Planning Proposal is consistent with the direction in that it will:</p> <ul style="list-style-type: none"> <li>• Allow for the urban renewal of a large site within the strategic centre of Norwest.</li> <li>• Provide for additional employment floor space in the Norwest strategic centre which will promote both business activity and private sector investment within the centre providing for the growth and evolution of the centre.</li> <li>• Achieve street activation, improved services for people who live in the centre, and a synergy with the nearby non-residential uses.</li> <li>• Be consistent with 'Greater Sydney Region Plan - A Metropolis of Three Cities' and the 'South District Plan' the NSW Government's strategies to guide Sydney's growth and development over a 20 year period.</li> </ul>	Yes
7.2 Reduction in non-hosted short-term rental accommodation period	Not Applicable.	N/A
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable.	N/A
Focus Area 8: Resources and Energy		

S.9.1 Direction No. and Title	Comment	Consistent
8.1 Mining, Petroleum Production and Extractive Industries	Not Applicable.	N/A
Focus Area 9: Primary Production		
9.1 Rural Zones	Not Applicable.	N/A
9.2 Rural Lands	Not Applicable.	N/A
9.3 Oyster Aquaculture	Not Applicable.	N/A
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable.	N/A

**6.4.8 Question 8 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?**

No threatened species, populations or ecological communities have been observed on the site. It is unlikely due to the urban context, history of the site and the surrounding area that there are any threatened species populations or communities that are at the limit of their known distribution with regard to this site. It is not anticipated that the future redevelopment of the site will have any adverse ecological impacts.

**6.4.9 Question 9 - Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

The site is not affected by any known natural hazards such as land slip or bushfire.

Part of the subject site is located within the Flood Planning Area. This Planning Proposal is accompanied by a Flood Assessment prepared by Northrop at Appendix E which confirms that:

*Development of the subject site has been reviewed with respect to the flooding related NSW Ministerial Directions, THSC LEP and DCP. The assessment concludes development of the subject site is expected to be feasible generally in accordance with the requirements outlined in these planning policies.*

Due to the historical use of the site for warehouse and office development it is considered unlikely that there are any significant contamination issues with the site.

Detailed shadow assessment has been undertaken having regard to the likely future context of the site as illustrated within the Urban Design Report. There is no shadow impact to any residential uses.

The Planning Proposal is accompanied by a traffic and parking assessment prepared by Stantec. The assessment includes an analysis of the existing road network and the performance of the surrounding

intersections both in the current circumstance and post development. The analysis has determined that the proposed increase in traffic associated with the proposal will not generate any additional traffic beyond that which is being assumed for the site in an uplift scenario of 1.5:1 FSR and 1 space per 25 square metres of floor area.

There are no hazards that impact the site or environmental effects resulting from the future redevelopment of the site that would preclude consideration of the Planning Proposal.

Whilst the site is adjacent to a heritage item, the specific element of significance is an avenue of planting of arcarias and eucalypts along the verge of Spurway Drive adjacent to the site which remain the only evidence of early farm use previous use of this land. The Planning Proposal provides a height of buildings along the Spurway Drive frontage of 5 to 7 storeys, which is similar to the existing 6 storey height which is already possible along this part of the site. Accordingly, the Planning Proposal will not result in any meaningful impact in relation to the heritage significance of this avenue when compared with the existing situation.

#### **6.4.10 Question 10 - Has the Planning Proposal adequately addressed any social and economic effects?**

The Proposal demonstrates a commitment to providing for additional employment floor space which will promote both business activity and private sector investment within the centre providing for the growth and evolution of the centre. The Proposal will also generate employment during the construction phase of the development. The Planning Proposal will directly facilitate an additional 2,134 jobs beyond that which would be achievable on the site under the current planning controls.

By providing employment close to transport nodes within an identified centre, workers will benefit from reduced commuting times, achieving the NSW Governments objective for a walkable and 30 minute city.

The planning proposal will facilitate the future redevelopment of the site that will have positive social impacts in terms of urban renewal in an established area that will create a vibrant cosmopolitan culture within the Norwest centre through the delivery of quality publicly accessible spaces and a broader offering of services and food and beverage opportunities within the centre.

These social benefits associated with the proposal include:

- privately owned, publicly accessible open space which provides a central meeting place for the existing and future community
- Improved local amenity including new retail and commercial uses and business opportunities
- Increased employment opportunities for local residents
- Public domain improvements around the site

The amendments sought under the planning proposal will have no unreasonable effects on items or places of European or Aboriginal cultural heritage. The site is not an identified heritage item, is not located within a heritage conservation area and is not known to contain any Aboriginal relics or artefacts.

In terms of economic impacts, the proposal will achieve important economic benefits:

- Increasing the amount of commercial space permissible within the site which will promote the growth of highly skilled jobs within the Global Economic Corridor, in close proximity to future public transport and reinforce Norwest Business Park as a Strategic Centre;

- The creation of jobs during both the construction phase and ongoing operation of future development on the site;
- Optimisation of the patronage of the Sydney Metro Northwest line; and
- Encouragement of synergistic growth within the centre by providing a catalyst to encourage further revitalisation within the centre.

