

PRECINCT, NORWEST

9-15 COLUMBIA WAY, NORWEST

DESIGN REPORT

AMENDED PLANNING PROPOSAL
JULY 2022



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PROJECT HIGHLIGHTS

Significant site of **OVER 3HA** within Norwest Business Park

57% (17,300m²) of Site Area **PUBLICLY ACCESSIBLE OPEN SPACE**

64,033m² GFA for **OFFICE EMPLOYMENT OPPORTUNITIES**

7,483m² GFA for **COMMUNITY SERVICE & RETAIL OFFERINGS**

New **LANDSCAPED STREETScape** to Spurway Drive

New **URBAN PLAZA BOULEVARD** to Columbia Way

New **ROAD LINK** connecting Spurway Drive and Columbia Way

Our site will provide:

JOBS

AMENITY

SERVICES

1.0 INTRODUCTION

TURNER have been engaged on behalf of GTL Properties and ARRIS Group to provide an Urban Design Report in support of a Planning Proposal for 9-15 Columbia Way Norwest.

This report presents an urban design analysis, vision and framework for a development concept for this site which lies on the perimeter of Norwest Business Park, one of Sydney's biggest emerging employment and residential precincts, located 30km North West of Sydney CBD.

The proposal embraces the unique opportunity to respond to the evolving urban fabric and future vision of the local Norwest context to inspire a new generation and provide a unique offering of Commercial workplace typologies and retail precinct.

The increased density proposed aligns with the future plans for growth within the Business Park. Alignment with the strategic plans for the Hills Shire key centers focuses on the revitalisation of suburban areas providing for employment growth opportunities and community amenity. The proposal will support the evolving role of Norwest from Business park to a key strategic centre in the region.

This report consolidates the findings of relevant studies and policy documents, case studies, and contextual analysis providing a fully integrated basis for the proposal herein.

Further refinements to the proposal have been undertaken in response to Council Feedback in letter dated 19th January 2022. This includes amendments to the scheme to accommodate the New Road Link connecting Spurway Drive and Columbia Court, potential future road widening of Columbia Way, improved pedestrian accessibility through the site, and modifications to the built form and massing to ensure contextually responsive building heights are proposed.

1.1 SITE DESCRIPTION

Norwest Business park is a business community strategically connected to the CBD, centered around Parramatta and will grow connections to the future Western Parkland city and the Aerotropolis. The Sydney Metro Northwest has already begun to transform and trigger the reshape of the local neighbourhoods and the business park, encouraging a shift away from private car use to public transport, walking and cycling. The Northwest metro has vastly improved the level of public transport accessibility across Norwest Sydney.

The local character of the surrounding area has evolved from the 1980's to the more recent developments north of the Norwest Lake. The Norwest Business Park has historically functioned as a traditional business park catering to commercial and industrial businesses. However, recently the area has witnessed more residential developments, service-based industries and services catering to the everyday needs of the working population.

The site is located in the Norwest Business Park within the Hills Shire Local Government Area. The site is described as Lot 2015 in D.P.857690 and Lot 200 in D.P.877496 and has a total area of just over 3 hectares.

The site is within a 13-minute walk from the Norwest Metro Line and the emerging Norwest City Centre. The proposal has sought to engage with the opportunity and respond to the current demand, to create a holistic destination precinct that will serve the needs of the current local and future community.

The site is unique in its position in the local context, at the transition point between residential and commercial uses. The R4 High Density Residential zone exists to the west, Castle Pines retirement village and the R2 Private Recreation Zone to the north and the B7 Business Park zoning to the east, south-east, south and south-west.





1.2 VISION

Our vision for the site is to create a sustainable commercial precinct which is driven by the needs of the existing and future community.

We have embraced the opportunity to respond to Council's strategic vision for Norwest and the evolving urban context to inspire a new generation of uses and provide a unique offering of commercial workplace typologies and associated retail.

WHAT WE ARE ASKING FOR

FSR UPLIFT: 2.36 : 1
(Current Controls 1:1)

HEIGHT: 5-15 STOREYS

RL125.45 - RL155.85
(Current Controls RL 116)

1.21 VISION

The proposal aims to create a sustainable commercial precinct that is integrated, adapts to and supports the evolving community and culture of Norwest. The proposal forms a local response to the idea of the workplace, unique to the Norwest Business Park precinct and has the potential to generate ongoing employment opportunities both within and beyond the precinct. It aims to enhance the public domain, encouraging a dynamic and vibrant activity hub to support the existing and emerging commercial businesses and local residents.

To create a resilient commercial precinct that responds to the future
LOCAL NEEDS AND CULTURE of the greater Norwest community

To create a safe, attractive and accessible **PLACE FOR PEOPLE**

A unique opportunity to respond to the evolving nature of Norwest and provide an
ACTIVE AND HYBRID DESTINATION within the existing urban fabric

An opportunity to **TRANSITION AND CONNECT** the existing urban fabric with the new vision for the Norwest area

A holistic precinct that is driven by **CONVENIENT, DYNAMIC AND FLEXIBLE RETAIL** offerings

A centre which integrates the surrounding current and future context, providing
INNOVATIVE EMPLOYMENT OPPORTUNITIES

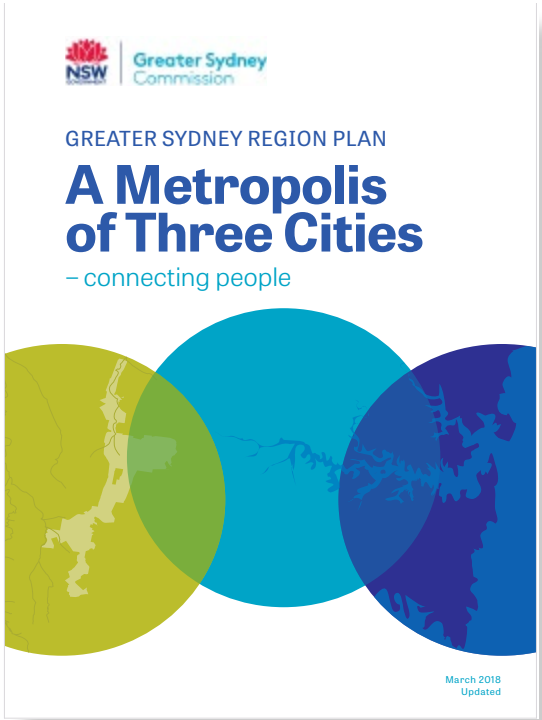


1.3 STRATEGIC CONTEXT

Ensuring the proposed vision and principles for the proposal align with local and state planning guidelines which respond to the changing context of Norwest to create better designed places and spaces.

1.31 STRATEGIC ALIGNMENT

Norwest is a part of the vision for Greater Sydney to encourage growth within surrounding suburbs to evolve into Strategic Centres providing people access to innovative employment opportunities and amenities within 30 minutes of their homes



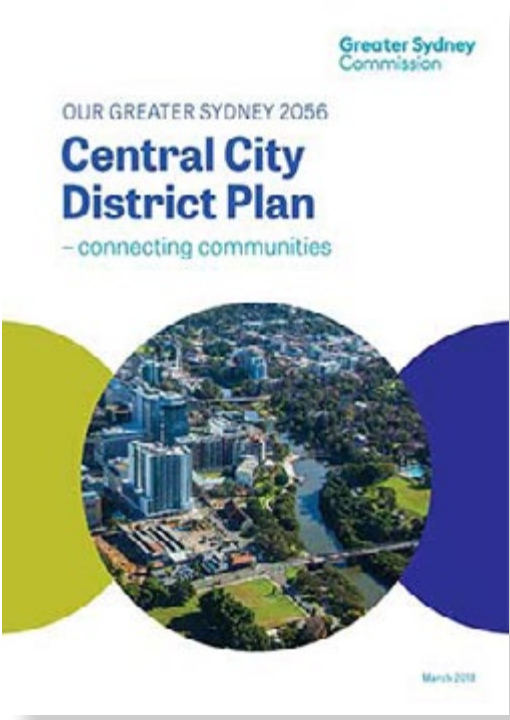
CONNECTED TO THE 30 MINUTE CITY

The plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education, health facilities, services and great places. The plan outlines 38 objectives which sets a 40-year vision to manage growth and change for Greater Sydney.

PROPOSAL

The proposal is consistent with the objectives of this plan. It seeks to deliver a significant amount of new employment floor space, allowing for increased employment opportunities close to where people live, and close to the new metro station. This additional employment density will assist in reaching the employment targets outlined in the plan.

The proposed public domain upgrades within the site and to the adjacent streetscapes will significantly revitalise the existing public domain, promoting a healthier urban environment encouraging social interaction.



EMPLOYMENT GROWTH IN STRATEGIC CENTRES

The Central District Plan 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. Norwest is identified as a Strategic Centre, and the plan identifies a range of population trends and job and housing targets.

PROPOSAL

The plan identifies an upward trend of job growth within Norwest, targeting 53,000 additional jobs by 2036. The proposal aligns with the recommendations to grow commercial capacity to achieve the centres job targets and to encourage complementary retail services. The proposal seeks to deliver 64,035sqm of commercial floorspace, which has the capacity to create an additional 2,135 jobs. (Based on 1/30sqm density]



FUTURE PRECINCT PLANNING

The Hills Corridor Strategy and the North West Rail link Corridor Strategy are key strategic documents which are precursors to detailed precinct planning and site specific investigations. Underpinning this strategy is a need to ensure that additional employment opportunities are provided to cater for the growth in population within the area.

PROPOSAL

The proposal is consistent with the objectives of these strategic documents, detailing a site specific investigation which demonstrates the opportunities and community benefits of seeking to achieve an increased FSR to provide employment floor space.



DIRECTS FUTURE GROUND AND CHANGE

The plan sets the high level strategic direction for the Shire, within a framework for managing anticipated growth and delivering associated infrastructure to 2036. It draws on an understanding of economic, social and environmental needs over the next 20 years and sets planning priorities and corresponding actions that, over the next five years, will provide for more housing, jobs, parks and services for the growing population

PROPOSAL

The plan identifies that the Shires strategic centres are anticipated to contribute 32,000 additional Jobs. Norwest Business Park is the Shires only specialised commercial office precinct. The proposal will assist in contributing an additional 2,135 jobs towards the identified jobs target of 23,900 for Norwest under Hills Future 2036. The substantial 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.



DESIGNING SUCCESSFUL PLACES

The Design and Place SEPP establishes five guiding principles that aim to create healthy and prosperous places that support the wellbeing of people, community and Country.

PROPOSAL

The proposal aligns with the objectives of the SEPP, and seeks to create a destination precinct that responds to the needs to the workers, as well as contributing positively to the local community. The proposal facilitates the creation of an active, resilient and socially connected community. The public domain enhances connections through and around the site, prioritising walkable places at a human scale with active street life and inviting, sustainable and diverse public spaces.



INCORPORATING THE SEVEN DESIGN OBJECTIVES

The policy is about enhancing all aspects of our urban environments, to create better places, spaces and buildings, and thereby better cities, towns and suburbs. To achieve this, good design needs to be at the centre of all development processes from the project definition to concept design and through to construction and maintenance.

PROPOSAL

The proposal demonstrates an alignment with the 7 key objectives outlined in the policy. Diverse commercial offerings, from workplaces to retail spaces, contribute to the local community by providing employment opportunities that are inclusive, connected and fit for purpose. The existing and future local communities will be provided with a vibrant public domain that will support and adapt to the needs of the community.



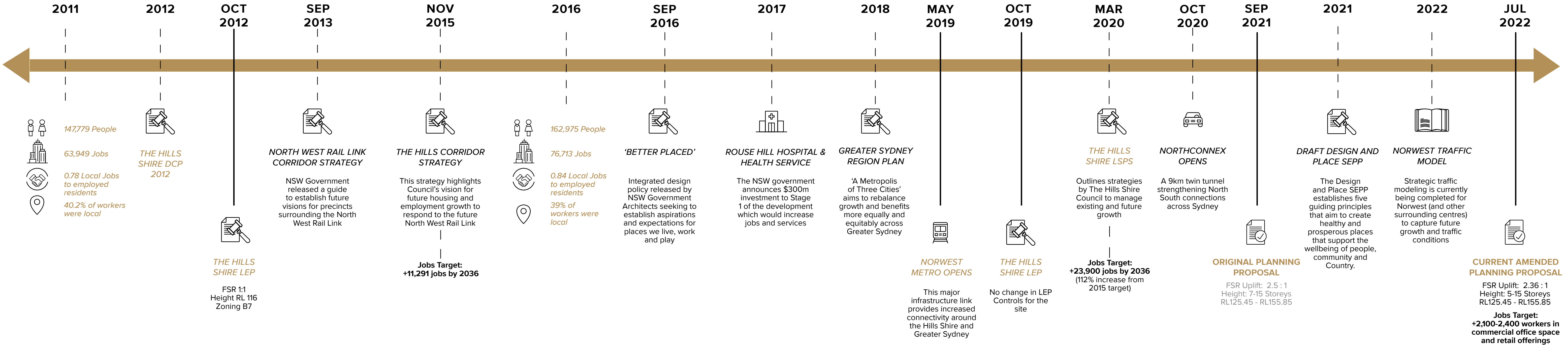
1.4 COUNCIL CONTROLS

The Norwest Business Park is evolving due to key infrastructure developments and planning guidelines which provide an opportunity to transform from a typical business park suburb to a vibrant urban mixed use centre. All of the local strategy documents identify the need for increased employment capacity, with a clear upwards trend in each successive strategy for additional capacity being required. The current council controls for the site do not support the broader vision for Norwest in terms of achieving this increased employment density.

1.41 AN EVOLVING CONTEXT

The Norwest Business Park is evolving due to key infrastructure developments and planning guidelines which provide an opportunity to transform from a typical business park suburb to a vibrant commercial mixed use precinct. All of the local strategy documents identify the need for increased employment capacity, with a clear upwards trend in each successive strategy for additional capacity being required.

THE CURRENT COUNCIL CONTROLS FOR THE SITE DO NOT SUPPORT THE BROADER VISION FOR NORWEST IN TERMS OF ACHIEVING THIS INCREASED EMPLOYMENT DENSITY.



1.42 FUTURE GROWTH IN NORWEST

Columbia Way corridor creates new opportunities for height, with no overshadowing impacts to surrounding residential uses. Referencing the recent developments in Norwest there is a clear upward trend in each successive proposal for additional capacity provided to meet the increased employment needs identified in the local strategic documents.

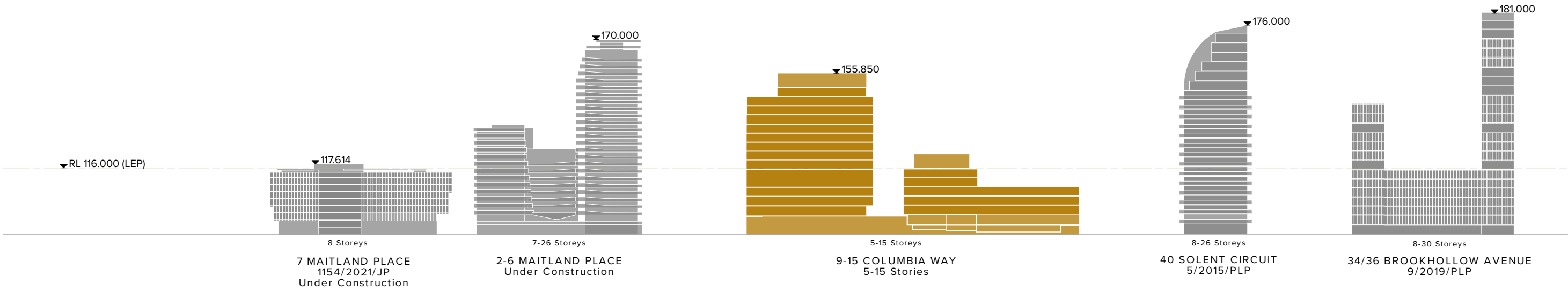


SITE 9-15 COLUMBIA WAY
FSR Uplift 2.36 : 1
Height RL 125.45 - RL 155.85

	ADDRESS	USE	HEIGHT EXISTING	HEIGHT PROPOSED	FSR EXISTING	FSR PROPOSED
APPROVED	1 8 Solent Circuit 11/2018/PLP	Business Park	RL 116	RL 126	1 : 1	2.2 : 1
	2 40 Solent Circuit 5/2015/PLP	Mixed Use	RL 116	RL176	No FSR	4.5 : 1
	3 2-6 Maitland Place (Under construction)	Mixed Use	RL 116	RL170	1 : 1	1.5 : 1
	4 11-13 Solent Circuit (Built)	Mixed Use	RL 116	RL 143	1.49 : 1	2.42 : 1
	5 2-4 Burbank Place 18/2018/PLP	Business Park	RL 116	RL 126	1.4 : 1	2.8 : 1
	6 25-31 Brookhollow Ave 6/2019/PLP	Business Park	RL 116	RL 135 / 184	1 : 1	4.1 : 1 / 6.5 : 1
	7 1 Columbia Court 11/2019/PLP	Mixed Use	RL 116	RL 207	1 : 1	4.5 : 1
PROPOSED	8 4 Century Circuit 7/2017/PLP (Refused)	Mixed Use	RL 116	RL 242	1.49 : 1	5.14 : 1
	9 7 Maitland Place 1154/2021/JP	Business Park	RL 116	RL 117	1.5 : 1	1.5 : 1
	10 34-36 Brookhollow Ave 9/2019/PLP	Mixed Use	RL 116	RL 143 - RL181	1 : 1	3.8 : 1
	11 26-30 Brookhollow Ave 15/2018/PLP (Refused)	Mixed Use	RL 116	RL 167	1 : 1	3.82 : 1
	12 9-15 Columbia Way	Business Park	RL 116	RL 155.85	1 : 1	2.36 : 1

1.43 AN EVOLVING CONTEXT

The proposal is consistent with what has been approved in Norwest and is a response to the evolving nature of Norwest Business Park.



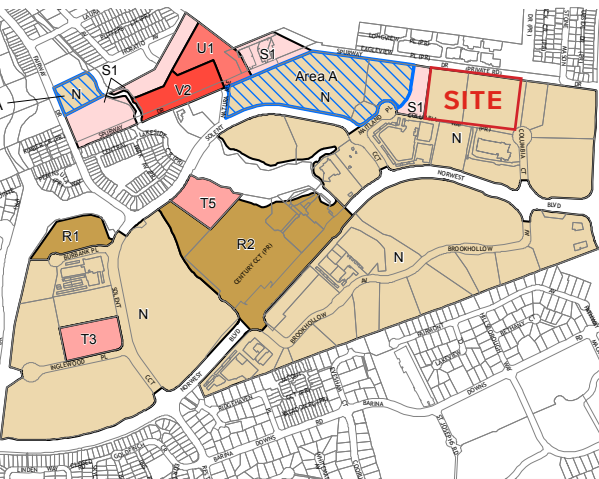
1.44 ANALYSIS OF PLANNING CONTROLS

There have been no changes to the Planning controls for the site (FSR, height, zoning) since the release of the Hills Shire LEP 2012.

The Hills Shire LEP Map 2012
FSR 1: 1



The Hills Shire LEP Map 2020
FSR 1: 1



FSR

No change of FSR to site

The Hills Shire LEP Map 2012
RL 116



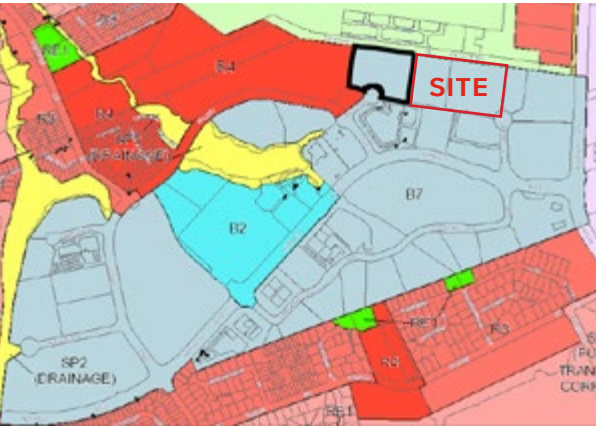
The Hills Shire LEP Map 2020
RL 116



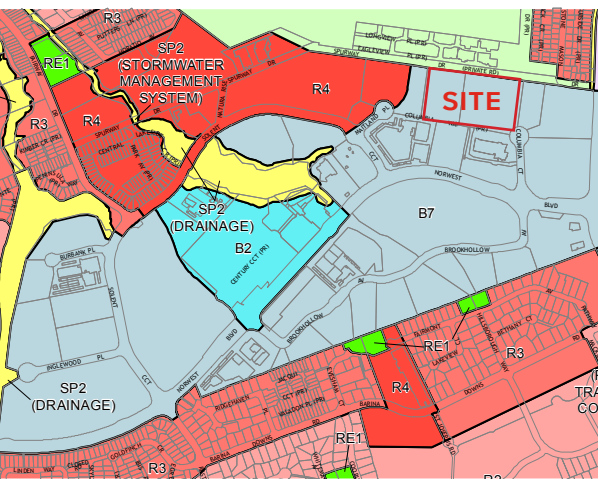
HEIGHT OF BUILDINGS

No change to building height limit of 116m

The Hills Shire LEP Map 2012
LAND ZONE B7



The Hills Shire LEP Map 2020
LAND ZONE B7



LAND ZONING

No change to land zoning



1.5 OPPORTUNITIES

The site has a unique opportunity to improve upon the existing built environment and contribute positively to the future vision and aspirations of Norwest and its location within a key strategic local centre.

Opportunities have been analysed at a precinct, street level and work place scale to form the basis for a holistic urban design approach.

To ensure a good design outcome and holistic framework is achieved, opportunities for the site have been assessed against the 'Better Placed' and 'Greener Places' key design objectives and principles.

1.51 KEY DESIGN PRINCIPLES - PRECINCT

Providing a variety of built forms will allow each building to have a unique response and relationship to the public domain. A highly activated ground plane will permeate through the site, offering engaging, inviting and appealing places



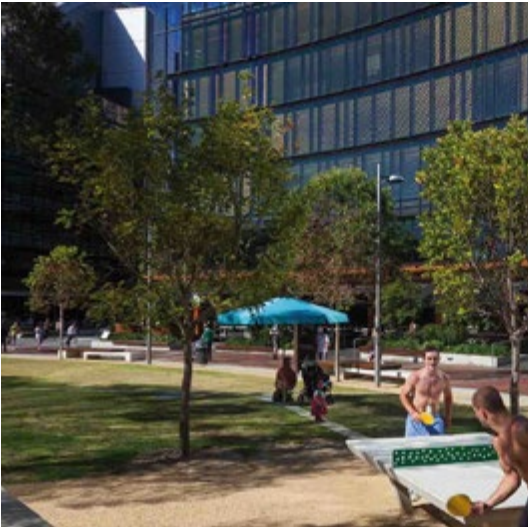
4 Murray Rose Avenue, Sydney Olympic Park



Docklands



The Goods Line, Sydney



Darling Quarter, Sydney



Urban rooftop farm, Copenhagen

DIVERSITY OF BUILT FORM

Each building has a unique response to its location and role within the precinct which promotes collaboration, innovation and interaction.

DAY/NIGHT & WEEKDAY/WEEKEND

The relationship between functions will foster a vibrant energy throughout 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 SPACE 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

1.52 DESIGN PRINCIPLES - GROUND PLANE

The interface between building and public domain will prioritise the pedestrian experience, whilst facilitating a vibrant day/ night energy throughout the precinct



Dairy Block, Denver



New Road, Brighton



Kambri, Australian National University, ACT



Macquarie Square, Macquarie Park



Pierhouse, Brooklyn Bridge Park

ACTIVATED GROUND PLANE

A fine grain experience supported by specialist retail and F&B active hubs

PEDESTRIAN FOCUSED

A place for people and communities, that is inclusive, connected and safe.

CONNECTED AND PERMEABLE

A connected ground plane that is designed for people with a focus on safety, comfort and usability of the space at the human scale.

HOLISTIC SERVICING, PARKING & EOT

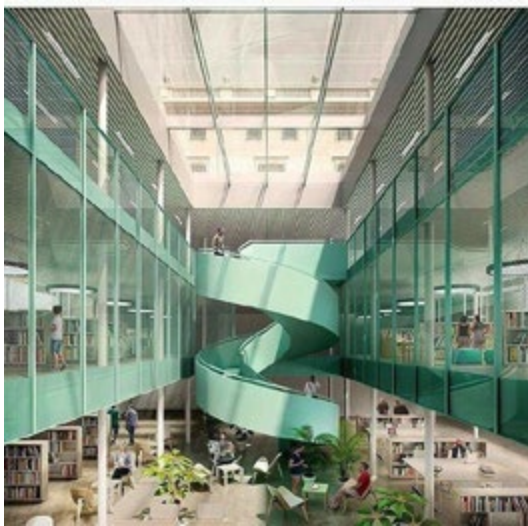
A consolidated approach to vehicle parking and site servicing will allow minimal interruptions to the active street frontages. At grade End of Trip facilities, contributing to the active frontages, will encourage alternate modes of transport including cycling and walking to the commercial precinct.

DEFINED BUILDING ENTRIES

Legible and defined building entries with unique identities responding to their use and position within the precinct

1.53 KEY DESIGN PRINCIPLES - WORK PLACE

The precinct will provide innovative and flexible workspaces, attractive to a range of tenants seeking to join a dynamic business centre



FLEXIBLE FLOOR PLATES WITH A HIGH LEVELS OF AMENITY
Efficient building layouts to allow for flexible subdivision to meet future tenant expectations

GREEN OUTLOOK
Workspaces that encourage a direction connection to the surrounding landscape

UNIQUE IDENTITY
Innovative built forms providing opportunity for unique identities across the precinct

INTEGRATED ESD STRATEGIES
Promoting Green Star and ESD initiatives through building, site and facade design

WELLNESS DRIVEN
A holistic approach to the workplace. Prioritising wellness and providing a diversity of workspaces that are adaptable to the changing needs of the users

1.54 SUMMARY OF KEY DESIGN OPPORTUNITIES

An active, innovative destination precinct encouraging collaboration, community and wellness.



CONNECTED PRECINCT

DIVERSE PRECINCT

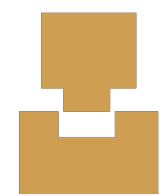
FLEXIBLE PRECINCT

INNOVATIVE PRECINCT

WELLNESS PRECINCT

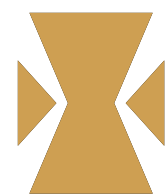
1.55 BETTER PLACED PRINCIPLES

Better Placed establishes the value of good design, and identifies key concepts, good process, and objectives to achieve these outcomes. These principles are integrated into the proposal to ensure a good design is delivered through its architecture, public spaces and environments



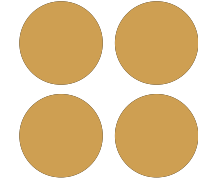
BETTER FIT
Contextual, local and of its place

Located within a key strategic centre, the site sits on the threshold of existing low density residential, emerging high-density apartments and the future vision for the Norwest Commercial precinct providing a unique opportunity to provide amenities and employment opportunities within the future surrounding context.



BETTER PERFORMANCE
Sustainable, adaptable and durable

Using the scale of development to its advantage, a new public open space, provides opportunities for community interaction, increases in biodiversity and positive urban design



BETTER FOR COMMUNITY
Inclusive, connected and diverse

A considered arrangement of built form in relation to streetscape, public domain and open space facilitates passive security throughout. Retail offerings at ground and streetscape encourages activity during the day/night/weekday and weekend, reducing opportunities for vagrancy and unsafe environments.

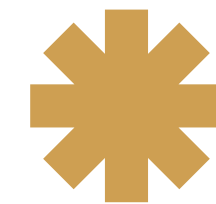


BETTER FOR PEOPLE
Safe, comfortable and livable

A considered arrangement of built form in relation to streetscape, public domain and open space facilitates passive security throughout. Retail offerings at ground and streetscape encourages activity during the day/night/weekday and weekend, reducing opportunities for vagrancy and unsafe environments.

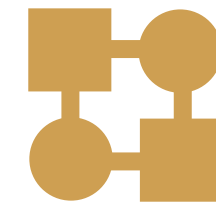
1.56 GREENER PLACES PRINCIPLES

Greener Places is an urban green infrastructure design framework which provide principles to ensure connection and integration of our green assets. These principles have been integrated into the proposal to create a network of healthier, more livable and sustainable urban environments within the precinct



INTEGRATION
Combine green infrastructure with urban development and grey infrastructure

Landscaping and planting are deeply integrated within the proposal and design detail enhancing the enjoyment of space, but also contributing to local biodiversity and reducing water run-off implementing key water sensitive urban design strategies



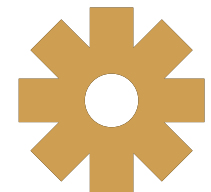
CONNECTIVITY
Create an interconnected network of open space

Providing a pedestrian focused ground plane with active frontages to promote walkability, connectivity and collaboration across the precinct. Reinforces and integrates additional connections to the existing urban fabric promoting innovative ways to live, work and play



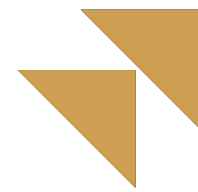
MULTIFUNCTIONALITY
Deliver multiple ecosystem services simultaneously

The proposal is able to contribute a range and diverse typology of commercial offerings, including retail, business, complemented with expansive public open space, increased landscaped setbacks and community spaces



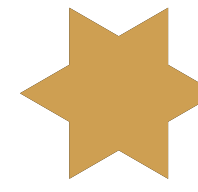
BETTER WORKING
Functional, efficient and fit for purpose

A unique commercial offering that meets the growing demands of businesses and commercial activity in Norwest. Quality and diverse retail offerings provide a balanced mix of activity creating a successful urban environment complimented by refined hard and soft landscaping.



BETTER VALUE
Creating and adding value

A response to the evolving nature of Norwest and future employment demands, from a pure business park to an authentic mixed use precinct offering amenity and employment opportunities



BETTER LOOK AND FEEL
Engaging, inviting and attractive

A variety of heights and built forms provides an articulated skyline and active streetscape aims to signify the precinct as an important local centre. Landscaping, and high quality public domain spaces enhances the proposals contribution to the existing and future context of Norwest



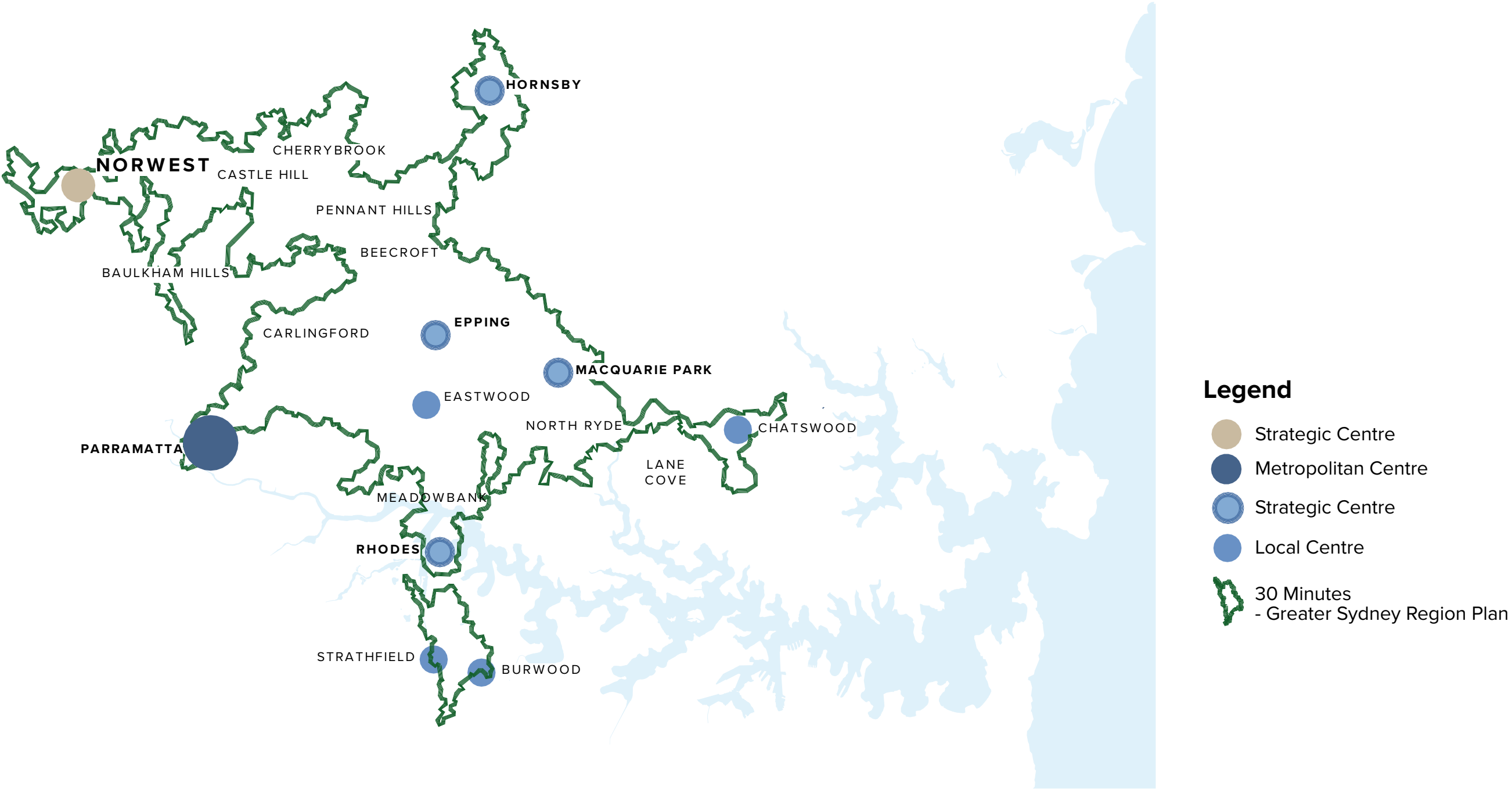


2.0 PRECINCT ANALYSIS

The precinct analysis highlights the wider strategic connection of Norwest to its surrounding context due to the introduction of the Norwest Metro. The focus of Norwest as a singular centre business park responded to its context at the time, however in order to support future growth in the area, the precinct will require complementary hubs and destinations providing a multi-nodal approach to the precinct. Understanding the existing fabric of the precinct and how predicted future growth will weave in is key to shaping the roles and responsibilities of the site.

2.01 STRATEGIC CONTEXT

A key driver for the development of Norwest is the Metro infrastructure which aims to connect residents to their nearest local centre within 30 minutes of public transport or walking. This has provided opportunities to redefine the Norwest region into a vibrant, diverse and liveable Centre with targeted job growth and increased density



2.02 EXISTING AND FUTURE GROWTH

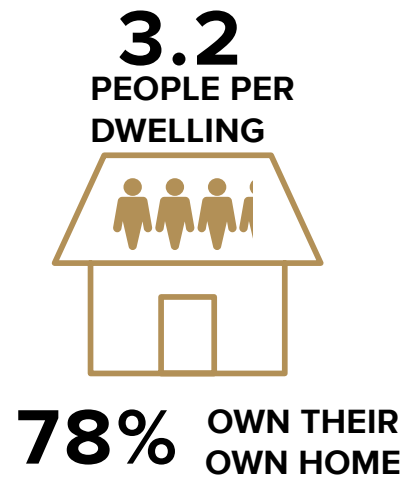
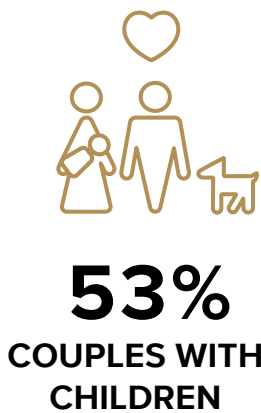
Norwest and surrounding suburbs will experience population, housing and employment growth over the next 15-20 years. Additional housing and employment opportunities/amenities are required to accommodate this growth

183,790
POPULATION

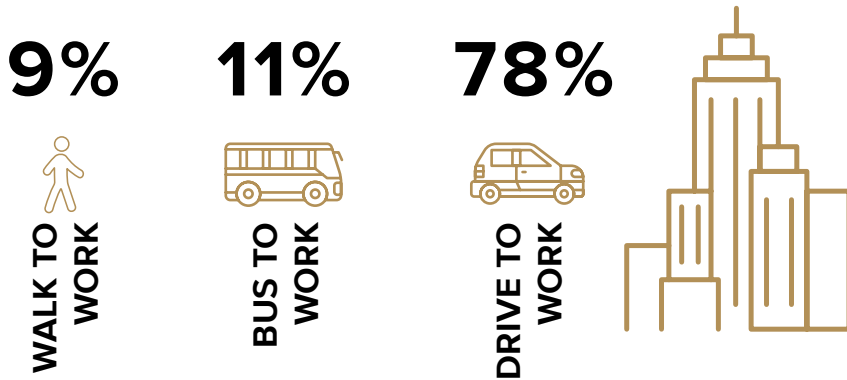
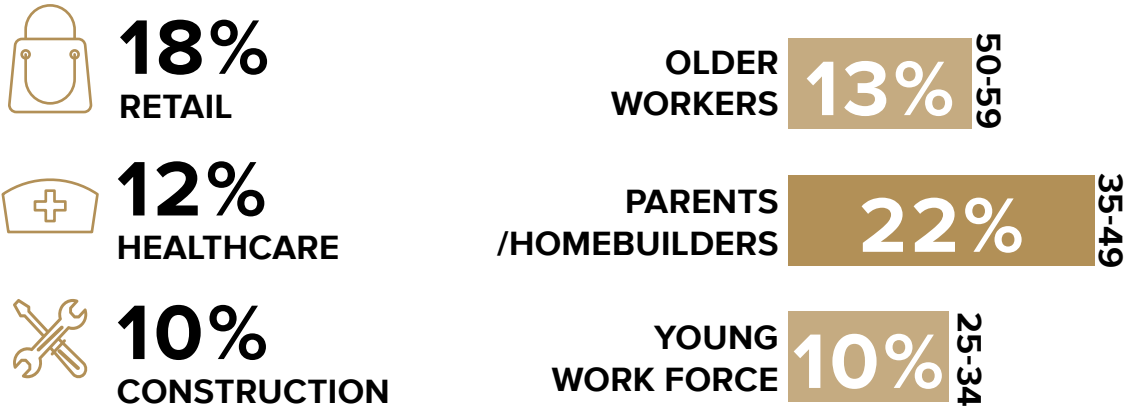
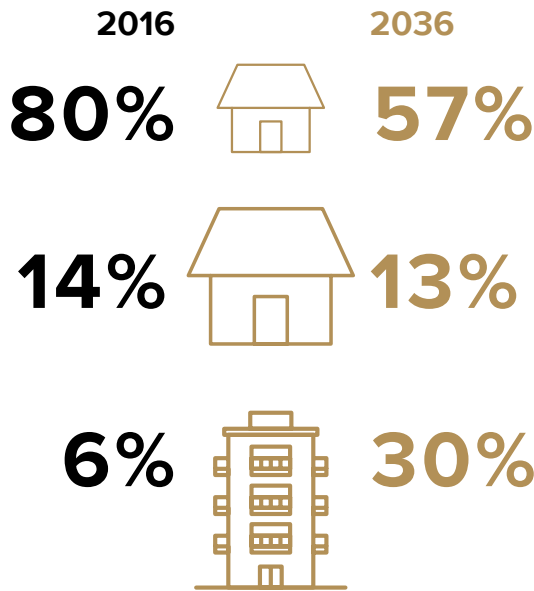
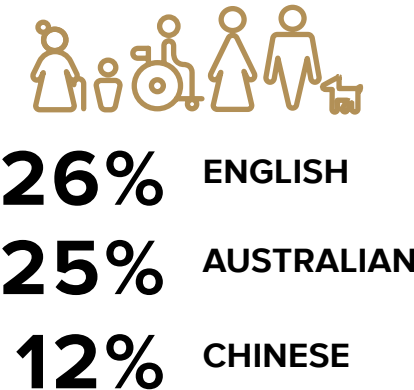
38,630 ha
LAND AREA



BY 2036
+ 170,110
ADDITIONAL RESIDENTS



BY 2036
+ 38,000
ADDITIONAL DWELLINGS



BY 2036
+ 19,700
ADDITIONAL LOCAL JOBS



2.03 KEY CONTEXTUAL CHARACTERISTICS OF NORWEST

Norwest is characterised by key elements that have traditionally defined the Norwest Business Park as a key employment and business centre. These elements will need to respond to the changing nature of Norwest as it evolves into a hybrid commercial, retail and residential centre.



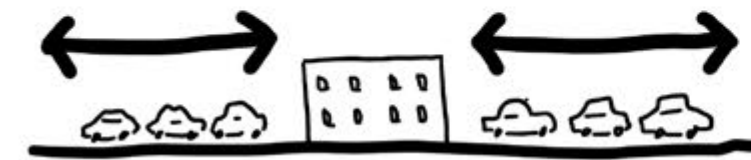
**ESTABLISHED ROAD NETWORK
WITHIN A PARKLAND SETTING**



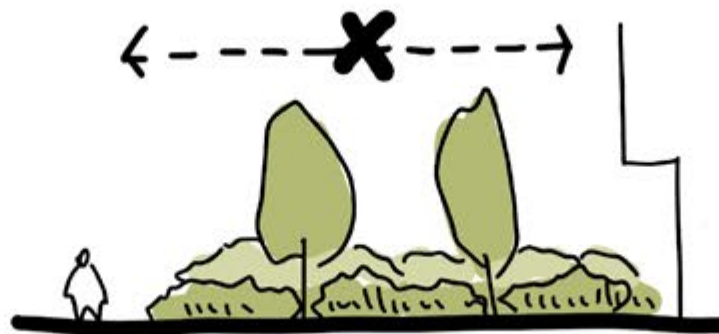
**DIVERSITY OF EXISTING AND
EMERGING HOUSING**



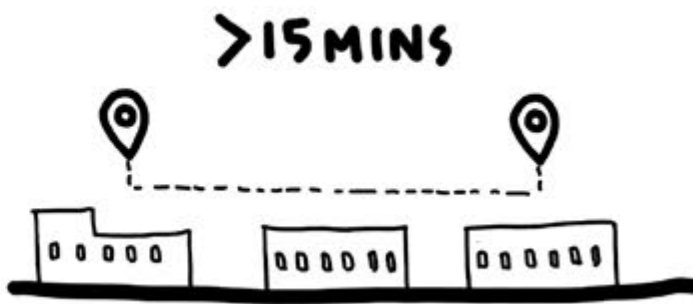
**PROXIMITY TO PRODUCTIVE
LANDSCAPES**



AT GRADE CAR PARKING



**LARGE AREAS OF LANDSCAPING
AND SETBACKS**



SATELLITE AMENITIES

2.04 SITE AND SURROUNDS

NORWEST CONTEXT



SINGULAR ACTIVITY NODE - NORWEST CENTRAL
The key characteristic of Norwest's location is its 'parkland' setting. Commercial offices, community amenities/services and retail/dining are centred around Strangers Creek



PARKLAND SETTING - CASTLE HILL COUNTRY CLUB
A 167 acre fairway providing a key destination and outlook to surrounding buildings.



PRODUCTIVE LANDSCAPES - BELLA VISTA FARM
20ha of historic rural landscape providing spaces for community events and opportunities for agriculture based tourism



ESTABLISHED ROAD NETWORK - NORWEST BOULEVARD
There is a well-established road network within Norwest with four lane traffic along Norwest Boulevard. This has led to a vehicle focused street scape with significant landscape buffers which results in an inactive barrier.



AT-GRADE PARKING - NORWEST MARKET TOWN
Norwest relies heavily on at-grade parking as a result of previous business park models. This is to cater to the needs of the current demographic which rely on vehicle movement.



EXISTING LOW DENSITY HOUSING - STONE MASON DRIVE
Norwest has a low density of 10.71 people per ha, the existing housing stock generally consists of two-storey brick houses.

2.05 NORWEST IS EMERGING AS A MULTI-NODE PRECINCT

Complementary hubs and destinations are needed to support the future growth of the area. The proposal site has a key opportunity to connect and contribute to fine grain network of destination precincts within the larger business park.

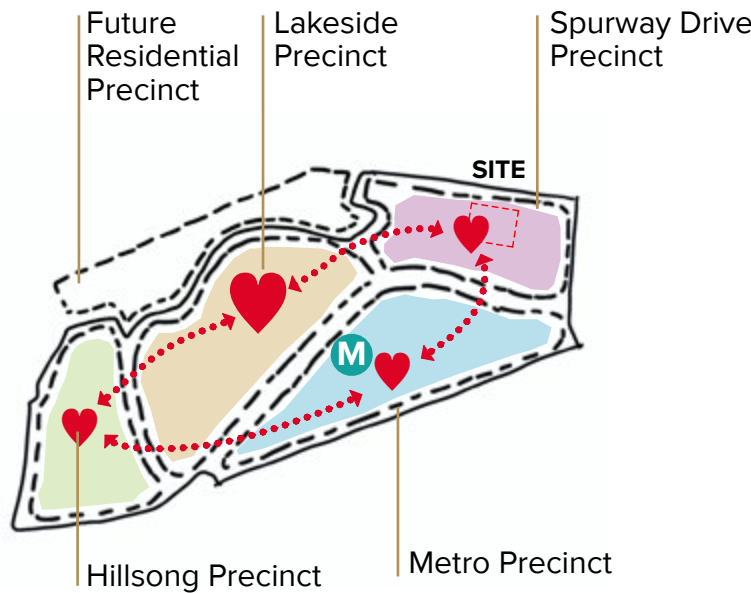


SINGULAR CENTRE

Norwest was centred around a low density, horizontal business park typology which supported a singular local centre amenity hub.

However due to the Norwest metro, the aspirations for Norwest as a key business precinct has evolved to focus on a more walkable and livable precinct.

The Lakeside Precinct is disconnected to the surrounding residential and commercial developments as its proximity to the perimeters does not encourage walkability or cycling - key strategies outlined in the LSPS future vision.



MULTI-NODAL PRECINCT

A network of diverse amenity hubs which complement and support each other will prioritise the user experience, and promote connections and pedestrian movement throughout Norwest.

Increased density will promote distributed nodes of activity ensuring the needs of the current and future communities can be met.

2.06 EXISTING AND FUTURE CONNECTIONS

There are opportunities to provide vital connections through the site, transitioning and connecting the existing residential urban fabric with the new mixed use precincts. Pedestrian links should support the strategic direction for movement of people to and from Norwest Centre



THE SITE HAS AN OPPORTUNITY TO PROVIDE A KEY NORTH-SOUTH PEDESTRIAN CONNECTION FROM THE EXISTING RESIDENTIAL COMMUNITY TO THE METRO STATION.

Legend

- Site Boundary
- Norwest Business Park
- Existing Buildings
- Future Buildings
- 5 min walking range
- 10 min walking range
- Existing Connections
- Future Connections



2.06 LOT SIZE

The Norwest Business Park is typified by large sites, most of which are part of strata subdivisions. Whilst the existing strata subdivisions provide a variety of businesses, the opportunity to redevelop these larger sites are limited and the redevelopment of the overall sites unlikely.



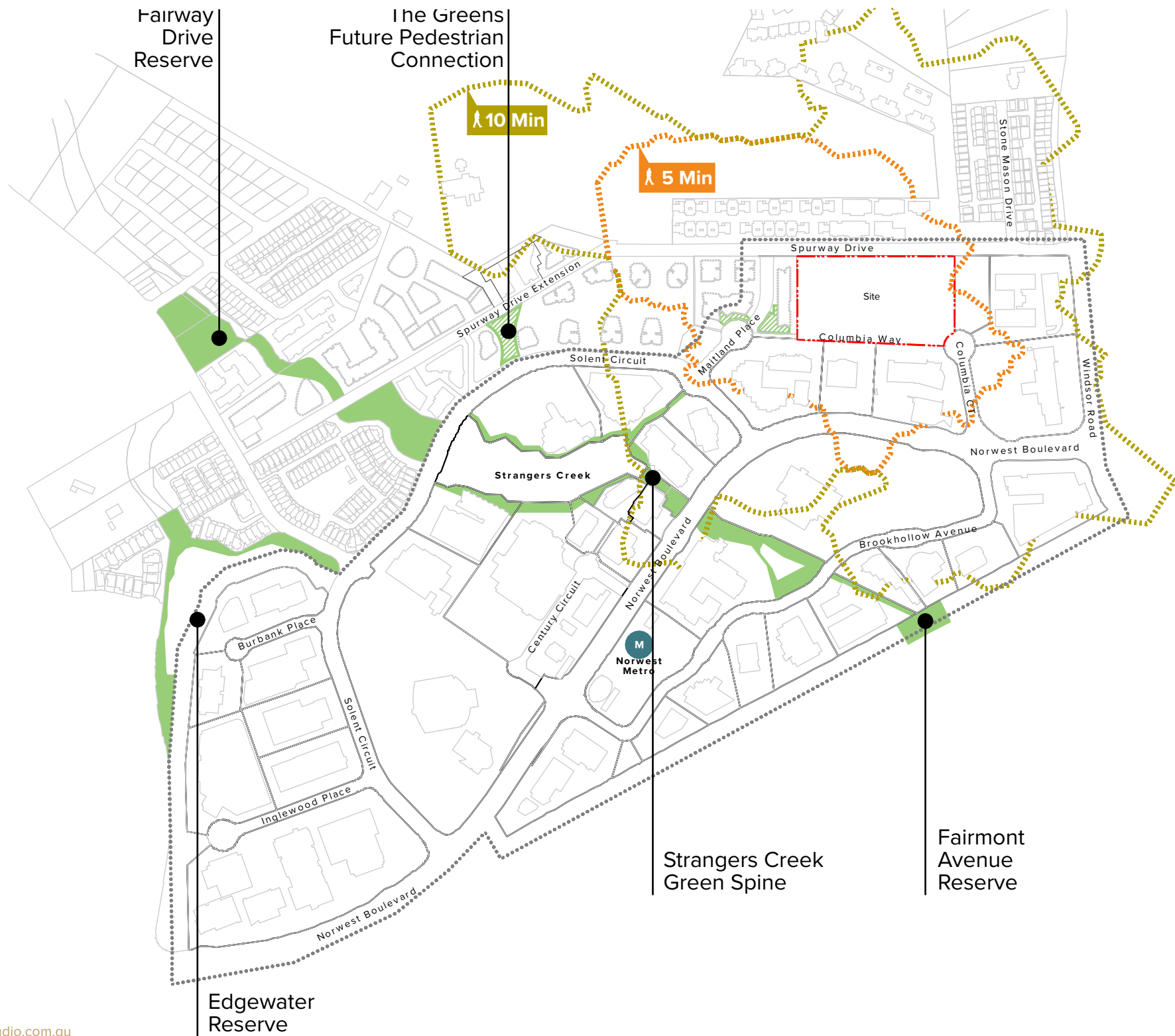
THE SITE IS OVER 3HA. THIS TOGETHER WITH THE FACT THAT IT IS ONE OF THE FEW LARGE SITES IN NORWEST THAT IS UNENCUMBERED WITH NO STRATA SUBDIVISION MEANS THAT IT HAS A RARE OPPORTUNITY TO BE REDEVELOPED AND PROVIDE A COMPLEMENTARY HUB WITH INCREASED EMPLOYMENT OPPORTUNITIES AND ACTIVE USES AT A MEANINGFUL SCALE.

Legend

- Site Boundary
- Norwest Business Park
- Existing Buildings
- Future Buildings
- Site area > 30000 m²
- Site area 5000 - 30000 m²
- Site area < 5000 m²

2.06 PUBLICLY ACCESSIBLE OPEN SPACE

The Norwest Business Park is complemented by parks and reserves, however the North East corner of the precinct, has none. There is an opportunity to contribute to the existing green network and bring a vital piece into the heart of this precinct



THE PROPOSAL PROVIDES 17,300M² OF HIGH QUALITY AND FUNCTIONAL PUBLICLY ACCESSIBLE OPEN SPACE

Legend

- Site Boundary
- Norwest Business Park
- Existing Buildings
- Future Buildings
- 5 min walking range
- 10 min walking range
- Existing public open space
- Future public open space

2.06 AT GRADE CAR PARKS

The vast majority of sites in the Norwest Business park have at-grade carparks. On average, these carparks take up over 30% of the site area. There is an opportunity to move away from this strategy and prioritise the pedestrian and user experience, focusing on creating places and dynamic ground planes set amongst substantial landscaped setbacks.