#### **6.4.11 Question 11 - Is there adequate public infrastructure for the Planning Proposal?**

Required electricity, telecommunication, gas, water, sewer and drainage services are available to the site.

The site is well served by public transport infrastructure in that the site is within walking distance of the Norwest Metro Station and numerous bus services.

The future redevelopment of the site as envisaged by the Planning Proposal will include the imposition of a condition on development consents requiring the payment of a contribution to assist Council in providing the appropriate public facilities which are required to maintain and enhance amenity and service delivery in the area.

#### **6.4.12 Question 12 - What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?**

Relevant public authorities will be consulted following the Gateway determination. It is expected that Transport for NSW may be consulted in relation to the project.

### **6.5 Part 4: Mapping**

The Planning Proposal will require the amendment of the following maps referenced in The Hills Local Environmental 2019:

- Height of Buildings Map
- Floor Space Ratio Map

These maps are provided as Appendix A.

### **6.6 Part 5: Community Consultation**

The Local Environmental Plan Making Guideline produced by the NSW Department of Planning and Environment sets out the community consultation requirements for Planning Proposals.

The guide indicates that consultation will be tailored to specific Proposals. The exhibition for standard Planning Proposals will generally be 20 working days whilst complex Planning Proposals will be 30 working days.

The proposal is considered to be a standard Planning Proposal as it is consistent with the pattern of surrounding land use zones and/or land uses; is consistent with the strategic planning framework; presents no issues with regard to infrastructure servicing; is not a principal LEP; and does not reclassify public land.

It would be appropriate to exhibit the Planning Proposal for 20 days as it is considered to be a standard Planning Proposal.



Community consultation to be commenced by giving notice of the public exhibition of the Planning Proposal in a local newspaper, on the Council website and in writing to adjoining landowners.

The written notice of the Planning Proposal will:

- give a brief description of the objectives or intended outcomes of the Planning Proposal
- indicate the land affected by the Planning Proposal
- state where and when the Planning Proposal can be inspected
- give the name and address of the relevant planning authority (Canterbury Bankstown Council) for the receipt of submissions
- indicate the last date for submissions
- confirm whether delegation for making the LEP has been issued to the relevant planning authority.

#### 6.7 Part 6: Project Timeline

The project timeline will be determined by The Hills Shire Council.

## 7.0 CONCLUSION

Application of the current building height and floor space ratio provisions of The Hills Local Environmental Plan 2019 to the site at 9-15 Columbia Way, Norwest, would not achieve a development outcome which fulfils the demonstrated environmental capacity of the site and its potential to achieve transformational change for Norwest that is consistent with the State government and Council objectives for this important Strategic Centre. This is especially relevant now that the Norwest Metro Station is completed and operational.

The purpose of the amended Planning Proposal is to amend The Hills Local Environmental Plan 2019 to facilitate the redevelopment of the site in a manner that supports the NSW Government and Council's objectives for the site.

An amended Urban Design Report prepared by Turner architects accompanies the Planning Proposal which has examined the constraints and opportunities of the site, in order to deliver a more appropriate employment density of development commensurate with the capacity identified in *Greater Sydney Region Plan - A Metropolis of Three Cities*, the *Central District Plan*, and most recently the *Hills Future 2036 Local Strategic Planning Statement*.

The Urban Design Report demonstrates that the site has the capacity to accommodate a commercial development with a height of up to RL 155.85 metres and a FSR of 2.36:1.

The Proposal also delivers substantial public benefit by way of expansive publicly accessible open space throughout the site which also provides a through site link function from north to south through the site, as well as land dedication along Columbia Way, and the construction and dedication of a new road link Columbia Way with Spurway Drive. The redevelopment of the site as envisaged will create additional retail and dining opportunities for the local resident and worker communities.

In summary, the proposal will result in significant public benefits facilitating the development of a high quality commercial development. This Planning Proposal demonstrates the strategic merit of the proposed amendments to The Hills Local Environmental Plan 2019 as it supports the State government's current direction of increasing employment density in the Norwest Strategic Centre which enjoys very good access to public transport and facilities. For the reasons outlined above it is appropriate for The Hills Shire Council, as the relevant planning authority, to support the subject Planning Proposal.

# APPENDIX A

Turner Architects

AMENDED PLANNING MAPS

A

# APPENDIX B

Chadwick Cheng Consulting Surveyors

SURVEY

B

# APPENDIX C

Turner Architects

URBAN DESIGN REPORT

C



# APPENDIX D

Stantec

TRANSPORT IMPACT ASSESSMENT

D

APPENDIX E

Arcadia

APPENDIX F

Northrop

FLOOD ASSESSMENT

F

APPENDIX G

GTL Properties

PUBLIC BENEFIT OFFER

G