THE PROPOSAL SEEKS TO UTILISE THE NATURAL SLOPE IN THE SITE TO REMOVE VISIBLE AT GRADE PARKING

Legend

- Site Boundary
- Norwest Business Park
- Existing Buildings
- Future Buildings
- 5 min walking range
- 10 min walking range
- At-grade Car Parks
- Underground Car Parks
- Public Car Parks

2.06 RETAIL AND SERVICES

The current Norwest Business Park provides minimal diversity in terms of retail and amenity offerings. There is an opportunity to create a precinct which becomes a destination place for people, that serves the needs of locals and future office workers



THERE IS AN OPPORTUNITY TO PROVIDE ADDITIONAL SERVICES AND RETAIL TO SUPPORT THE GROWING EXISTING AND FUTURE COMMUNITY

Legend

- Site Boundary
- Norwest Business Park
- Existing Buildings
- Future Buildings
- 5 min walking range
- 10 min walking range
- Medical / Pharmacy
- Gym
- Future Gym
- Childcare
- Future Childcare
- Restaurant / Cafe
- Future Restaurant / Cafe

2.06 RETAIL DAY/NIGHT TRADING

Current activation in Norwest Business Park is predominantly tailored to suit day time office hours. There is an opportunity to create a hybrid precinct that offers a range of attractive places to suit different purposes at all times of the day/night/week/ weekend.



THE PROPOSAL AIMS TO INCREASE MULTI-FUNCTIONAL RETAIL AND SERVICES TO ALLOW FOR COMMUNITY ACTIVATION AT ALL TIMES , OUTSIDE OF THE TRADITIONAL 9AM-5PM BUSINESS PARK TIMEFRAME

Legend

- Site Boundary
- Norwest Business Park
- Existing Buildings
- Future Buildings
- 5 min walking range
- 10 min walking range
- Late trading
- 24 hours trading



2.1 REFINEMENTS TO PROPOSAL

The proposal has been refined in response to feedback received from Council in letter dated 19th January 2022. The refinements include:

- Integration of New Road Link connecting Spurway Drive and Columbia Court
- Improved pedestrian accessibility through the site
- Modifications to the built form and massing to ensure contextually responsive building heights are proposed.
- Consequent reduction to the FSR proposed.

2.11 REFINEMENTS TO PROPOSAL

In light of comments received from Council, further consideration has been given to the proposal that addresses concerns raised across key aspects including; Strategic Planning Framework, Built Form, Height and Design, Landscaping and pedestrian accessibility, Traffic and Parking, Stormwater, Flooding and Engineering.

The updated proposal presents a refined solution that addresses the concerns and retains the overarching vision to create a sustainable commercial precinct that is integrated, adapts to and supports the evolving community and culture of Norwest.

1

NEW ROAD LINK

'It is acknowledged that the potential new road link connecting Spurway Drive and Columbia Court would increase the permeability of Norwest Strategic Centre - the planning proposal should address the existing electricity easement that traverses the site's shared boundary' Letter dated 19th January 2022, Hills Shire Council, Item e)

- The opportunity to provide a new road connection and activated street frontage along the Eastern boundary of the precinct has been embraced and integrated into the scheme.
- A 20m road reserve has been allowed for centered on the existing boundary
- Additional retail offerings, commercial tenancies and pedestrian links into the central courtyard have been located along the street frontage further enhancing the public domain offerings, and encouraging a dynamic and vibrant activity hub to support the existing and emerging business and local residents.

2

POTENTIAL WIDENING AND DEDICATION OF COLUMBIA WAY

'to consider the potential for this road widening (and dedication of the associated land) to occur' Letter dated 19th January 2022, Hills Shire Council, Item e)

- The public domain and landscape strategy has been refined to ensure that the potential future road widening of Columbia Way can be accommodated with minimal impact to the precinct.
- Buildings have been setback from the future boundary to enable the road widening and dedication of the associated land to occur

3

BUILT FORM, HEIGHT AND DESIGN

'The lowest scale buildings should be sited at the rear of the site adjoining Spurway Drive, in response to the existing low density outcome opposite Spurway Drive at this location.' Letter dated 19th January 2022, Hills Shire Council, Item c)

- The proposed building heights have been refined to ensure an appropriate site specific response and balanced development uplift is achieved
- The sensitive nature of Spurway Drive has been acknowledged and the buildings facing Spurway Drive (E & B) have been reduced in height to between 5-7 stories, consistent with the envisaged heights of the Hills Corridor Strategy.
- A considered approach to the transition in scale between the residential and commercial zoning has been undertaken and Building D has also been reduced by 2 stories to assist with improving the transition in scale

4

PEDESTRIAN ACCESSIBILITY THROUGH SITE

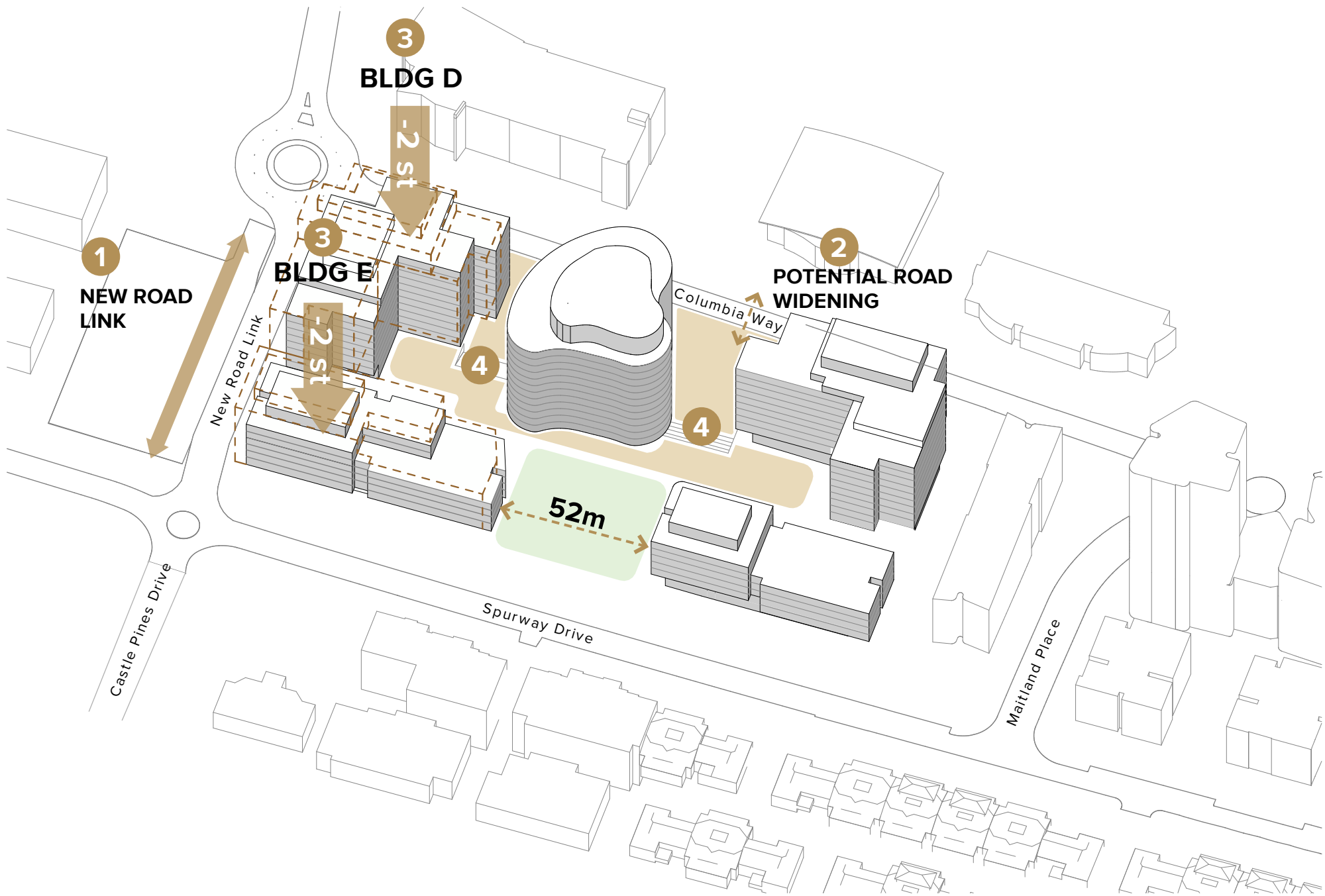
'The proposed design should be reconsidered to promote a configuration that provides ample access for people of all ages and abilities' Letter dated 19th January 2022, Hills Shire Council, Item d)

- Opportunities to provide additional accessible connections through the central courtyard have been explored and integrated into the design.
- A 1:20 walkway has been integrated into the terraced connection between the courtyard and upper Columbia Way plaza, enabling people of all ages and abilities to travel between Spurway drive and Columbia way through the precinct.
- The New Road link along the Eastern Boundary will enable further opportunities to provide additional accessible connections throughout the Commercial precinct.

5

REDUCED FSR

- Due to refinements described under items 1 and 3 above, the refined proposal is seeking a reduced FSR and target GFA.
- The proposal is now seeking a total FSR of 2.36:1, across 5 buildings, ranging from 5-15 Storeys.



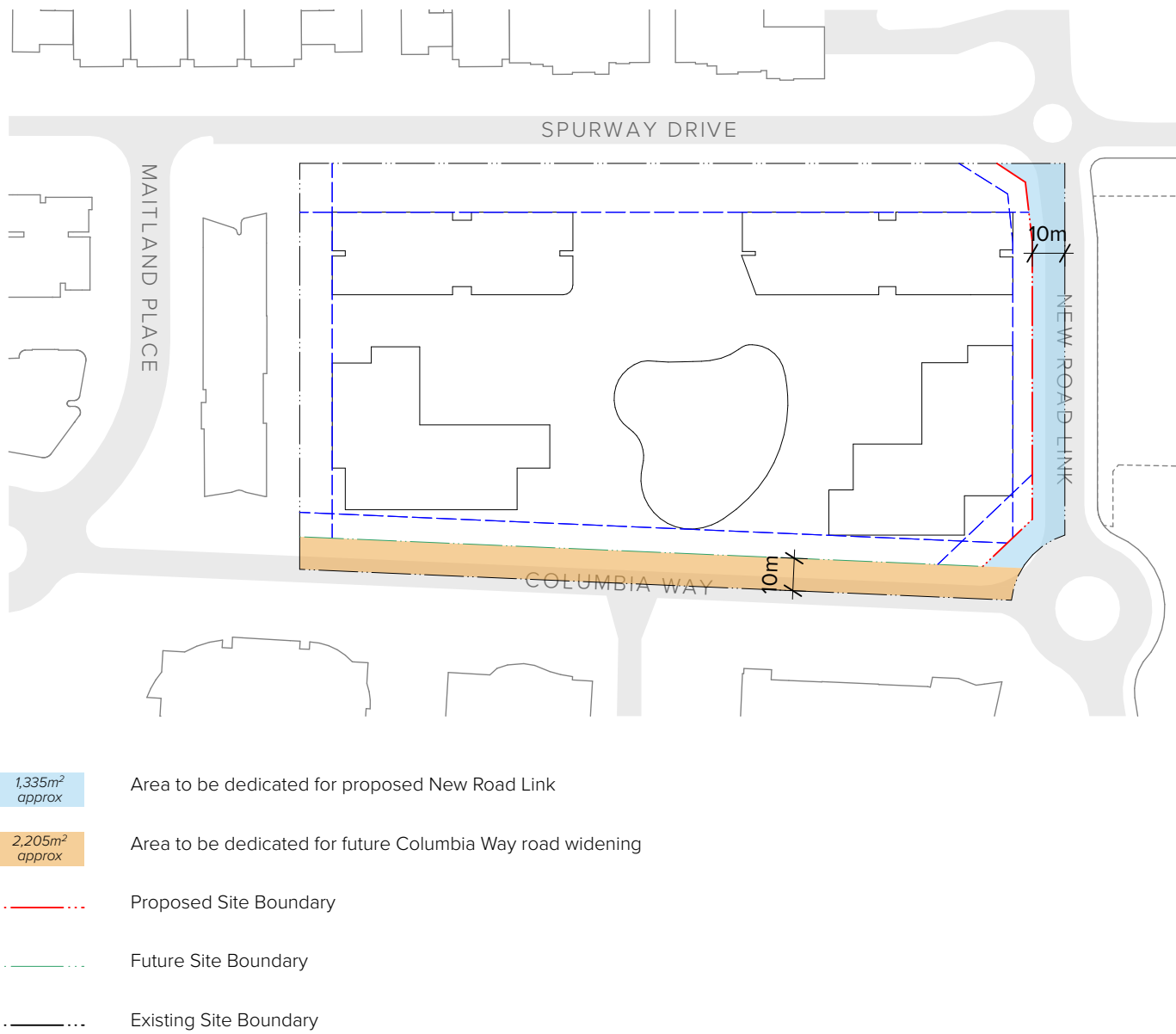
----- Reductions to massing to scheme submitted September 2021

2.12 FUTURE ROAD DEDICATION

Incorporating the Potential widening of Columbia Way and the New Road link will require the dedication of the associated land.

AREA ANALYSIS

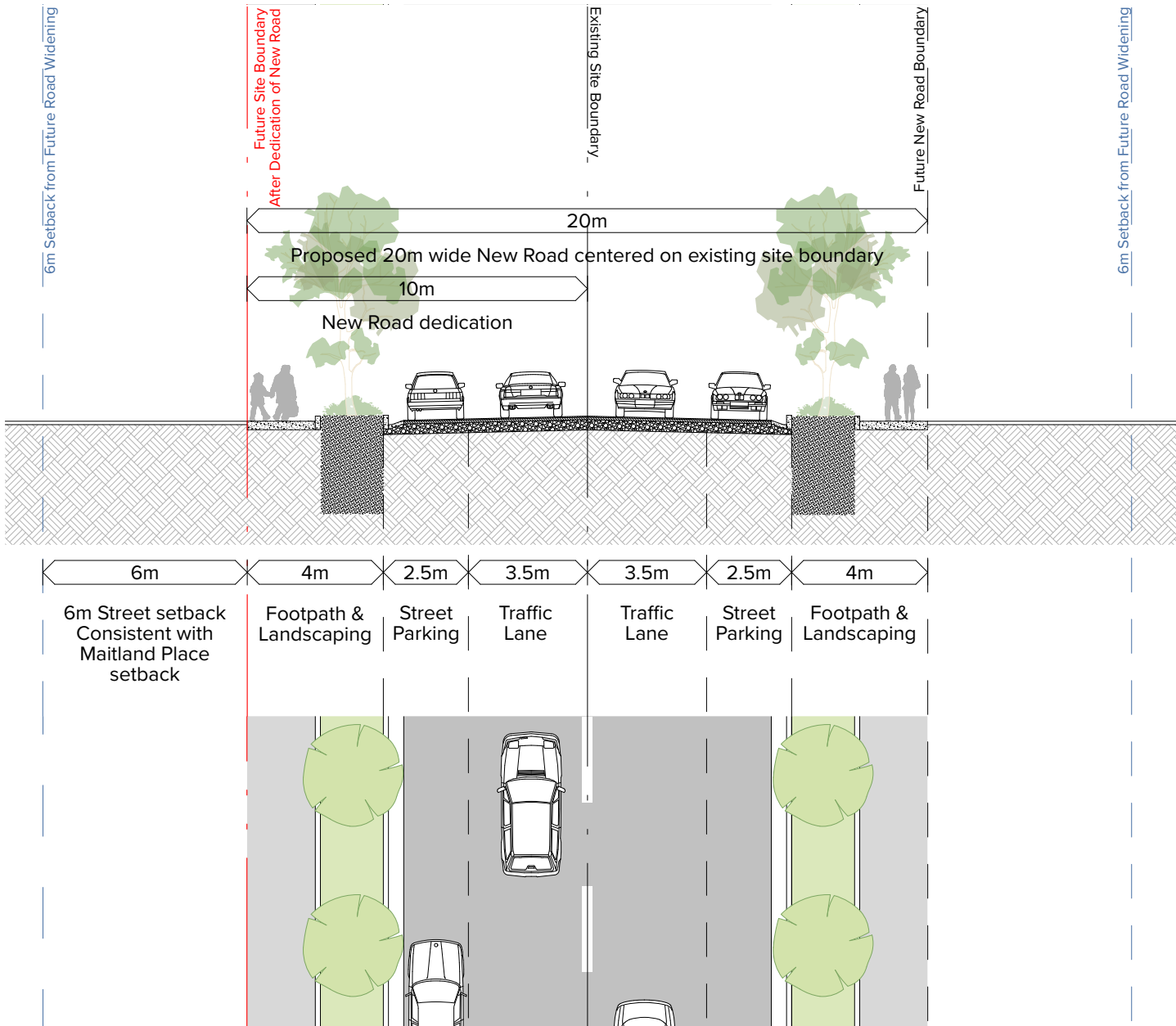
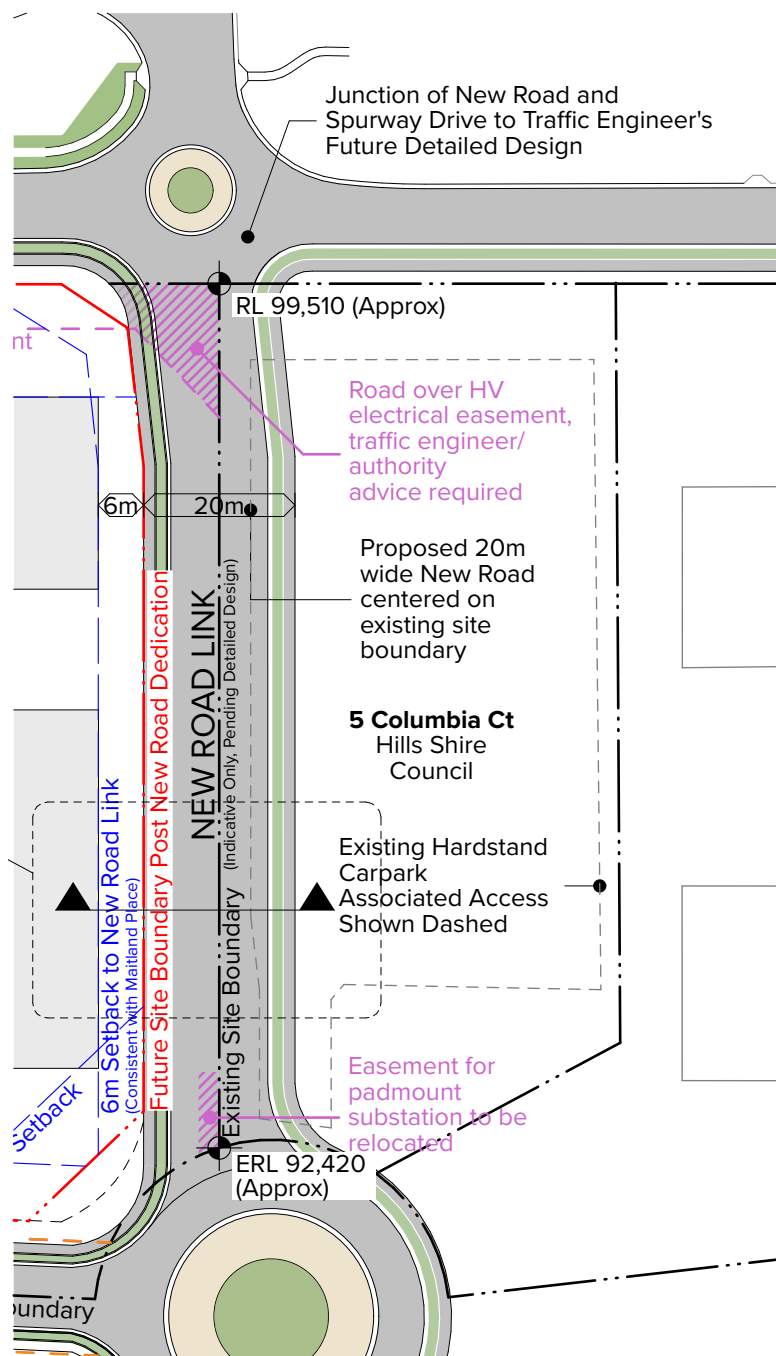
SITE AREA BEFORE ROAD DEDICATION	30,320M ² (APPROX)
SITE AREA POST ROAD DEDICATION	26,780M ² (APPROX)
TOTAL AREA OF ROAD DEDICATION	3,540M ² (APPROX)
**PENDING DETAILED ROAD DESIGN TO BE UNDERTAKEN IN DETAILED DA PHASE)	



2.13 PROPOSED NEW ROAD LINK

The proposed New Road connecting Spurway Drive and Columbia Way will further enhance the public domain and increase the permeability of Norwest strategic Centre.

It will allow for additional opportunities to provide an activated street edge and street address for Buildings D and E, complementing the remainder of the Precinct in encouraging a dynamic and vibrant activity hub to support the existing and emerging local community.



The indicative road layout is consistent with the approved Maitland Place road connection to the West, providing similar carriage way, setbacks, landscaping provision, pedestrian and on street parking widths. A detailed road design will be undertaken in the future in conjunction with Council Traffic Engineers

2.14 PEDESTRIAN ACCESSIBILITY THROUGH SITE

A 1:20 walkway has been integrated into the terraced connection between the courtyard and upper Columbia Way plaza, enabling people of all ages and abilities to travel between Spurway drive and Columbia way through the precinct. This encourages pedestrian permeability through the site, further supported by the publicly accessible lift which connects the courtyard to the lower plaza. The detailed design of the New Road link along the Eastern boundary will enable further opportunities to provide additional accessible connections throughout the Commercial precinct.



1:20 walkways complemented by planting and opportunities for people to sit and gather



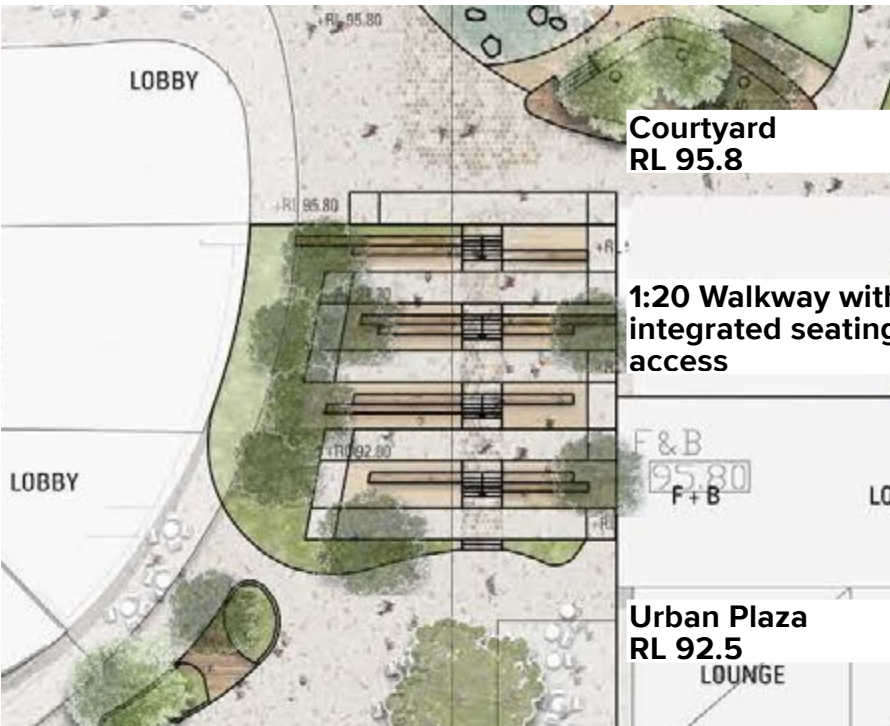
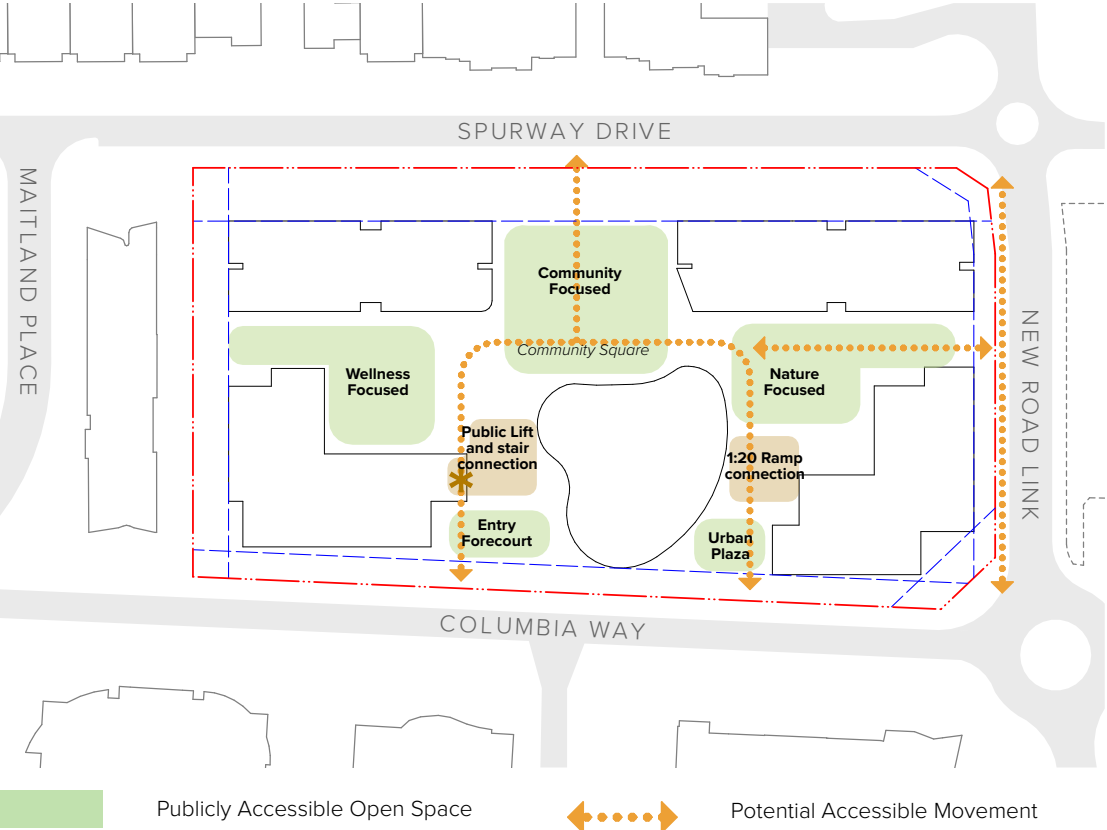
1:20 walkways don't require continuous handrails. Better public domain outcome



Direct stair connections capture the ramps and planting elements



Opportunities for integrated seating and landscaping



1:20 RAMP CONNECTION - INDICATIVE LANDSCAPE PLAN

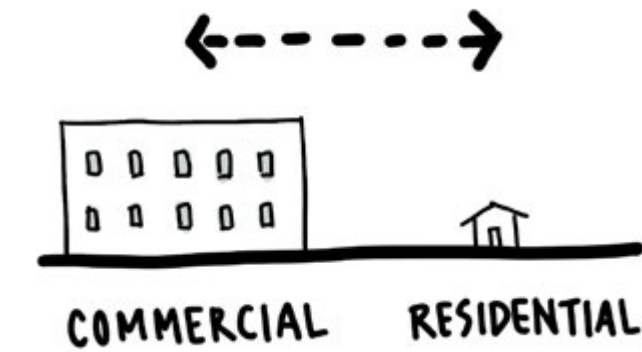


2.2 DETAILED SITE ANALYSIS

A detailed site analysis identifies key elements inherent in the immediate context and how these can provide opportunities to engage with the existing community and future growth.

2.21 SITE FEATURES

The site is unique in its position in the local context, at the transition point between residential and commercial uses. Utilising and acknowledging these features has influenced the proposal and its ability to achieve the transformational change and vision that the Strategic Centre of Norwest is to become.



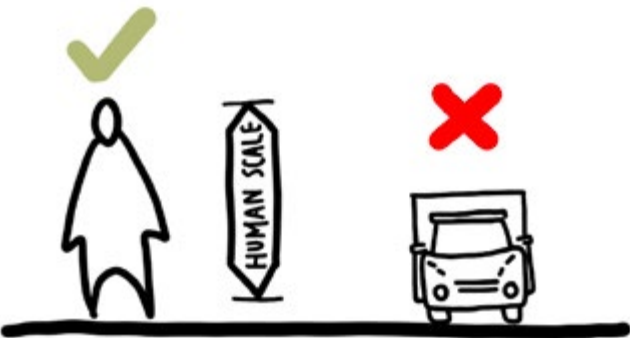
DUAL STREETSCAPES



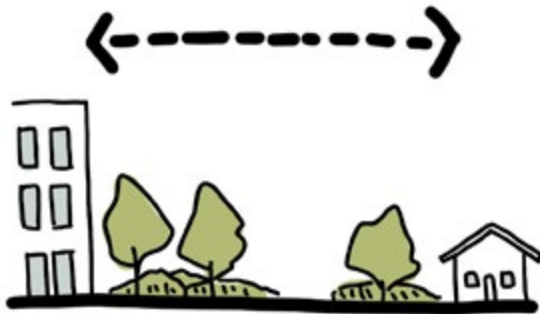
TOPOGRAPHY TRANSITION



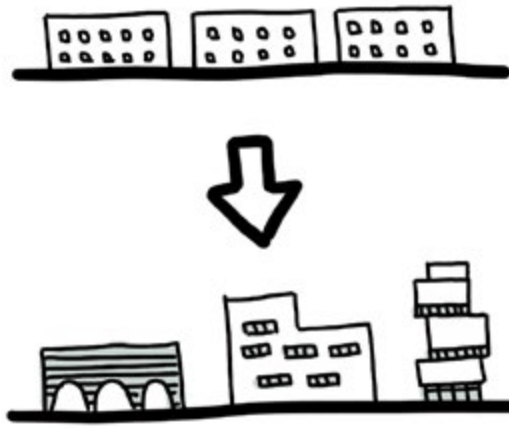
CHANGING FUTURE CONTEXT



STREET LEVEL EXPERIENCE



MEANINGFUL LANDSCAPING



DIVERSITY OF BUILT FORM

2.22 SITE CHARACTERISTICS

The site exhibits some of the key characteristics that currently define Norwest Business Park. The proposal will align with the future vision for Norwest to become a key Strategic Centre will seek to improve these conditions to create a destination precinct for people, community and workers.



1. INACTIVE GREEN BOULEVARD - SPURWAY DRIVE FACING WEST
There is an existing tree lined approach from Old Windsor Road heading west, however, there are large distances of road with no pedestrian through site links or dedicated paths. Significant landscape setbacks are often privatised and fenced off



2. AT-GRADE PARKING - SPURWAY DRIVE FACING SOUTH
At-grade parking and visible vehicle entries



3. EMERGING HIGH DENSITY RESIDENTIAL - CORNER NATURA RISE AND SPURWAY DRIVE
Spurway Drive will become a main connection to future high density residential developments to the west. The increased density will drive the demand for local employment opportunities



4. EXISTING LOW DENSITY RESIDENTIAL - CASTLE PINES RETIREMENT
Low density residential living opposite the site requires is predominately 2-storey houses with limited street engagement



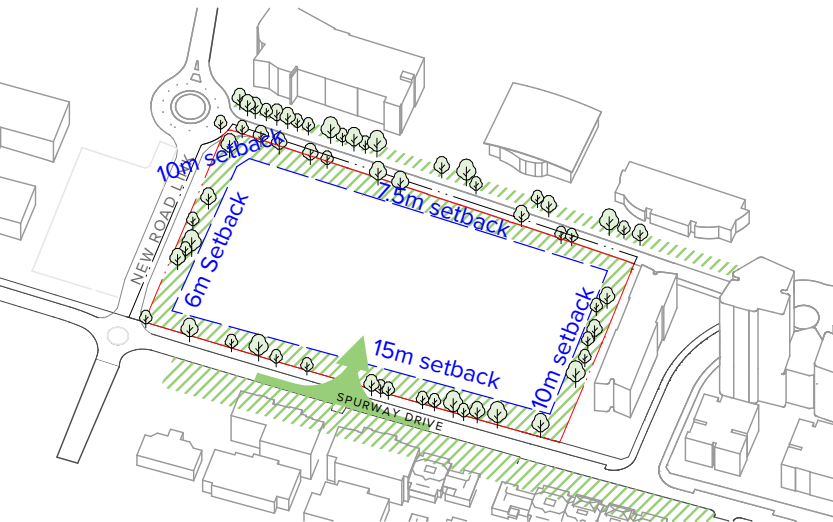
5. VEHICLE FOCUSED ENTRIES - 9 COLUMBIA WAY
No dedicated pedestrian entries, entry is through parking/vehicle driveways



6. SATELLITE RETAIL - COLUMBIA WAY FACING WEST
Large format commercial buildings provide single satellite retail/cafes which only service immediate workers between a 9-5pm timeframe. Retail interfaces are tucked away with minimal outdoor dining opportunities and street level exposure

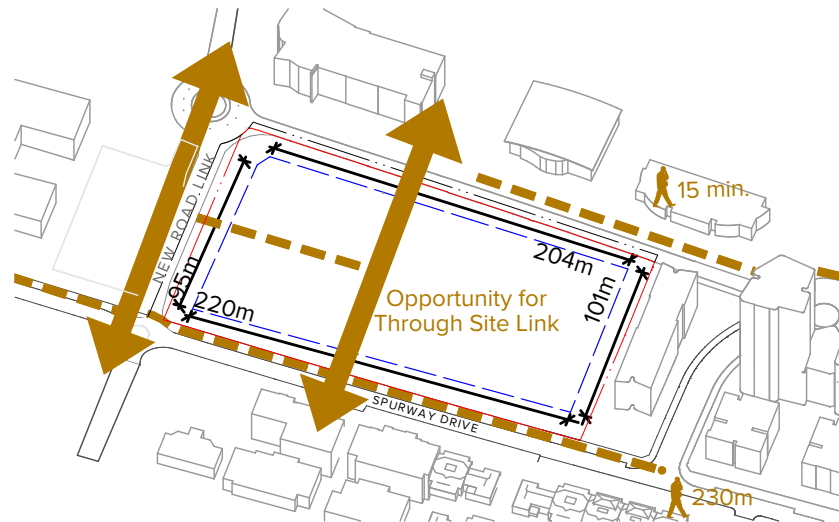
2.23 SITE OPPORTUNITIES AND CHALLENGES

Understanding the existing site conditions and opportunities to improve the pedestrian experience and connectivity across the site and surrounds



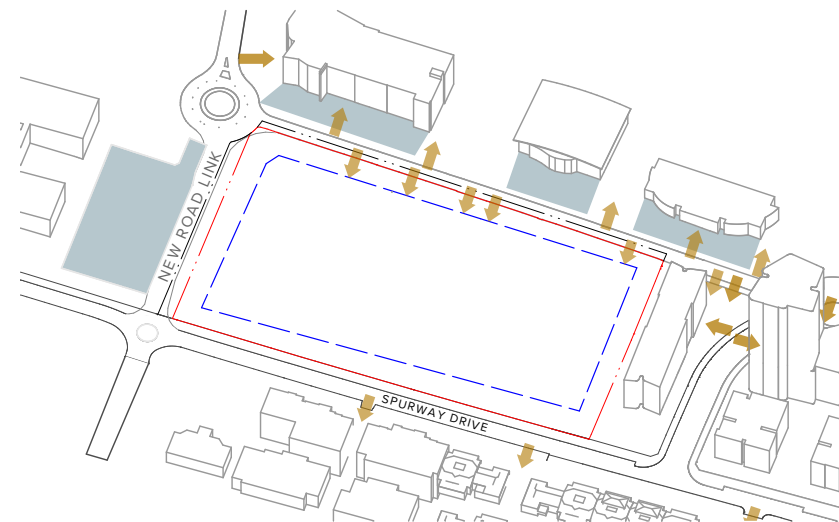
LANDSCAPE OPPORTUNITIES

Opportunity to create significant landscaped focused streetscape to Spurway Drive and provide a green outlook to the site from the neighbouring residential dwellings. Existing trees along the East and West boundaries will be retained.



SITE PERMEABILITY

Opportunity to provide a vital connection through the site, transitioning and connecting the existing residential urban community to the Metro Station, and encouraging the movement of people to and from the Norwest Centre



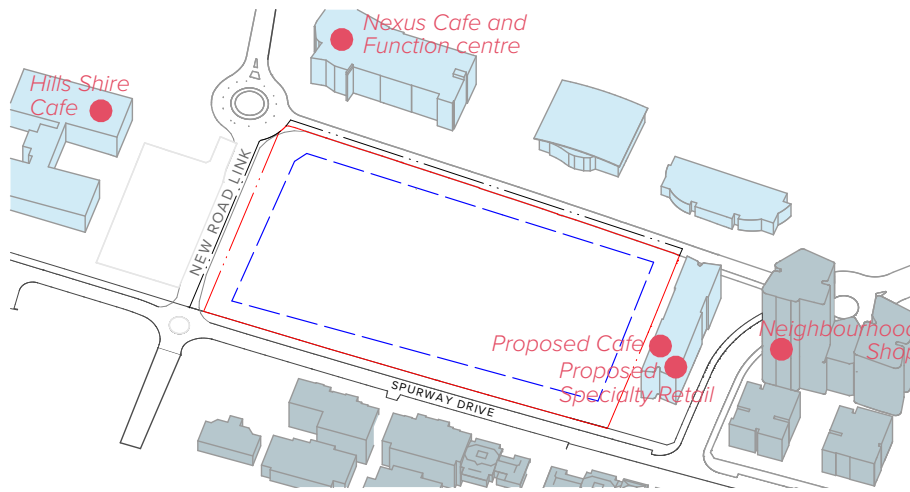
- Existing vehicle entries
- Existing at-grade parking

PEDESTRIAN EXPERIENCE

The existing site is vehicle focused with at-grade parking and multiple vehicle entries. There is an opportunity to create a pedestrian focused boulevard to Columbia Way encouraging broader connections to and from the site and tailoring amenity specific to the office workers within the site and the immediate surrounds

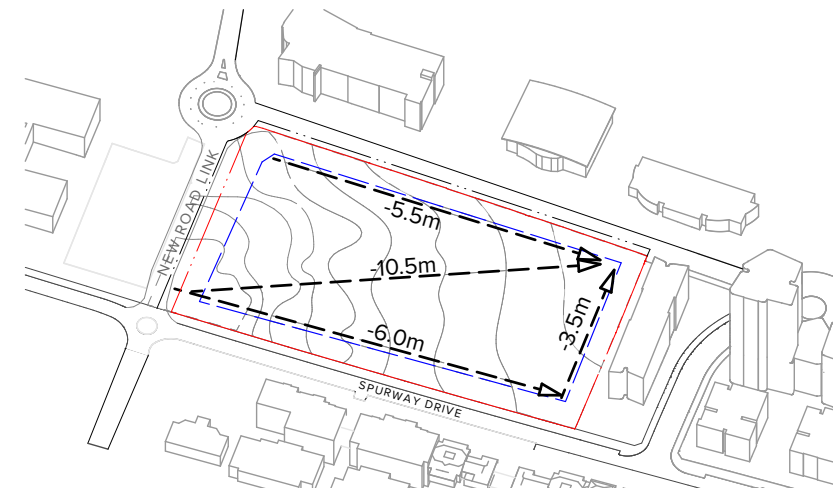
2.24 SITE OPPORTUNITIES AND CHALLENGES

Analysis of the existing topography and height constraints and establishing potential opportunities to modify those controls



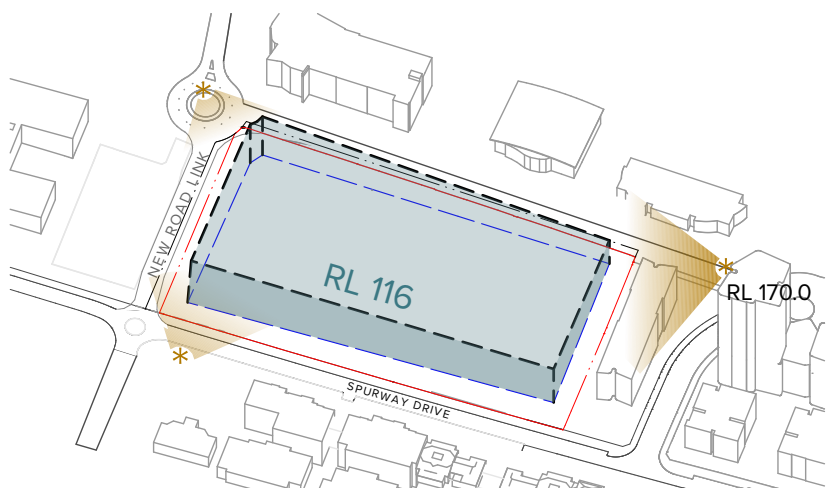
SURROUNDING AMENITIES

There is an opportunity to provide a framework to encourage additional services and retail offerings to support the growing existing and future community



TOPOGRAPHY

Significant cross fall across the site from Spurway Drive to Columbia Way. Opportunity to consolidate and integrate parking and servicing off Columbia Way working with the sloping site to ensure a holistic and integrated servicing strategy is adopted



HEIGHT CONSTRAINTS

Opportunity to increase height at prominent site corners and along Columbia Way to complement the transition from the low rise residential urban fabric to the future commercial centre.

2.3 CASE STUDIES & PLACE MEASURES

An analysis of case studies at a local, precinct and future development scale will help to establish a baseline of the proposal ensuring the development is responding to the current and future needs of Norwest.

Identifying similar scaled developments within a precinct such as Macquarie Park, which has undergone similar significant change due to the introduction of the Metro infrastructure, provides a benchmark on how the typology of future business parks can respond to this driver for change.

Case study analysis across a variety of scales informs the framework of the proposal and provides a foundation for the development of the Place Performance measures which are used to implement the strategy as well as measure the success of different options against each other in creating a place with meaning and authenticity.



2.31 LOCAL CASE STUDIES

Commercial developments which respond to the changing nature of Norwest



THE BONDS

- Flexible commercial tenancy offerings through co-working spaces, private offices and breakout zones
- Utilising innovative and sustainable building technologies
- Community focused amenities/services such as childcare and medical centre
- FSR 0.76 : 1, 8 storeys



7 MAITLAND PLACE

- Diversity of commercial tenancy sizes ranging from 40 to 120m² to meet the changing trends of Norwest
- Focused on wellness and daylighting to workspaces by providing balconies and atriums
- Ground floor retail to activate street level
- Rooftop communal terrace and workspaces, rooftop food and beverage
- FSR 1.5 : 1, 8 storeys



ESPLANADE

- Mixed use development providing residential, workplace and retail opportunities
- Diversity of commercial tenancy sizes
- Provision of winter gardens to commercial tenancies
- Dedicated retail and lakeside dining at ground level providing day/night activation
- FSR 4.5 : 1, 8-26 storeys (3 levels of commercial)

2.32 PRECINCT CASE STUDY - MACQUARIE PARK

Macquarie Park commercial precincts provide a good case study in terms of transforming a typical business park to a more sustainable precinct. Each development is comparable in terms of its scale, relationship to the Metro Station and public amenities. Each development has created their own identity within the overall precinct.



MACQUARIE EXCHANGE

- Close proximity to Metro station allows for increased employment density and FSR above the LEP controls
- High ground floor permeability with pedestrian focused laneways paired with dining and retail
- Variety of retail offerings with after hours event spaces
- Central activated park
- Staging will need to be considered for developments at this scale
- Targeting 6 Star Green Star and A-grade office space
- FSR 5.33 : 1, 6-16 storeys



MACQUARIE SQUARE

- Diversity of built forms located around 7,000m² Central Community park with activated retail edges
- Variety of roads, pedestrian links and shared ways
- Diversity of retail experiences each with a unique park aspect providing day/night weekday/weekend activation
- Staging has been considered to ensure service and open space is available at each stage
- Targeting 5 Star Green Star and A-grade office space
- FSR 3.66 : 1, 6-18 Storeys

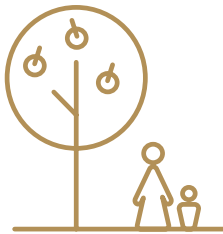


M_PARK

- Diversity of built forms located around a Central park
- A range of retail, health and medical offerings
- Variety of roads, pedestrian links and shared ways
- Staging will need to be considered for developments at this scale
- 6 Star Green Star target
- FSR 3.66 : 1, 10 storeys
- Targeting 6 Star Green Star and A-grade office space

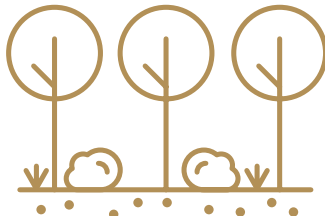
2.33 PLACE MEASURES

A set of Place Performance Measures specifically for the site have been developed using case study analysis and shaped by the key design principles driving the proposal. The place measures seek to define a framework for future development to measure the success of different options against each other in creating a place with meaning and authenticity



PUBLIC DOMAIN

1. Target minimum 15-25% of site area publicly accessible open space
2. 80% Active ground floor frontages
3. A minimum of 10 activities to be programmed within key open spaces with at least 80% encouraging evening and weekend activity
4. Provide a range of public affordance (e.g. seating areas, drinking fountains) within landscaped areas
5. Provide shading and/or landscaping to a minimum 50% publicly accessible areas to provide for an improved micro-climate at street level
6. No at-grade open air car parking
7. Consolidated and integrated building services



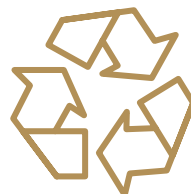
LANDSCAPE

1. 100% Native Landscaping
2. Landscape Replacement 100% of site area contributing to communal landscape or vertical planting
3. Sunlight to 50% of Primary Open Spaces between 11am to 1pm [Critical office workers lunch break]
4. Tree Replacement Strategy of 5:1
5. Minimum 70% retention of existing trees
6. 30% of all plants shall provide edible fruit vegetables and nuts etc.
7. 60% of the setback areas are to be soft landscaping
8. Target 30% of site area to allow for deep soil



BUILT FORM

1. Allow for a minimum of 15m setback between buildings
2. 80% of commercial tenancies to have balconies
3. Allow for a range of tenancy sizes that allows for flexibility of commercial tenants
4. Reduce building footprints to a maximum floor plate size of 2,000m²
5. Maximum length of continuous facade 60m



SUSTAINABILITY

1. Target minimum 5 star Greenstar
2. Provide electric mobility charging (eg. ebikes, scooters) within every stage
3. Basement parking to be adaptable for future retro-fitting and evolution to reduced demands
4. 100% potable water sourced from local rainwater capture and/or recycling system
5. 20% Maximum reflectivity of building facade materials
6. Aim to achieve 7 of 9 WSUD principles (excluded items not relevant to proposal typology)



STAGING FLEXIBILITY

1. Allow for public open spaces and ground level amenity at all stages of development
2. Provide a public through site link in both interim and final stages
3. Loading and services to work independently in both interim and final stages

2.34 FUTURE DEVELOPMENT IN NORWEST

These case studies demonstrate that proposed increases to density and height should be complemented by significant contributions to public domain and amenity within the precinct.



THE GREENS
Approved

- Proposing high density residential living (1,040 dwellings) in a mixed use precinct in close proximity to Norwest Station
- 70% of the site area is dedicated to landscaping
- Dedicated North South public through site link
- Staging will need to be considered for developments at this scale
- FSR 4.5 : 1, 8-26 storeys



CENTRAL PLAZA
Under Council Assessment

- Over 2,450 jobs in close proximity to Norwest Station
- 28% of site area is landscaped
- 28% of site area is dedicated to public open space
- A commercial podium that defines the street boundaries, forming an urban streetscape
- Staging will need to be considered for developments at this scale
- FSR 3.8 : 1, 15-23 storeys



NORWEST STATION PRECINCT
Under Council Assessment

- 3 Commercial towers with a range of strata office suites and contiguous floor plates adjacent to the station
- Public plaza 960m² providing pedestrian thoroughfares, connection to station and active community spaces for residents, workers and visitor
- Diversity of built form with a key landmark tower and corner building
- Potential staging has been considered to address car park entries off the main road
- FSR 4.5 : 1, 11-25 storeys



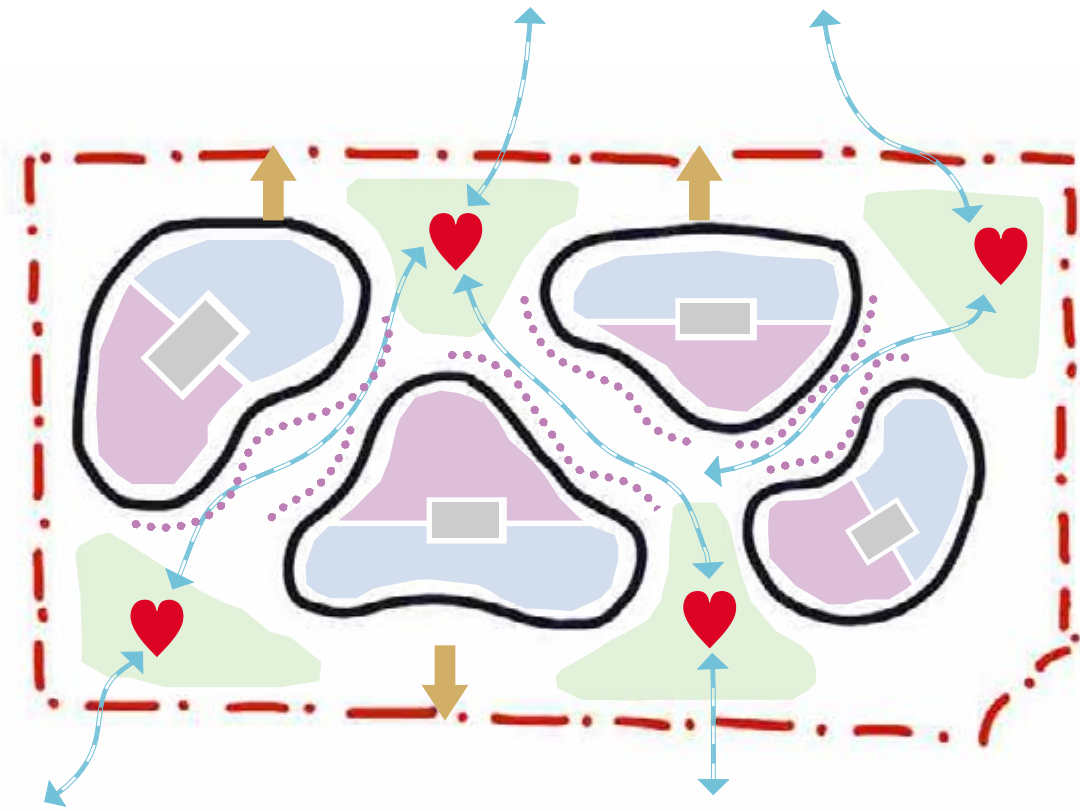
3.0 SITE STRATEGY

This section provides an overview of the early design thinking which looked at four different approaches to manage pedestrian connectivity, publicly accessible open space and built form interfaces.

Each strategy was then tested against the established key design principles, 'Better Placed' and 'Greener Places' objectives to measure the potential success of each outcome in delivering good design within its architecture, public spaces and environments. The preferred approach is a synthesis of the successful elements in each scheme to ensure a resilient strategy is achieved at different scales.

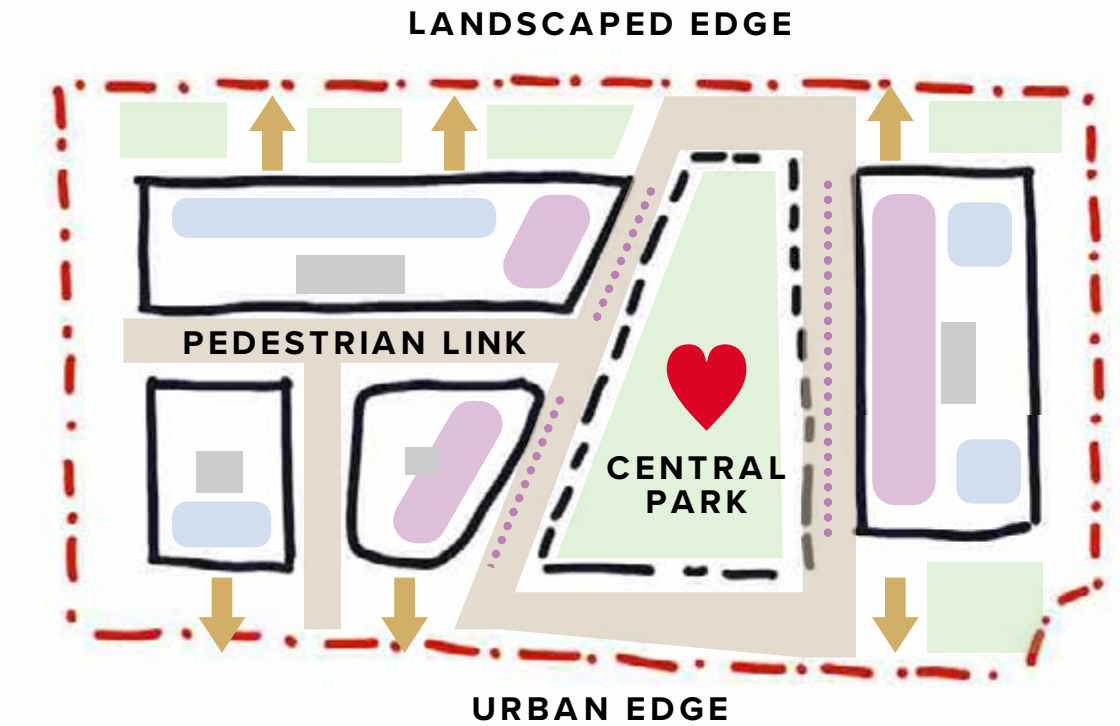
3.01 NODES OF ACTIVITY

Buildings situated within the landscape, encouraging a fluid connection between the ground level active uses. Nodes of activity interlaced with parks and open spaces



3.02 CENTRAL GREEN

A collection of buildings each with their own identities, responding to their unique position within the precinct



Galaxy SOHO Complex, China



Interlaced, Singapore



Cologne Oval Offices, Germany

Fluid connections intertwining throughout the built form defining key nodes of activity and creating an interconnected network of open spaces



Sydney Olympic Park



Darling Square Precinct, Sydney



Barrangaroo Precinct, Sydney

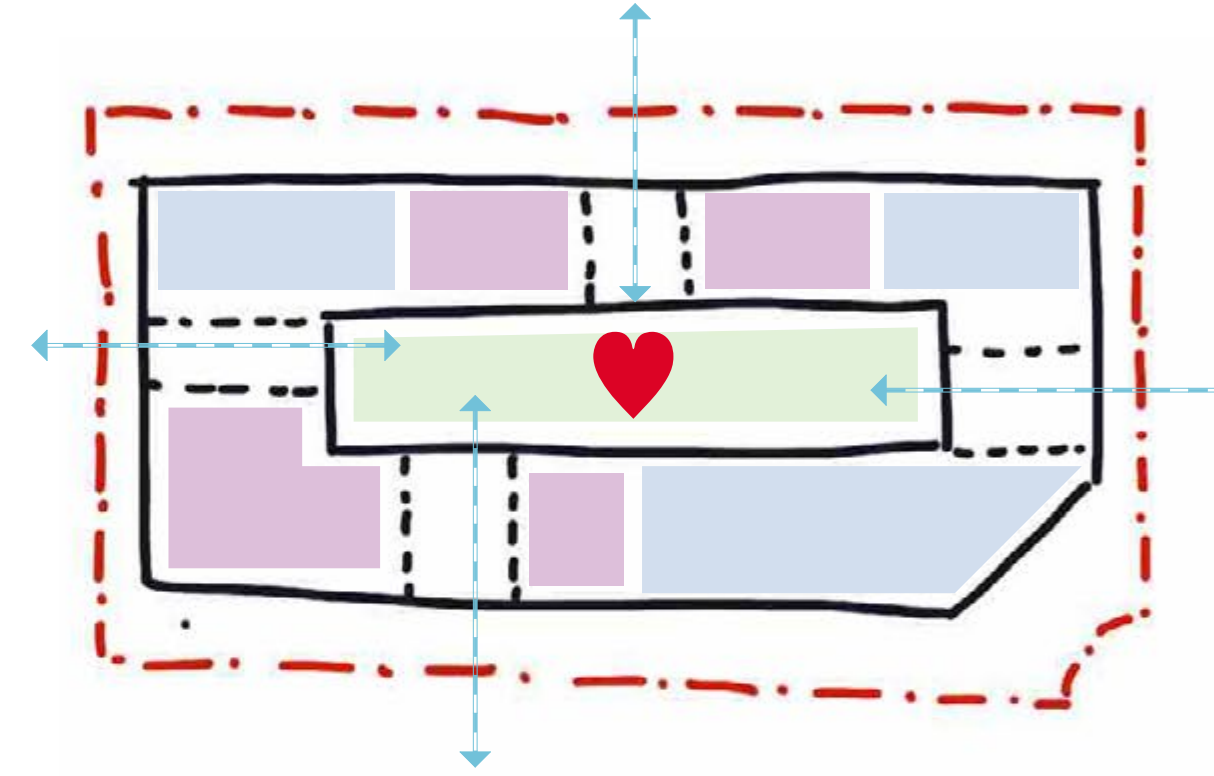


UTS Alumni Green, Sydney

Diversity of built forms within a precinct establishes an engaging, inviting and attractive destination. Central, inclusive and connected open spaces offer amenity to surrounding users.

3.03 CLOISTER

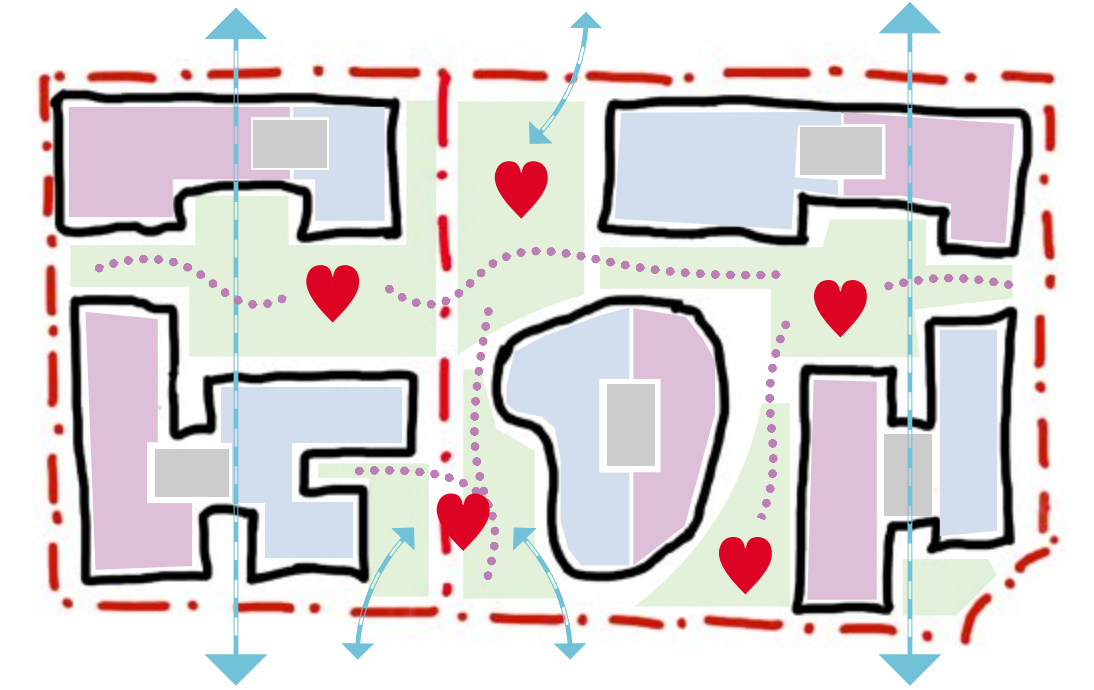
A continuous built form wrapping the site providing an internalised opportunity for office workers to connect with and embrace the landscape directly within the precinct.



3.04 HYBRID

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 to ensure each stage of the development will be provided with amenity and public domain offerings.



Social Housing, Asturias Spain



8 House Copenhagen



Quatuor Building, Belgium,

Dynamic built forms defining a connected and flexible open space at the heart encouraging an inward approach of amenity offerings



Internal building connections
University of California



Activated courtyards & plazas
Melbourne School of Design



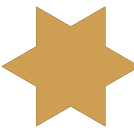


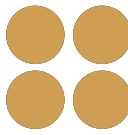



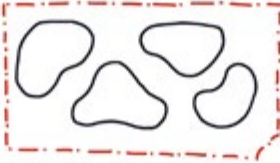

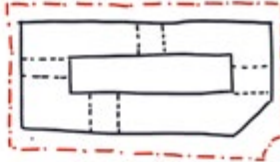
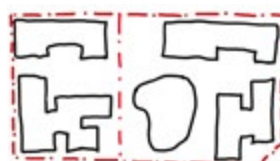



Integrated podiums with landscaped transit
Ballston Quarter Mall

Engaging and inviting interconnected networks of publicly accessible open space providing amenity both for the building occupants and surrounding community. Diversity of built form defines and directly relates to the ground plane.

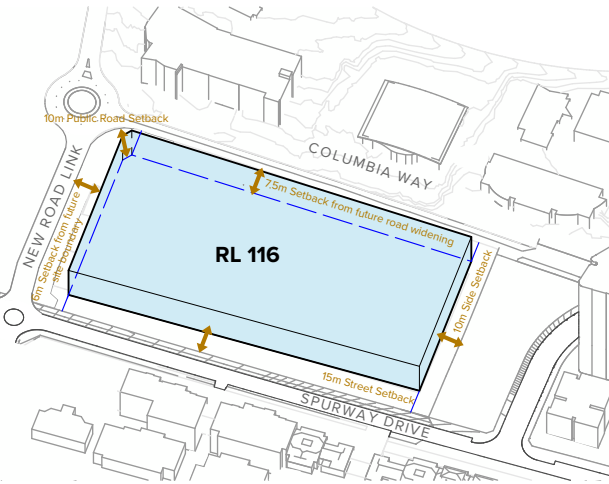
3.05 EVALUATION OF SCHEMES

Key principles established in the design objectives, place measures and strategic policy guidelines have been used to measure the success of each of the schemes.

	<div></div> <div>BUILT FORM STAGING</div> <div>Flexibility within buildings to allow for staged development</div>	<div></div> <div>PUBLIC DOMAIN STAGING</div> <div>Public open spaces and amenity at all stages of development</div>	<div></div> <div>BETTER LOOK AND FEEL</div> <div>Engaging, inviting and attractive</div>	<div></div> <div>CONNECTIVITY</div> <div>Create an interconnected network of open space</div>	<div></div> <div>BETTER FIT</div> <div>Contextual, local and of its place</div>	<div></div> <div>BETTER FOR COMMUNITY</div> <div>Inclusive, connected and diverse</div>	<div></div> <div>BETTER FOR PEOPLE</div> <div>Safe, comfortable and liveable</div>	<div></div> <div>INTEGRATION</div> <div>Combine green infrastructure with urban development and grey infrastructure</div>	<div></div> <div>MULTIFUNCTIONALITY</div> <div>Deliver multiple ecosystem services simultaneously</div>
<div></div> <div>NODES OF ACTIVITY</div> <div><p><i>Pros</i> Diversity and distribution of landscape network</p><p><i>Cons</i> Inefficient building forms Typology not responsive to local context</p></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>
<div></div> <div>CENTRAL GREEN</div> <div><p><i>Pros</i> Key green amenity for local residents and workers</p><p><i>Cons</i> Delivery of park reliant on a single stage</p></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>
<div></div> <div>CLOISTER</div> <div><p><i>Pros</i> Internalised green open space ensures equitable access to all users in the precinct</p><p><i>Cons</i> Typology not response to local context</p></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>
<div></div> <div>HYBRID</div> <div><p><i>Pros</i> Diversity of landscape and built form network, interconnected network of open spaces</p></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>	<div><div></div><div></div><div></div><div></div><div></div></div>
	<div> Preferred Approach</div>								

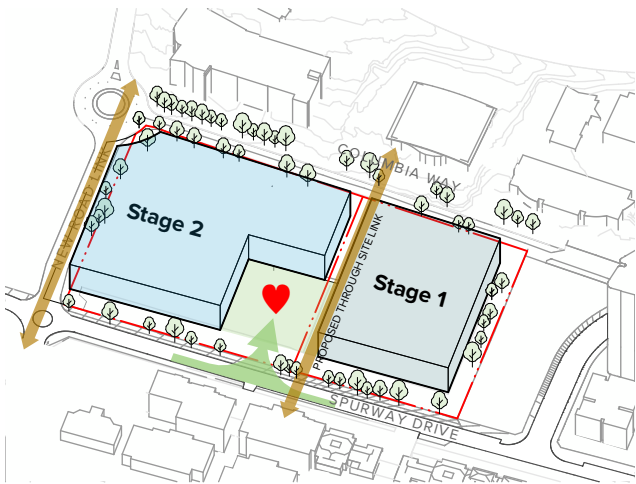
3.06 MASSING STRATEGY

Key moves that have informed the preferred massing of the proposal, responding to the opportunities and constraints established for the site.



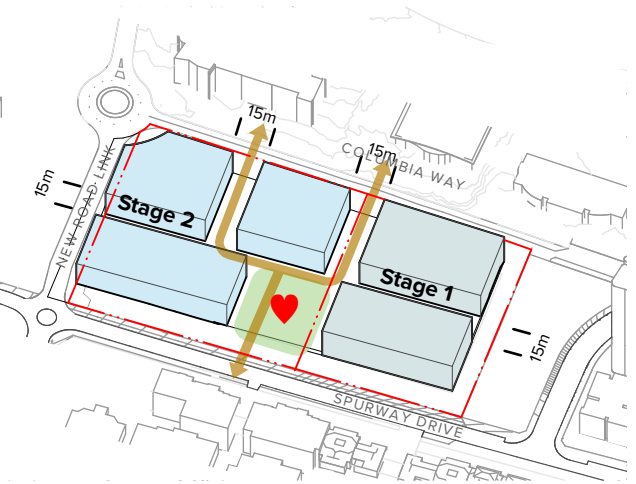
SITE ENVELOPE

Establishing the maximum envelope with the current DCP landscape setbacks to public/private roads and maximum height plane of RL 116.



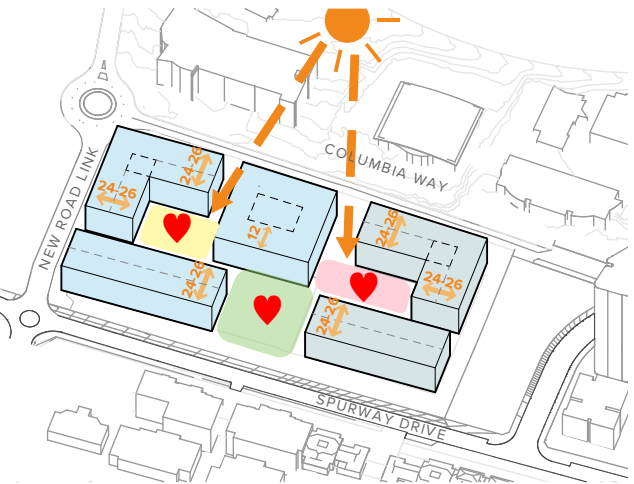
PUBLIC AMENITY

The site has a unique opportunity due to its large footprint and the duality of its streetscape to provide a key communal green space and through site link connections to the surrounding area.



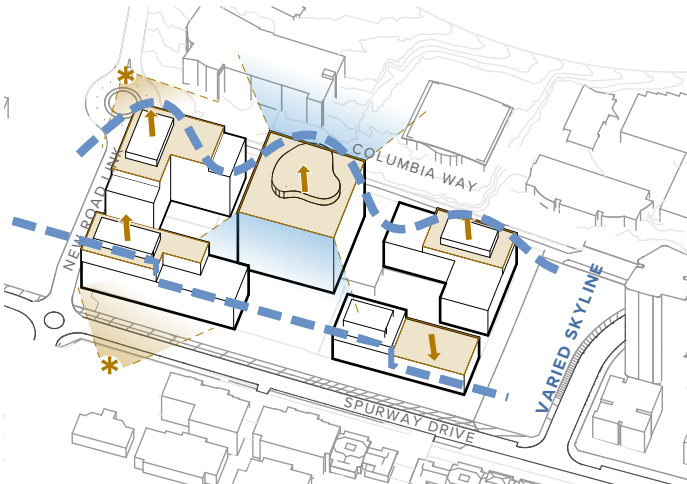
BUILDING SETBACKS

A minimum of 15m setbacks between buildings are applied to breakup the building envelope taking into consideration future staging of the development.



EFFICIENT FORM AND AMENITY

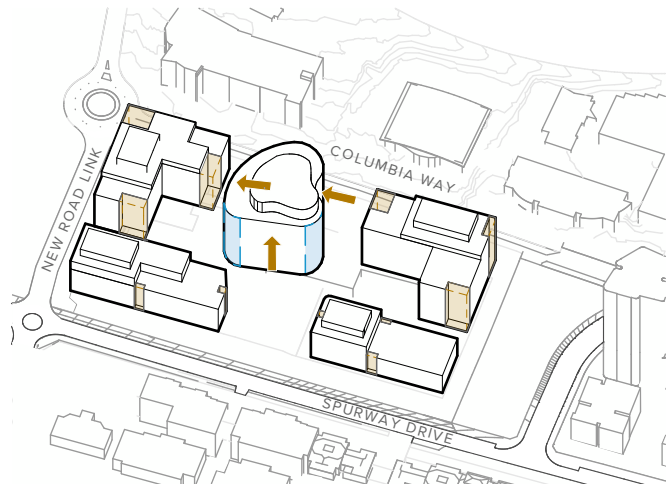
The built forms are refined to allow for an efficient floor plate maximising access to daylight on the typical level. A maximum floor plate size of 2,000m² reduces the overall scale of the buildings and provides a variety of green spaces each with a distinct character.



RESPONSIVE HEIGHTS

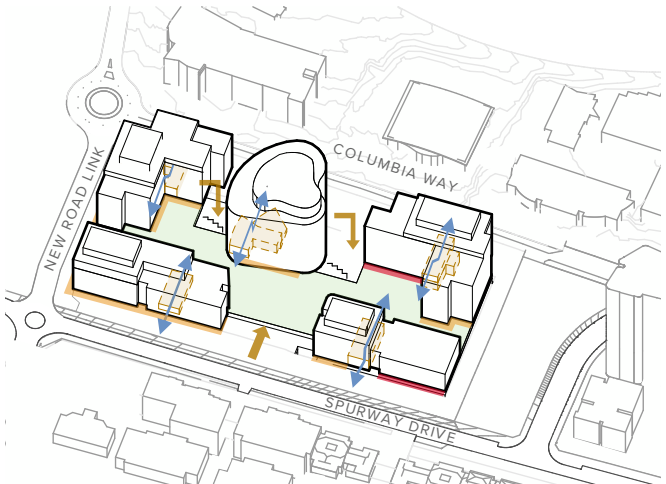
Buildings height are adjusted to respond to the dual street scape scales. An increase in height to Building C provides an 'landmark building' creating a 'varied skyline'.

Hills Shire LSPS



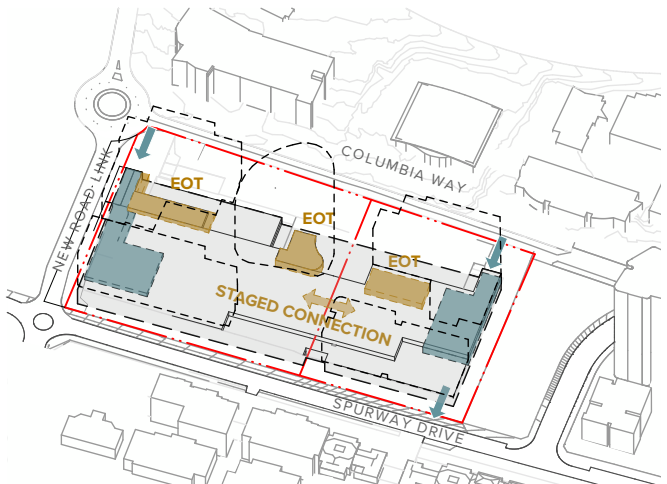
DIVERSITY OF BUILT FORM

Articulation introduced relating to key programmatic features, providing a diversity of building form across all five stages of the proposal.



STREET LEVEL ACTIVATION AND CONNECTIVITY

A podium strategy allows for level access along Spurway Drive and connectivity between buildings. Defined double height lobby entries allow a transition between the significant level street levels across the site.



CONSOLIDATED SERVICING AND PARKING

Parking and servicing are concealed under the podium level to increase ground level activation. Vehicle entry /exit points are limited to Columbia Way with an additional vehicle exit off Spurway to reduce congestion. End of trip facilities are located off Columbia Way to encourage alternate modes of transport.



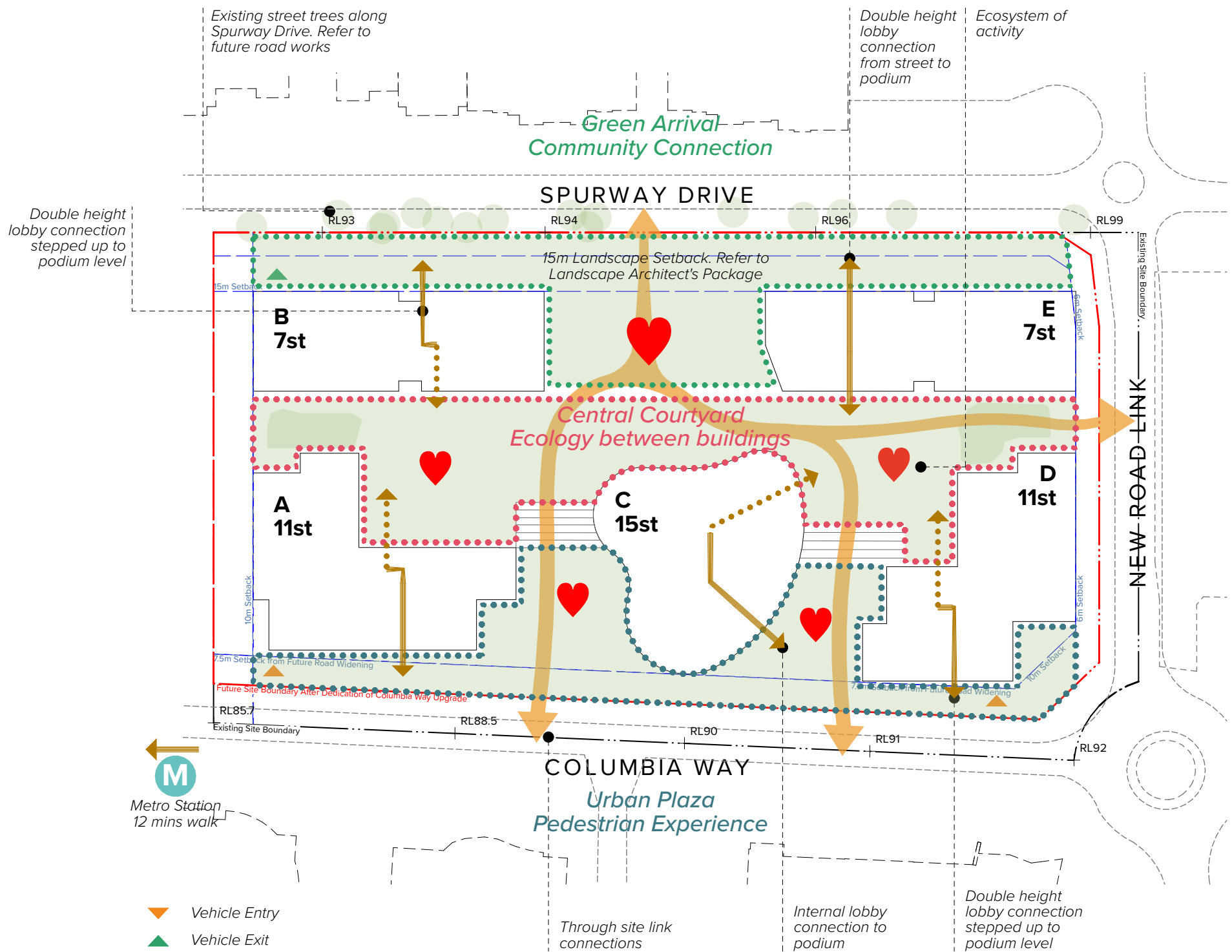
3.1 PUBLIC DOMAIN AND LANDSCAPE APPROACH

The public domain and landscape approach is based on the key design opportunities and principles previously established which aims to create a diverse, connected, innovative, wellness focused and flexible precinct for the existing and future community of Norwest.

The overall approach has considered the human experience at four different interfaces of the site - Spurway Drive, the Central courtyard, Columbia Way and the New Road Link.

3.10 PRECINCT APPROACH

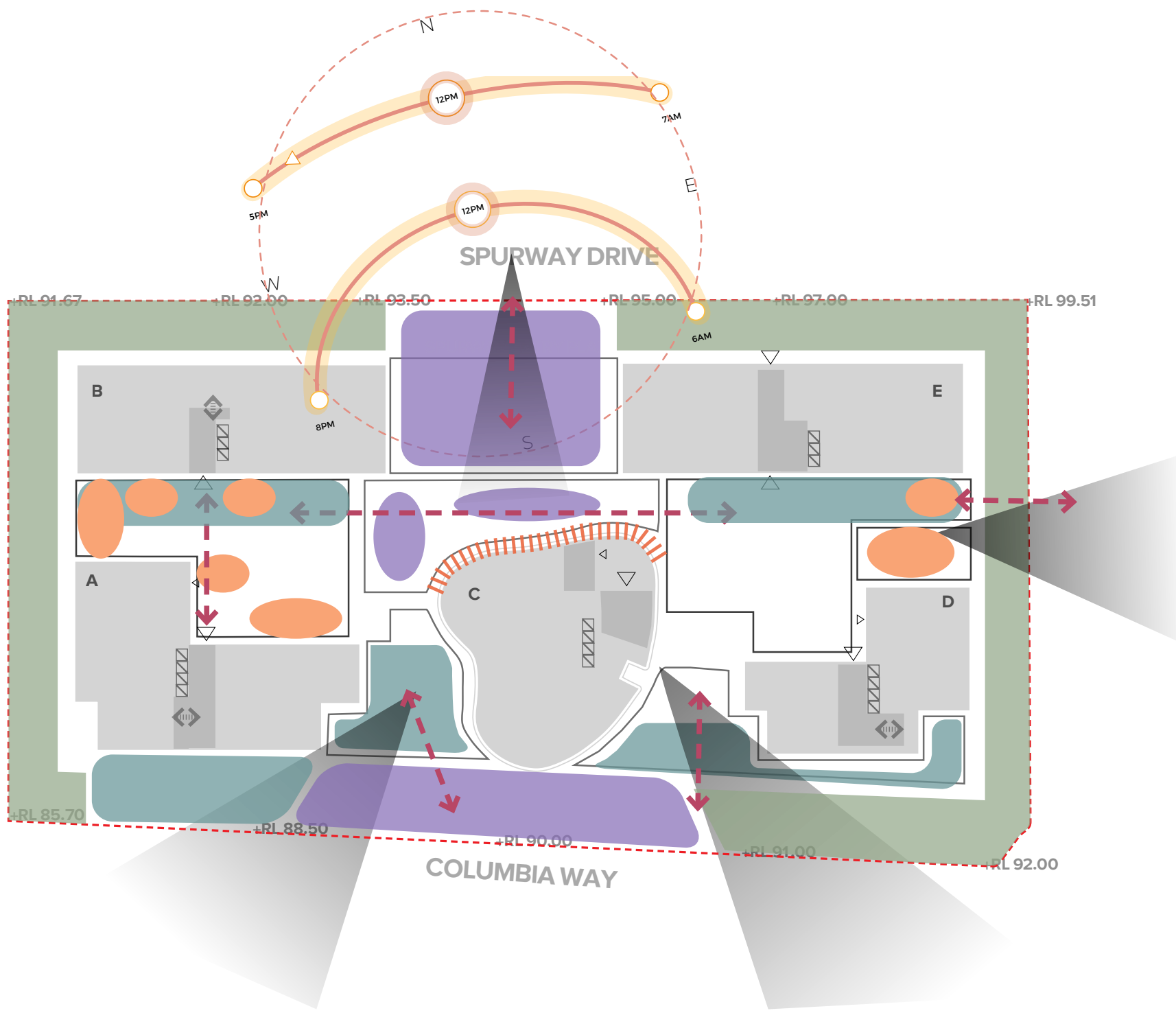
The approach is to create a sustainable commercial precinct that is integrated, adapts to and supports the evolving community and culture of Norwest. Unique qualities Columbia Way and Spurway Drive are established in a direct response to their immediate surroundings. The central courtyard acts as a transitional zone between the two experiences.



3.11 LANDSCAPE APPROACH

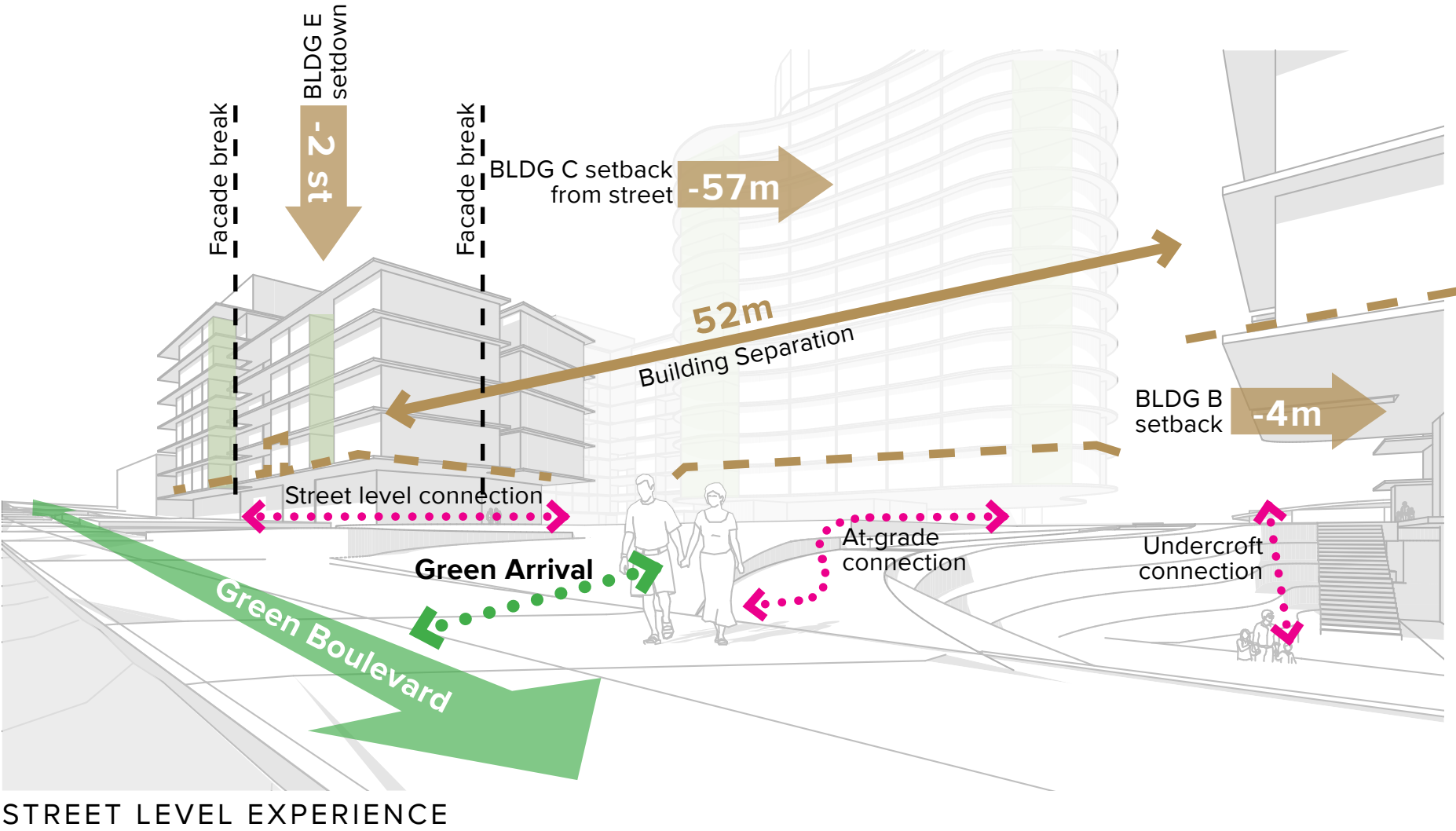
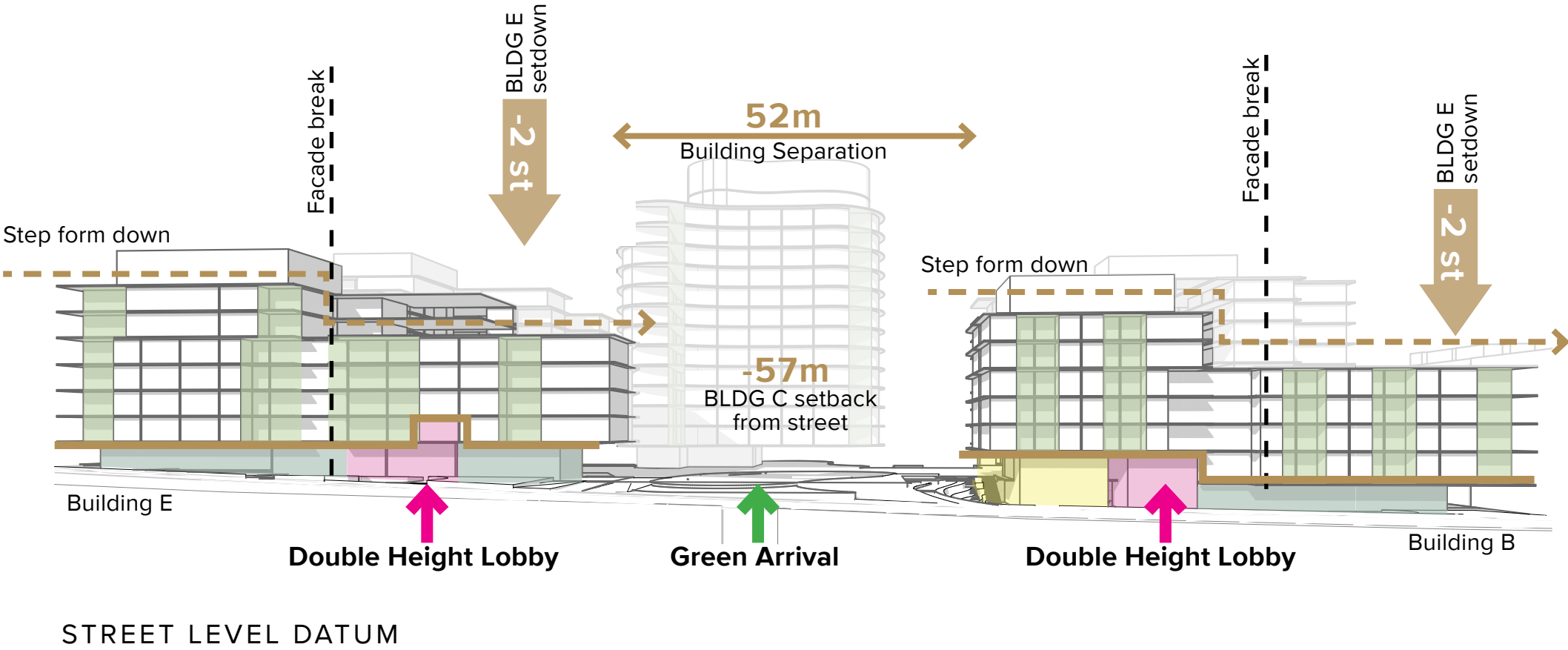
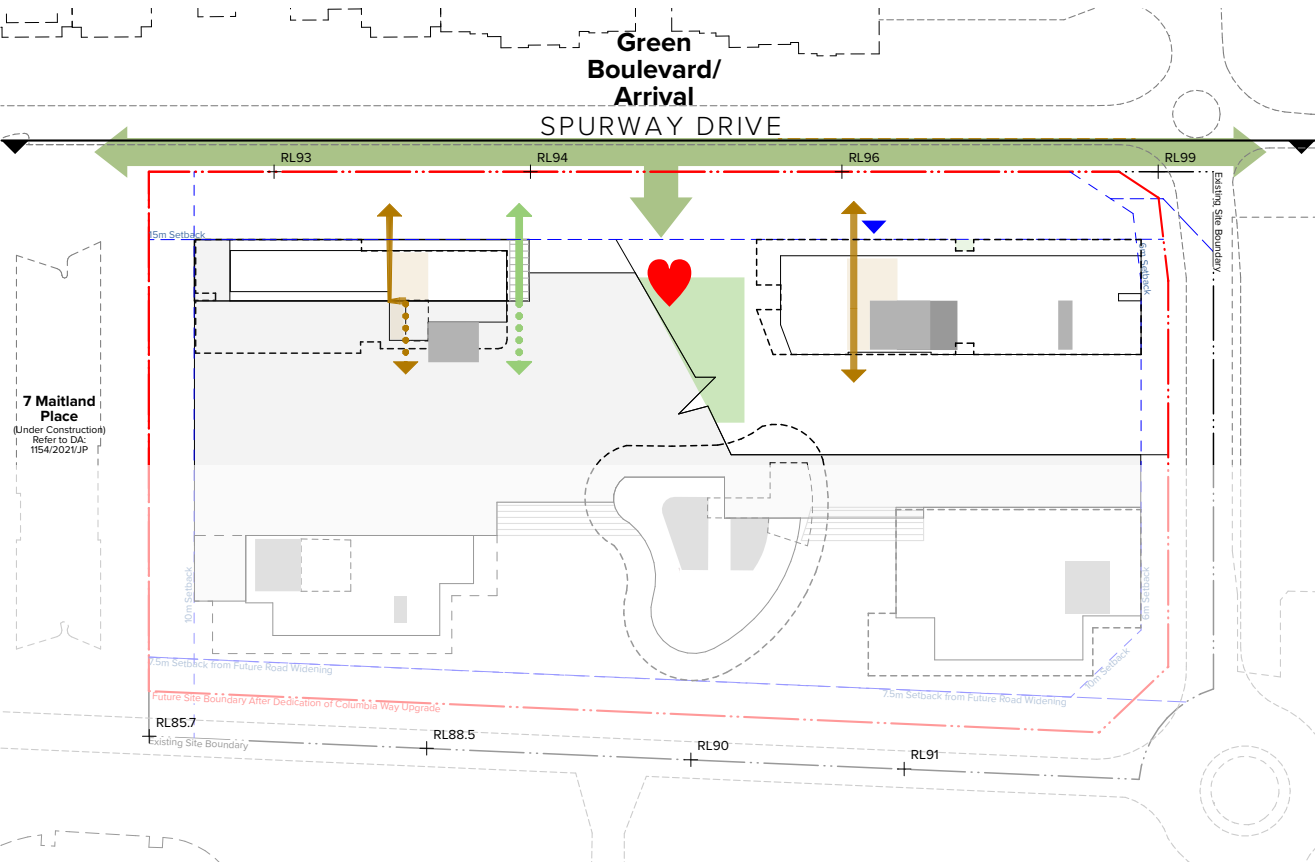
The landscaping approach aims to blur the lines between built form and the landscape as well as the public and private realm by providing well connected, site responsive and inviting landscapes.

- ▶ Desirable Views
- Heavily shaded areas
- Impactful Building Facade
- ↔ Important Connections
- Internal Focus
- Outward Facing/Views
- Important landscape Buffer Zone



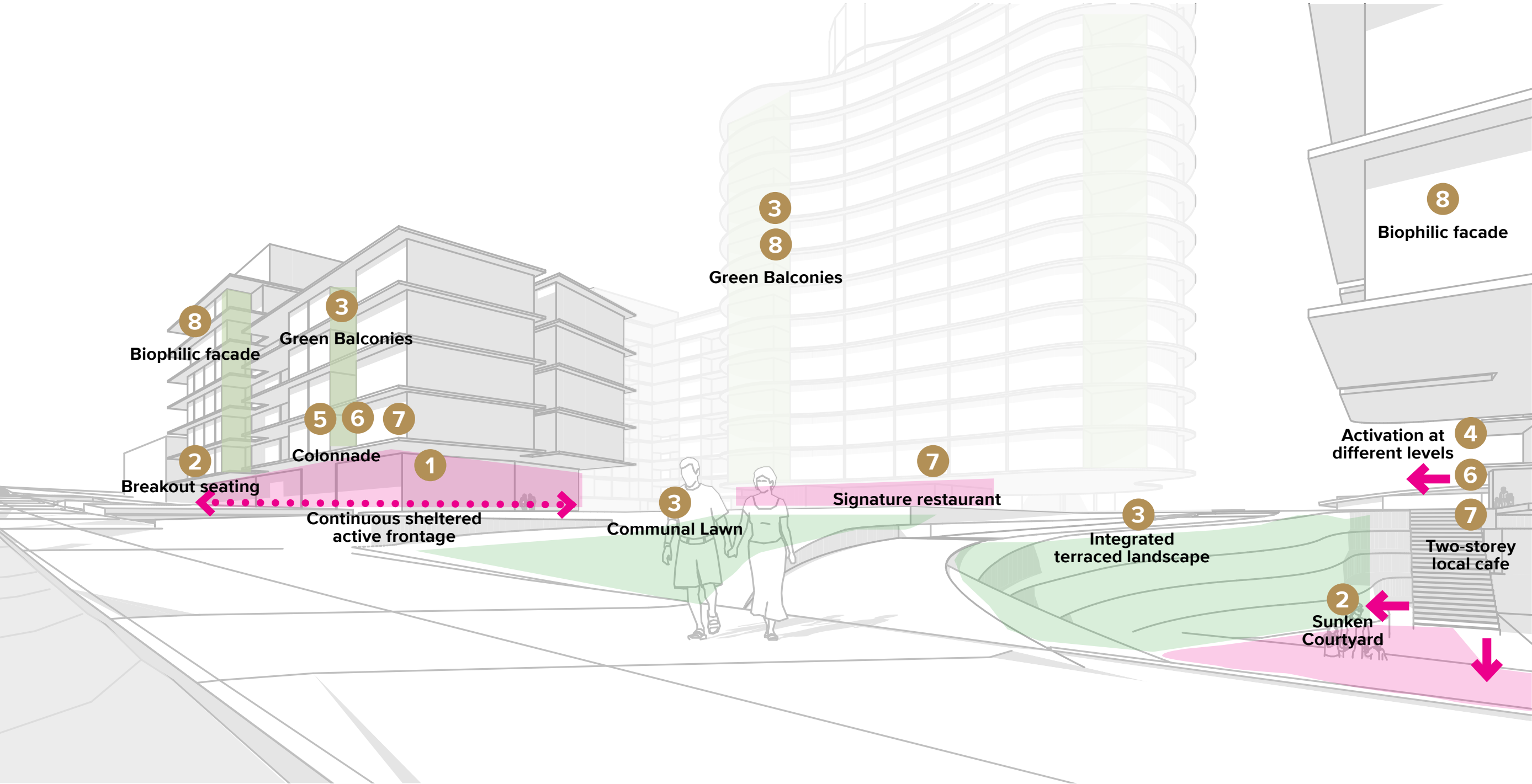
3.12 SPURWAY DRIVE - THE GREEN ARRIVAL

The framework established for the Spurway Drive interface responds to the local scale and community focus in the surrounding residential developments. Integrated landscaping and large landscaped setbacks, increased building separation and a responsive height strategy provides a welcome arrival point into the proposed development revealing the community amenity it has to offer



3.12 SPURWAY DRIVE - THE GREEN ARRIVAL

A highly active street frontage providing a range of amenity to the current and future local community users.



The Cannery, Rosebery

1

COMMUNITY FOCUSED AMENITIES

- a. Specialty retail stores which provide a mix of services and FnB
- b. Offerings to serve local residents



Shanghai Houtan Park

2

PLACES TO STOP AND REST

- Active 15m landscape setback with outdoor seating and innovative work environments
- Reinforces the green corridor along Spurway Drive
- Provides a buffer between existing two-storey aged care

Refer to Landscape Architect's Concept



Highline, New York



Mecca Cafe, Alexandria

3

PLACES TO TAKE IN THE SUN

- Social terraces taking advantage of the northern aspect
- Key connection to the podium
- Reinforces a 'Green Arrival' to the precinct
- Flexible balconies to increase office amenity

Refer to Landscape Architect's Concept



Mecca Cafe, Alexandria

4

LOCAL TWO-STOREY CAFE

- Defined entry at Spurway Drive
- Visual connection to central courtyard level with outdoor seating



James Street Precinct, Brisbane

5

COLONNADE STYLE RETAIL

- A. Recessed retail shop fronts are encouraged to spill out into public domain and colonnade
- b. Offers protection and allows for a permeable ground plane
- c. Seam-less transition from internal to external



Calile Hotel, Brisbane

6

HUMAN SCALE TEXTURE AND MATERIALS

- Masonry materials to add texture and respond to the local scale
- Consistent vertical language at ground to further define tenancies
- Defined 'front door' entries off Spurway Drive
- Signage opportunities for tenancies



Barangaroo, Sydney

7

ACTIVE SHOPFRONTS

- Feature masonry upturn for seating
- Operable shopfront glazing to allow activation of the corner
- Glazed corner allows for a visual connection through to the podium



Barangaroo, Sydney



Barangaroo, Sydney

8

BIOPHILIC FACADE

- Integrated planting within the facade to reduce heat gain and improve privacy to existing residents
- Balconies with integrated landscape to assist with contextual response to Spurway Drive



Barangaroo, Sydney

8

BIOPHILIC FACADE

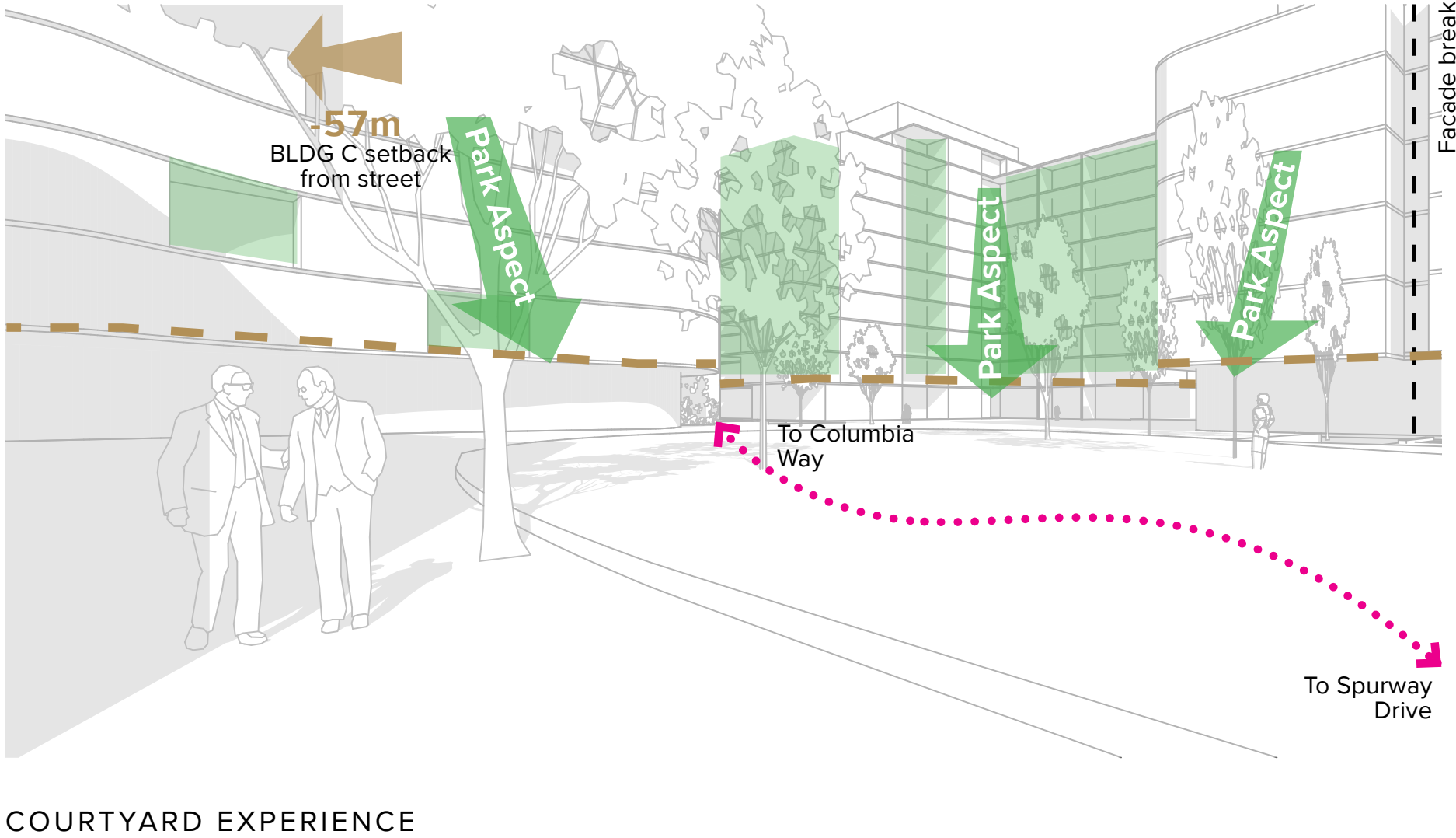
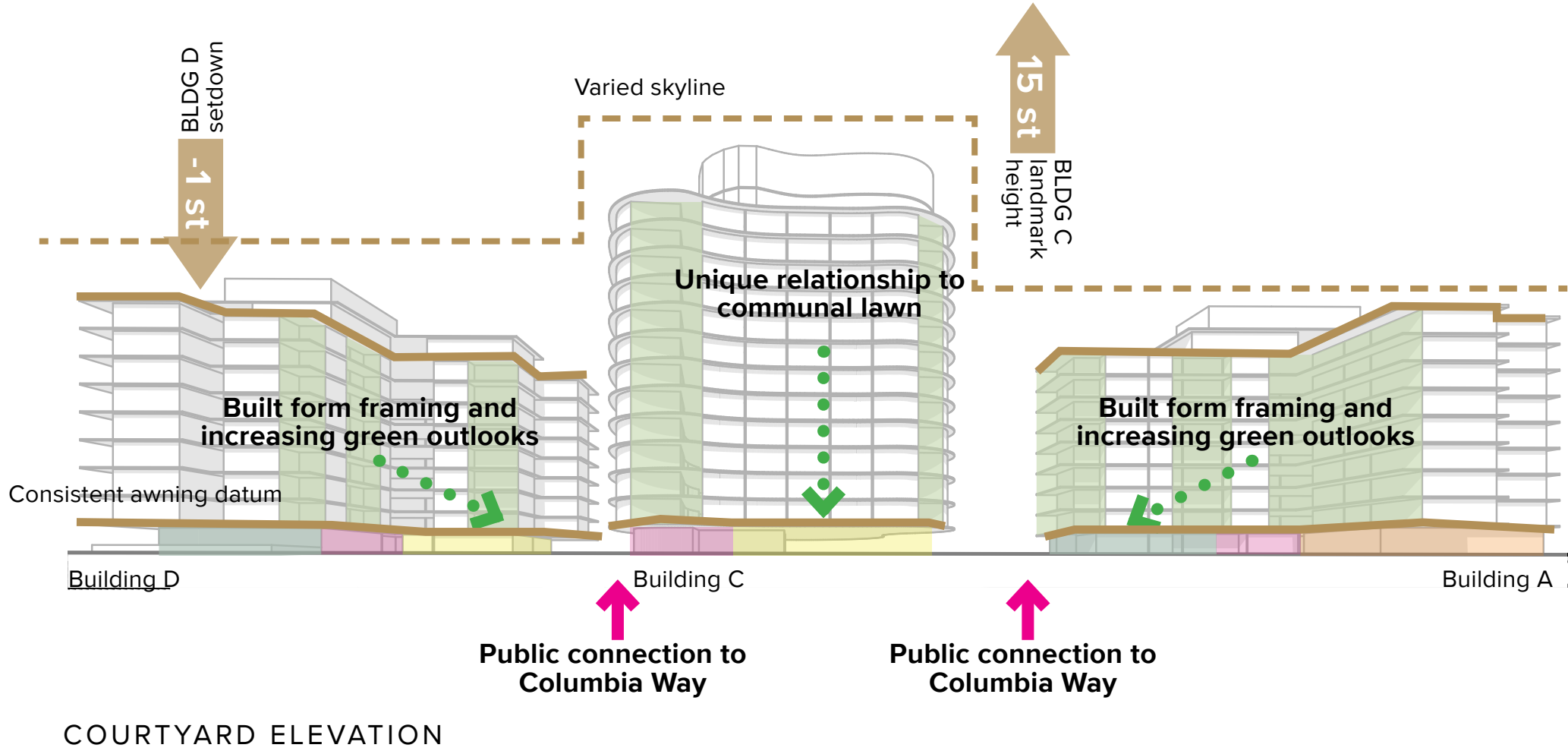
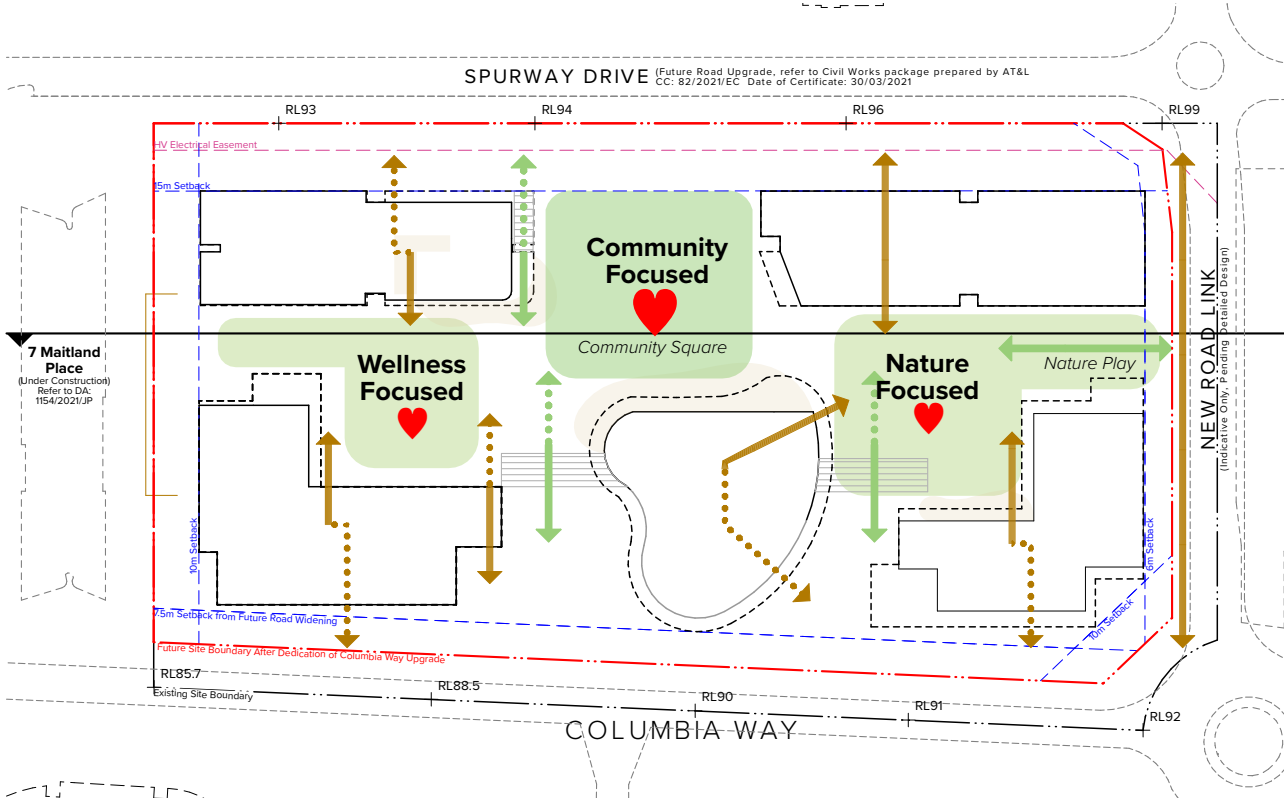


3.13 CENTRAL COURTYARD - THE HEART

There is an opportunity to contribute to the existing green network and bring a vital piece into the heart of this precinct.

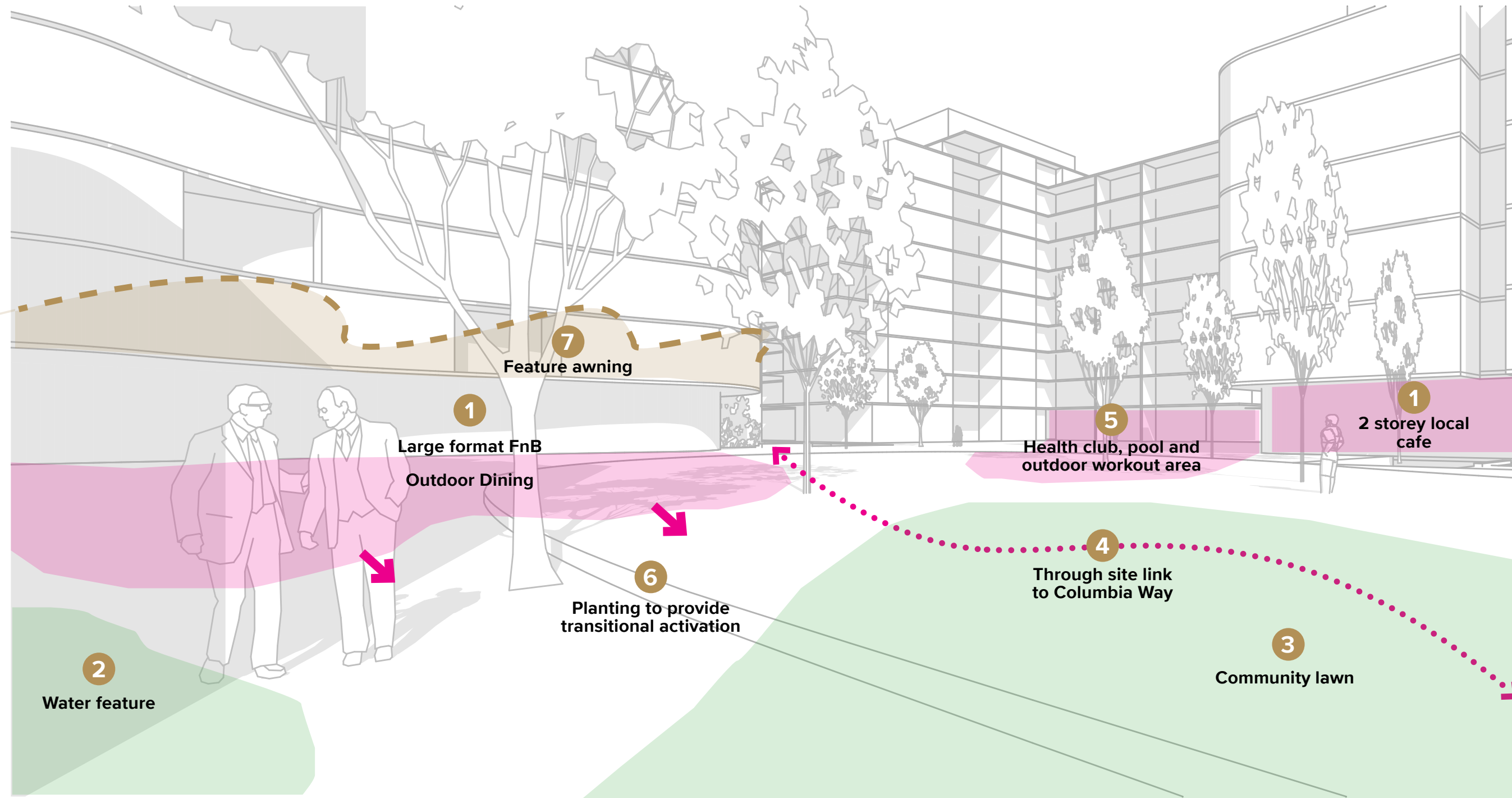
Acting as a transitional space between the low rise residential urban fabric to the North, and the future commercial centre to the South, the central courtyard becomes a key connecting destination providing amenity for all.

A multi-nodal approach ensures each stage of the development is provided with a unique public domain offering and outlook down to the courtyard below.



3.13 CENTRAL COURTYARD - THE HEART

A finegrain 'cloistered' network of open space is defined by the building footprints. This maximises the active frontages and encourages fluid connections internally and externally.



Barangaroo House, Sydney



Beer Deluxe, King St Wharf

1

DAY/NIGHT ACTIVATION

- Building form above provides an awning which protects the space below and enabling use at all times
- FnB format to allow for day/night use with outdoor seating spilling out towards the podium



Yagan Square, Perth

2

ENGAGEMENT

- A variety of landscapes to break up the open space



The Exchange, Sydney

3

COMMUNITY SQUARE

- A central gathering space allowing interaction between commercial users and the local community



University of California

4

CLEAR MOVEMENT PATHWAYS

- Defined pathways which emphasise the public through site connection across the podium

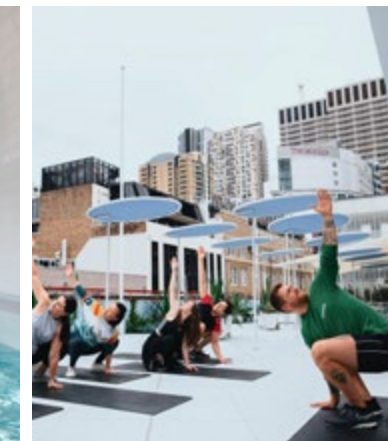


Esplanade, Pavilion, Sydney

5

FLEXIBLE WELLNESS SPACES

- Flexibility of green space allows multiple-uses complementing ground level use
- Health club swimming pool as a key destination experience



Paramount Recreation Club, Sydney



6

LAYERED ACTIVATION

- Allow for layered zones of activation which help to transition between private and public areas



7

FEATURE AWNING

- Curved feature awning highlighting key landmark building for the site
- Complement and extend ground level activity towards the park



Feature awning defining outdoor dining below

Signature FnB operating during the day/night weekend/weekday

Clear movement pathways highlighting the through site link

Ground level health club with pool facilities

Wellness focused activities complementing the surrounding ground floor uses

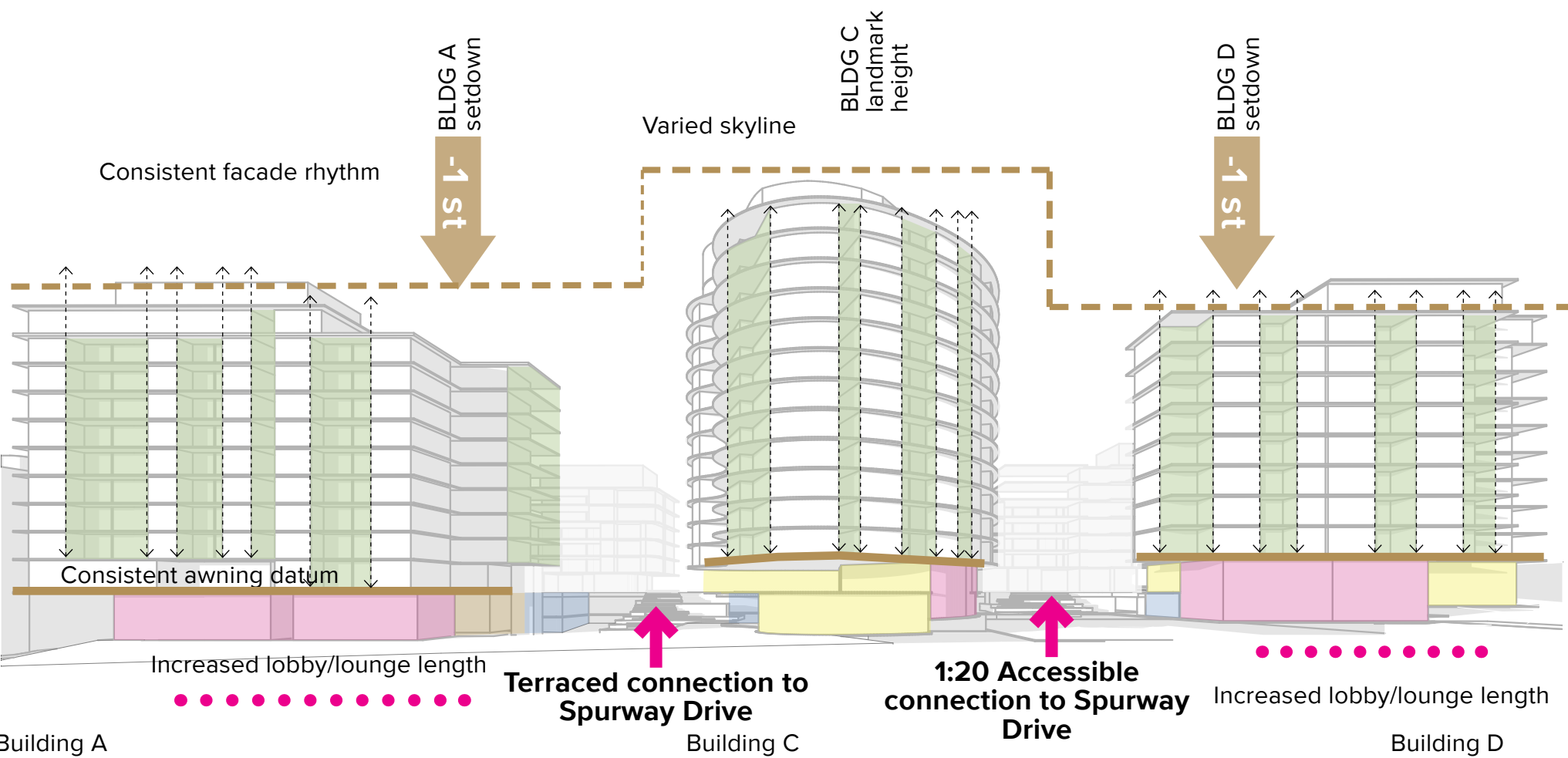
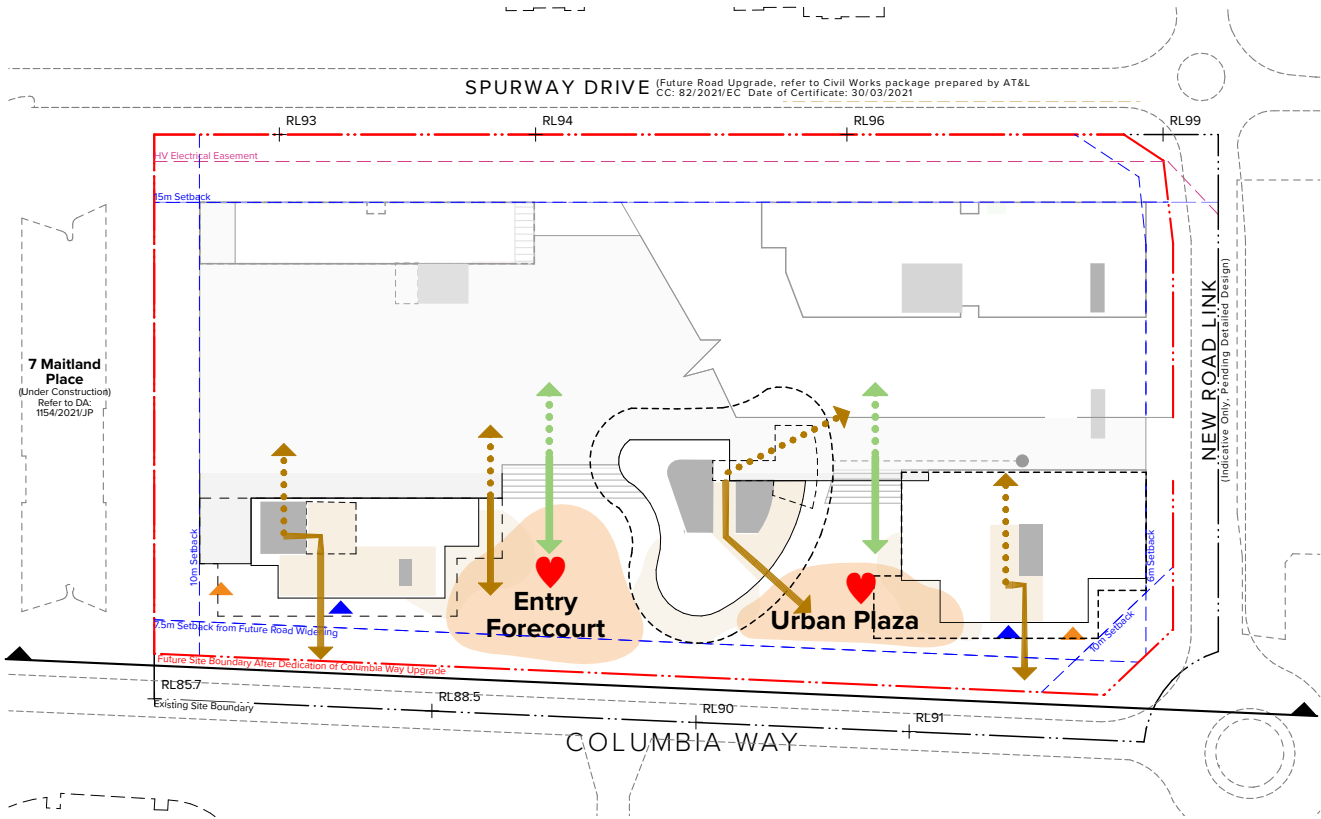
Two-storey FnB linking the lower streetscape with the upper courtyard



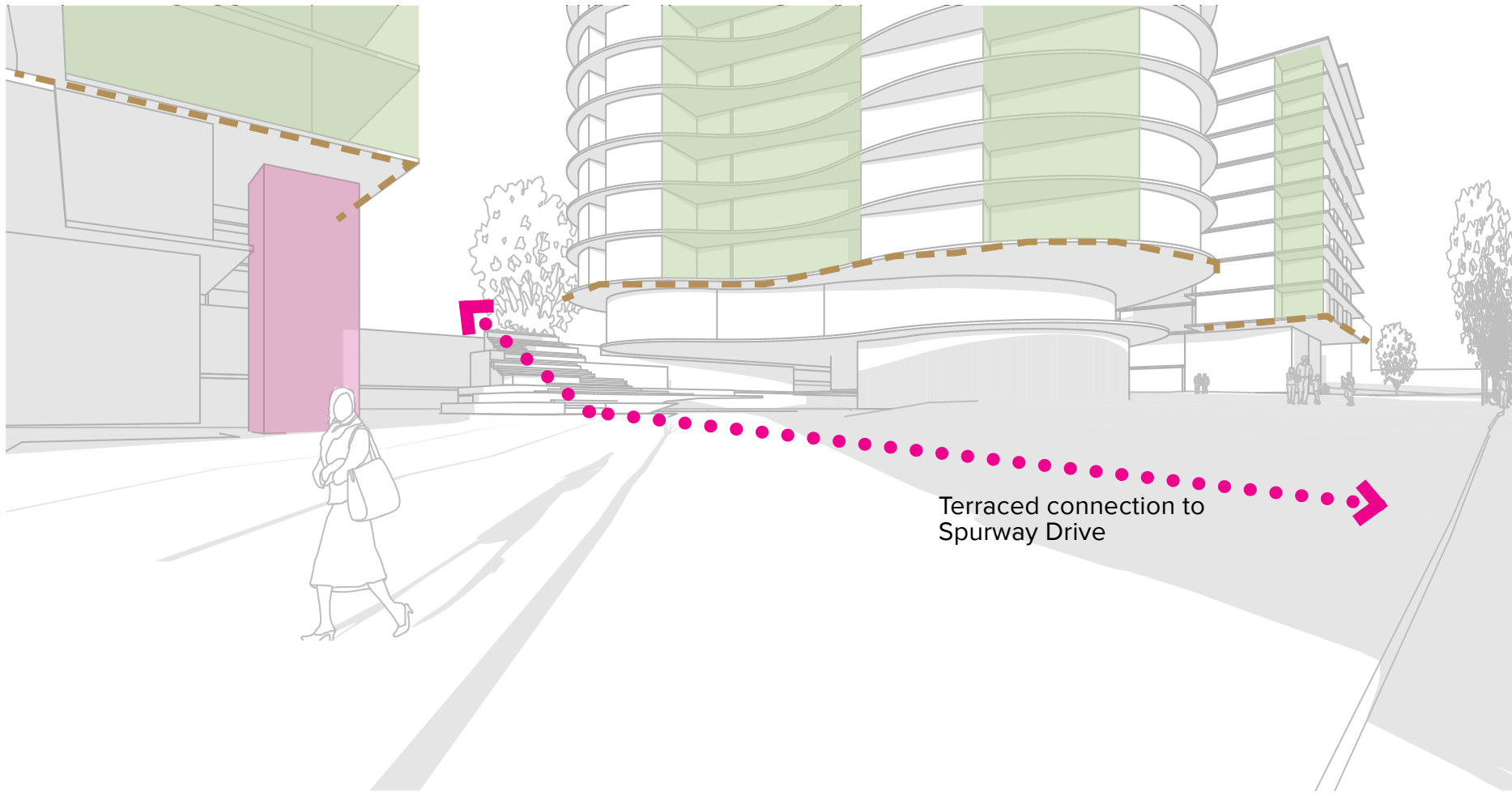
3.14 COLUMBIA WAY - THE BOULEVARD

An urban streetscape with defined entry points creating a pedestrian focused boulevard to Columbia Way encouraging broader connections to and from the site.

The change in levels across the site allows a consolidated approach to the parking and servicing strategy, integrating these elements into the landscaping features. A responsive height strategy is established, embracing the opportunity to provide an increase height along Columbia Way to complement the transition from the low rise residential urban fabric to the future commercial centre.

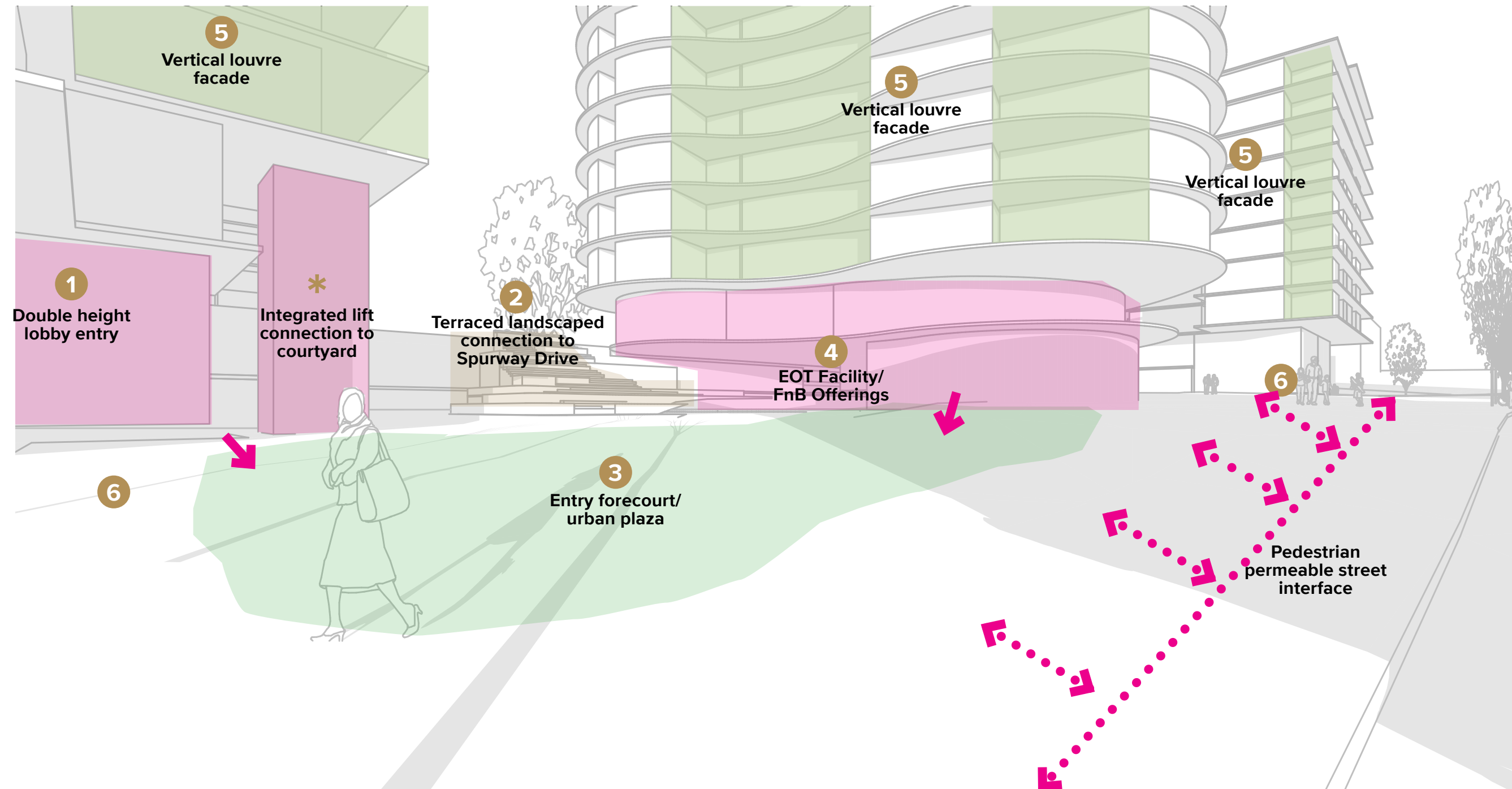


COURTYARD ELEVATION



3.14 COLUMBIA WAY - THE BOULEVARD

Amenity is focused and tailored to the specific needs of office workers within the site and the immediate surrounds.



1

DOUBLE HEIGHT LOBBIES

- a. FnB kiosk combined with business lounge/lobby area



2

TERRACED WATER/ LANDSCAPING

- Providing integrated landscape interface connecting podium level and screening basement carpark



3

PLAZA STYLE OUTDOOR DINING

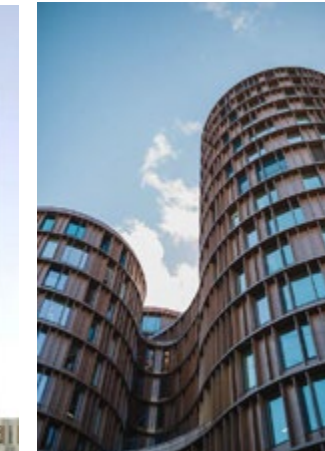
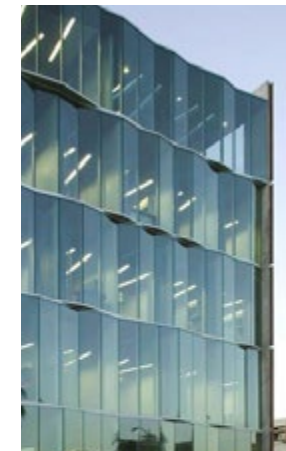
- Casual outdoor dining areas providing street activation



4

PROMOTING CONNECTIVITY

- Specialty retail stores combined with casual FnB which complement alternate modes of transport
- Fine grain interfaces which encourage connectivity and interaction



5

VARIED FACADE RHYTHM

- Providing varied facade treatments to break up built form and provide visual interest to the streetscape



6

PEDESTRIAN FOCUSED GROUND FLOOR

- Improve the pedestrian experience by providing sheltered circulation at ground level
- Changes in datums to reinforce building entry points

Double height lobby entries are celebrated and paired with complementary retail

Terraced landscaping reinforces connection to Spurway Drive whilst concealing parking below

Multit-use retail encouraging activation at all times

Outdoor deck provides layered activation to Columbia Way

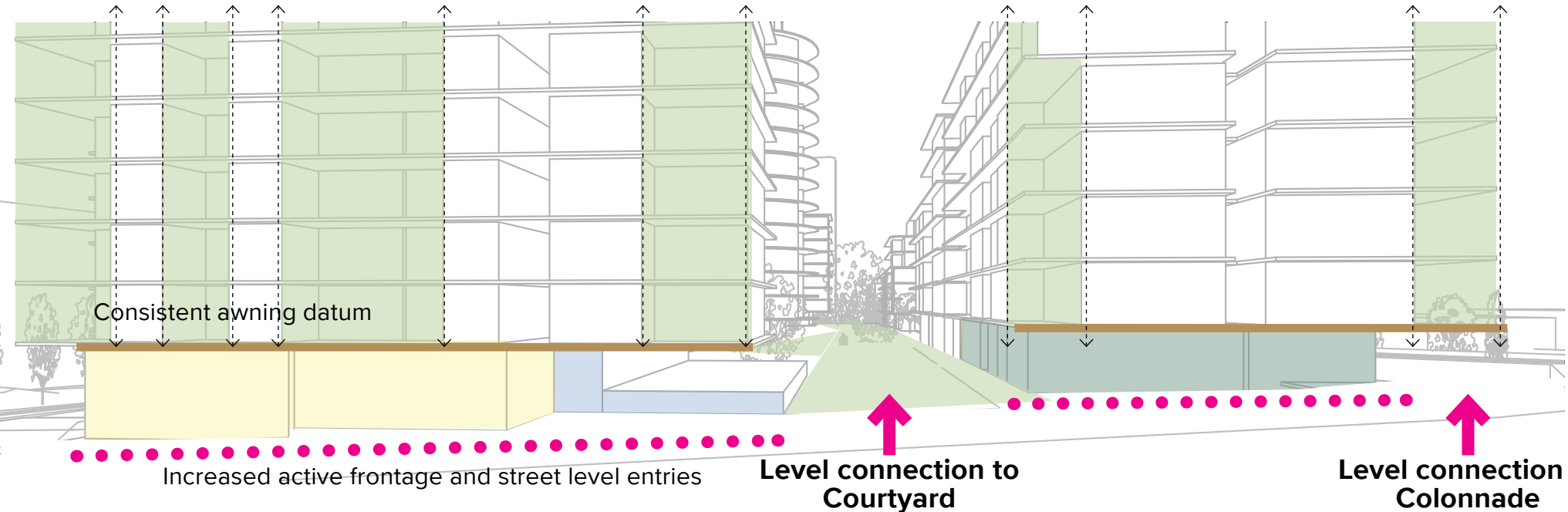
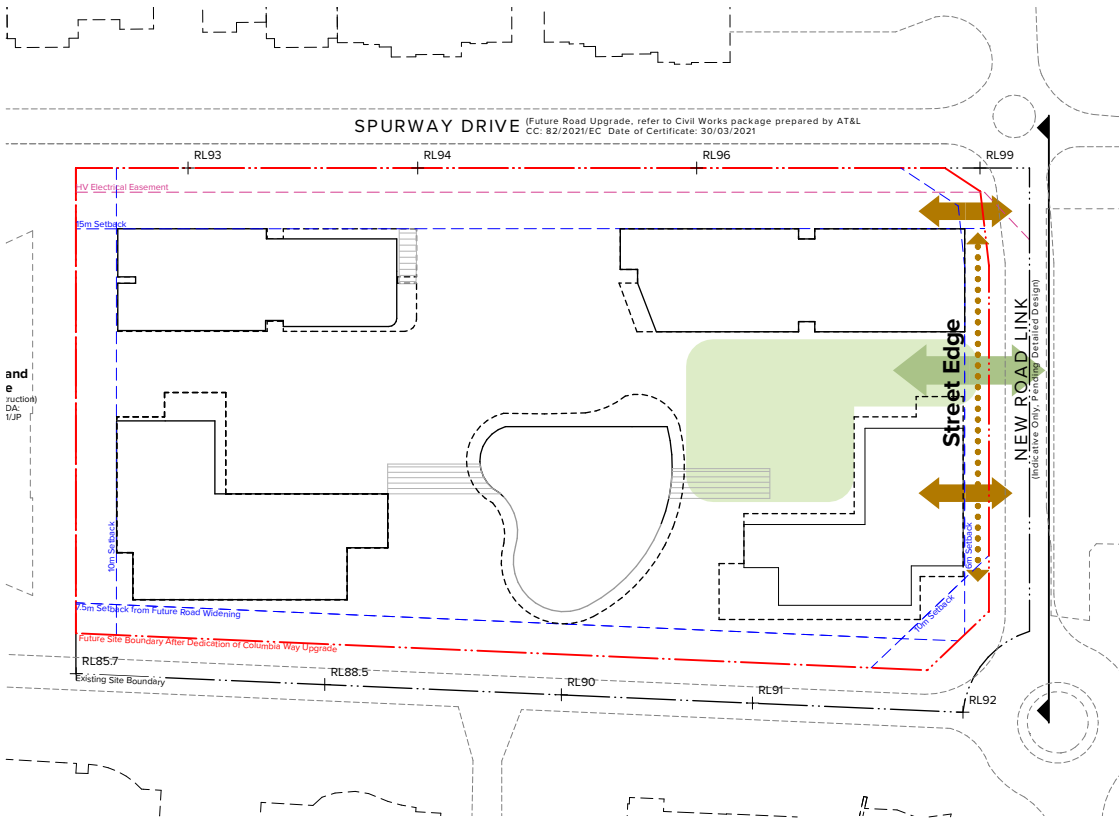
Urban plaza provides additional public open spaces between buildings to foster opportunities for interaction and collaboration



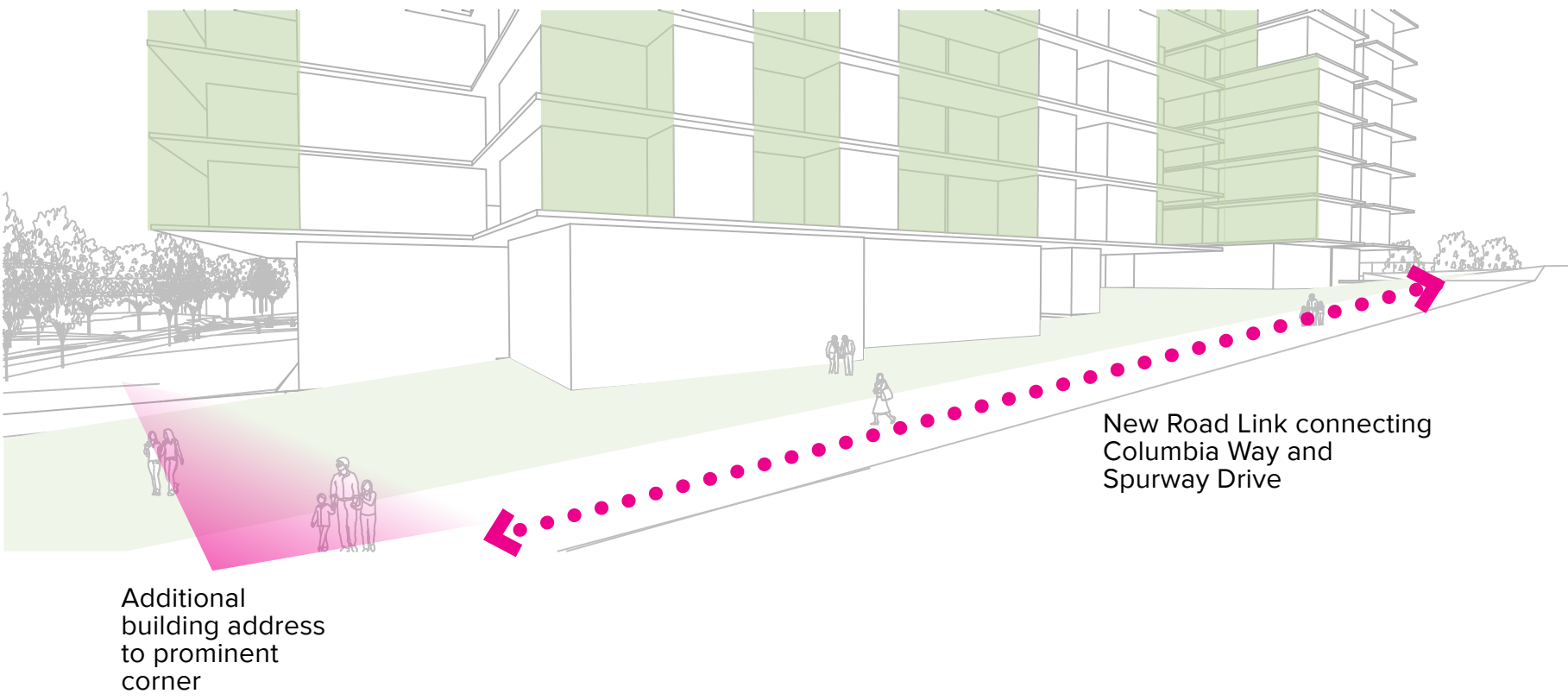
3.15 NEW ROAD - THE STREET EDGE

The New Road provides an additional street address for the site and increases vehicle and pedestrian connectivity across the two streetscapes. A 6m setback allows for active street edges interfacing the new road with opportunities for integrated landscape and outdoor seating as well as improved connectivity to future community amenities.

The gradient of the new street allows for double height retail, level connection to the podium and Spurway Drive tenancies.

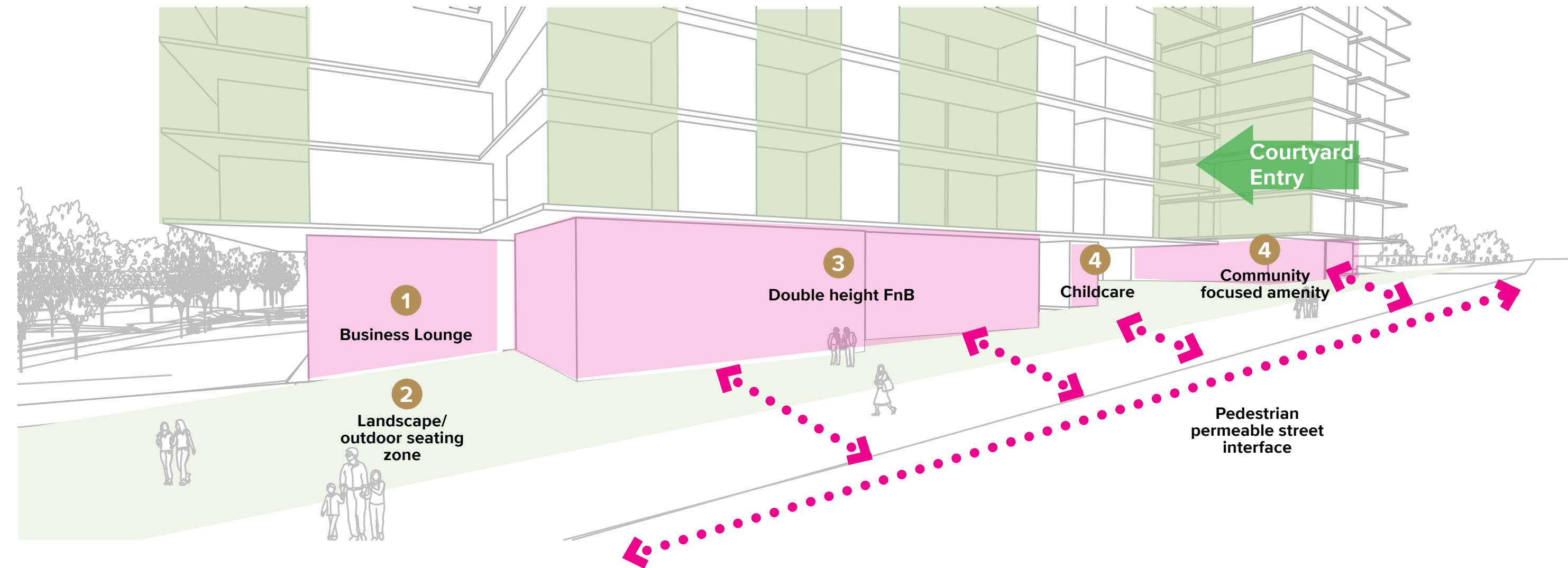


Building D
NEW ROAD ELEVATION
Building E



3.15 NEW ROAD - THE STREET EDGE

The New Road Link provides an opportunity for additional street frontages and entries to Building D and E. Level entries off the New Road allows for an interface to fine grain retail, childcare and community services catering to the local and commercial users of the precinct.



1

DOUBLE HEIGHT LOBBIES

- a. FnB kiosk combined with business lounge/lobby area



2

OUTDOOR TRANSITION SPACES

- Elevated transition spaces to manage the gradient of the road



3

ACTIVE STREET SCAPE WITH FINE GRAIN RETAIL / COMMUNITY SERVICE STYLE OFFERINGS

- Elevated transition spaces to manage the gradient of the road



4

PROMOTING COMMUNITY

- Specialty retail stores combined with casual FnB and community retail style offerings
- Fine grain interfaces which work together cohesively for the whole street scape

Double height lobby entries are celebrated and paired with complementary retail

Articulated corner reduces building bulk and scale

Green balconies to break up length of facade

Level entry to podium increases pedestrian accessibility across the site



Vehicle entry integrated into built form to minimise impact to achieve active frontage

Business Lounge to meet needs of key office workers

Double height FnB opportunities to key corner address

Additional ground floor setbacks provide opportunities for outdoor dining

New Road Link increases both pedestrian and vehicle connectivity to the site and surrounding existing and future developments

Diversity of built form is provided throughout the proposal, and is a key driver to the rooftop strategy. Varied building heights allows a finegrain approach providing different spaces at the roof level of each building for both public and private amenity



4 UNIQUE DAY/NIGHT ACTIVITY

- Signature restaurant which allow for unique dining experiences with framed views of Norwest

- Flexible co-working spaces with integrated landscaping to promote collaboration, and healthy working environments





3.2 PUBLIC ART STRATEGY

A public art strategy has been established to complement the landscape and public domain approach. Integrating art into the landscape and built form will provide an additional level of community engagement and precinct amenity.

3.21 LANDSCAPE PAST AND PRESENT

Identifying opportunities to embrace the history of the local landscape.



TRADITIONAL

Cumberland Plain indigenous to this area



AGRICULTURAL

The colonial history of Norwest as the colony's 'Bread Basket'

3.22 PUBLIC ART STRATEGIES

A diverse public art strategy will create an authentic user experience at all levels, to be enjoyed by all users whether passing through the site, a worker or a member of the local community.



TRANSLATION

Use soffit to reveal the hidden story of the site (Serpentine Pavillion 2009)



NARRATIVE

Informing the public about the site's history (Tank Stream - Pitt Street)

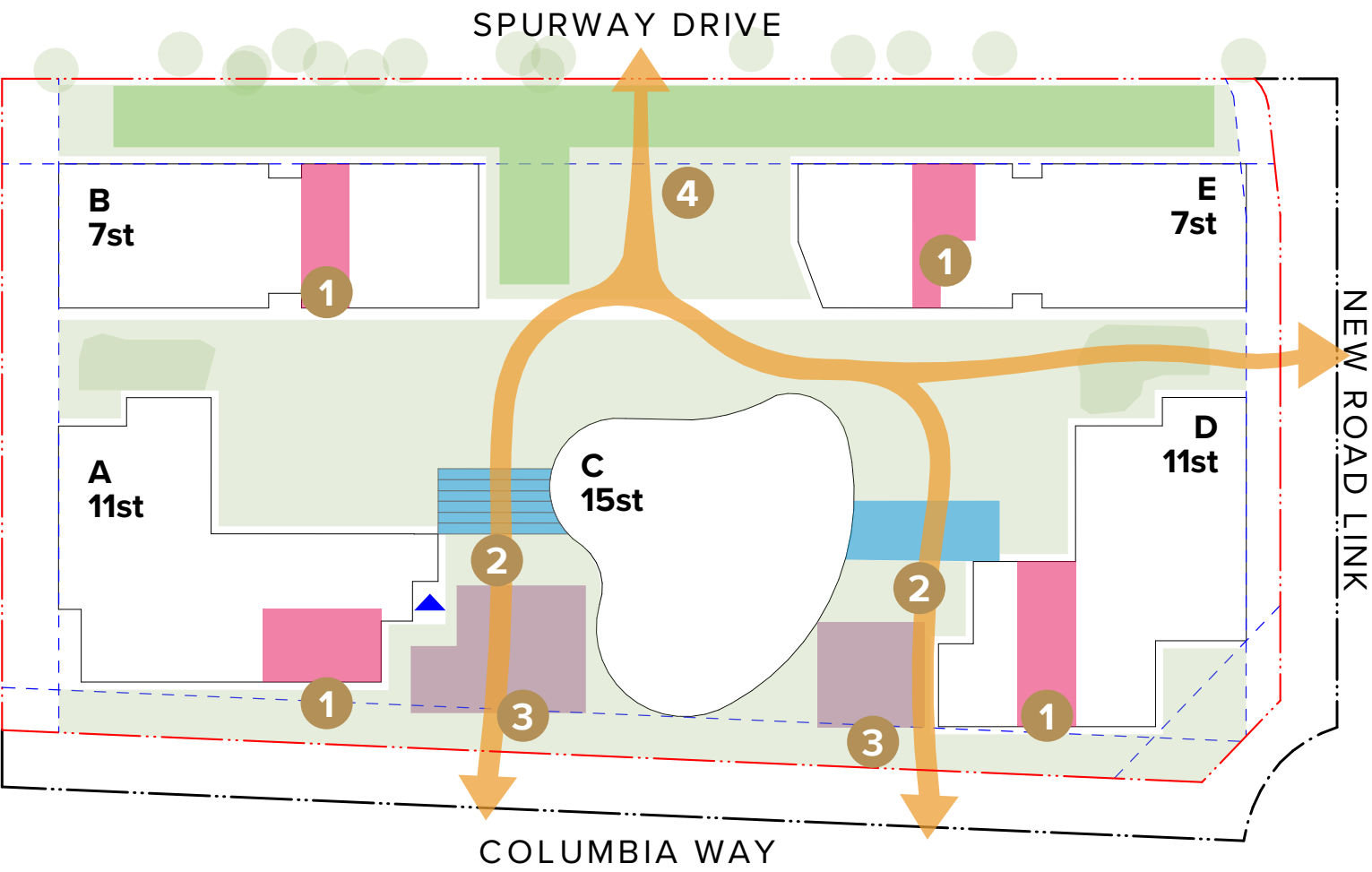


IMMERSIVE

Revealing species endemic to this area (Yerabingin Indigenous Rooftop)

3.23 PUBLIC ART OPPORTUNITIES

Utilising landscaping and built elements along the through site link to integrate public art opportunities will strengthen the connection of the site to the immediate local context and the broader connections beyond.



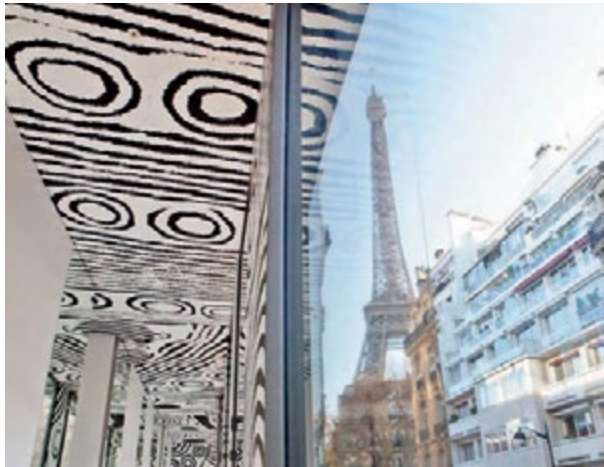
- Lift connetion to podium
- Narrative landscaping
- Integrated artwork into podium connection
- Soffit artwork
- Paving/hardscape

3.24 PUBLIC ART EXAMPLES

Strategies to embed public art into the precinct within elements of the public domain and built form.



Cocoa-cola Place - Freddie Tims artwork has a strong presence on the forecourt giving the building a sense of place



Musee du Quai Branly - Indigenous artwork along the soffit of the museum hallway

1
SOFFIT



Chronological steps by Earthscape - significant dates of Japanese accomplishments are engraved into steps

2
STAIRS



Materiality - Integration of a robust material into the design of the paving

3
PAVING



Melbourne Sky Garden - providing native landscapes into the heart of the city



Seoullo 7017 skygarden - transforms a overpass into a living dictionary of native Korean vegetation and educational arboretum

4
LANDSCAPING

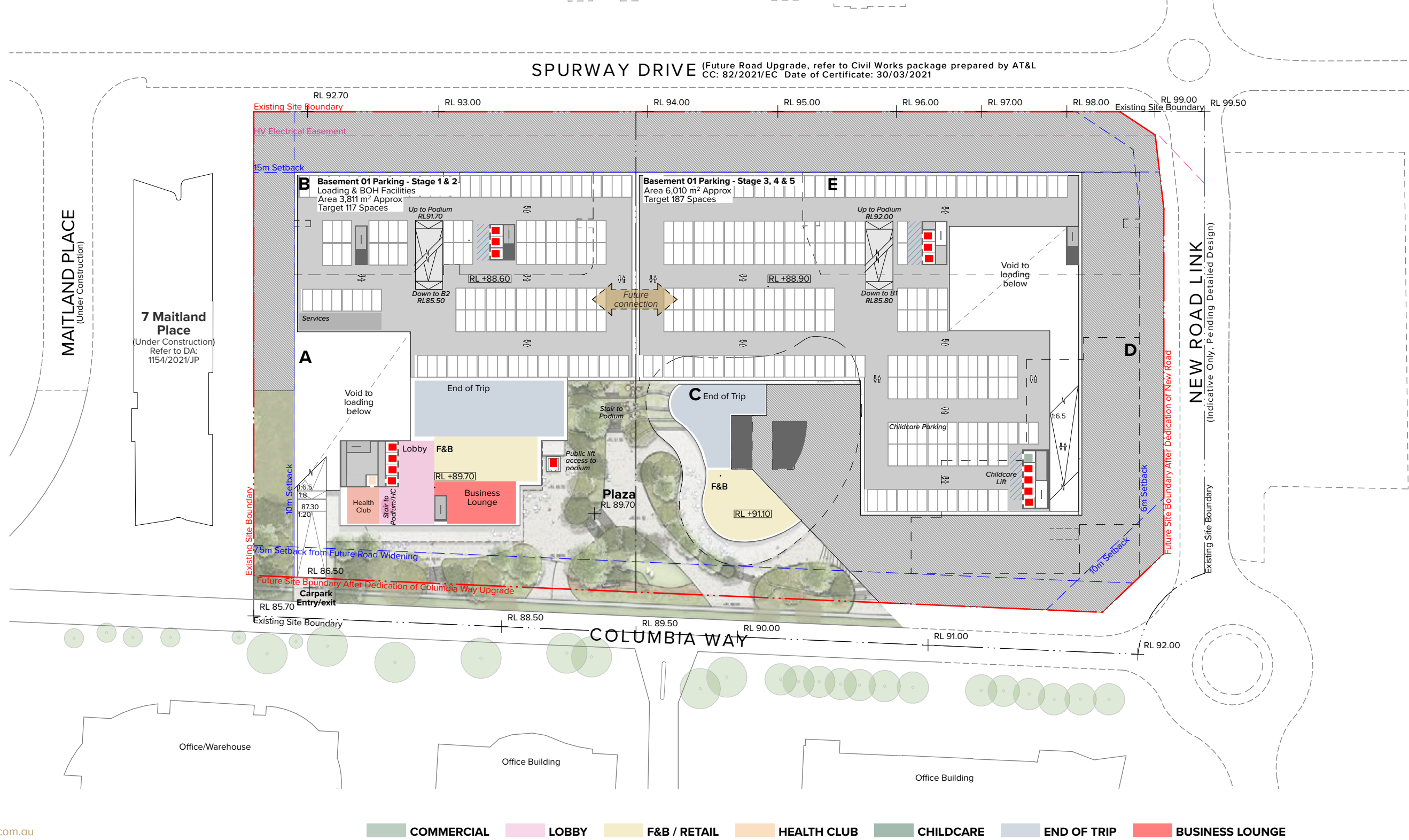


3.3 TECHNICAL ANALYSIS

The following outlines the proposal in further detail and provides a comprehensive summary of the proposal in relation to the key place performance measures established for the project.

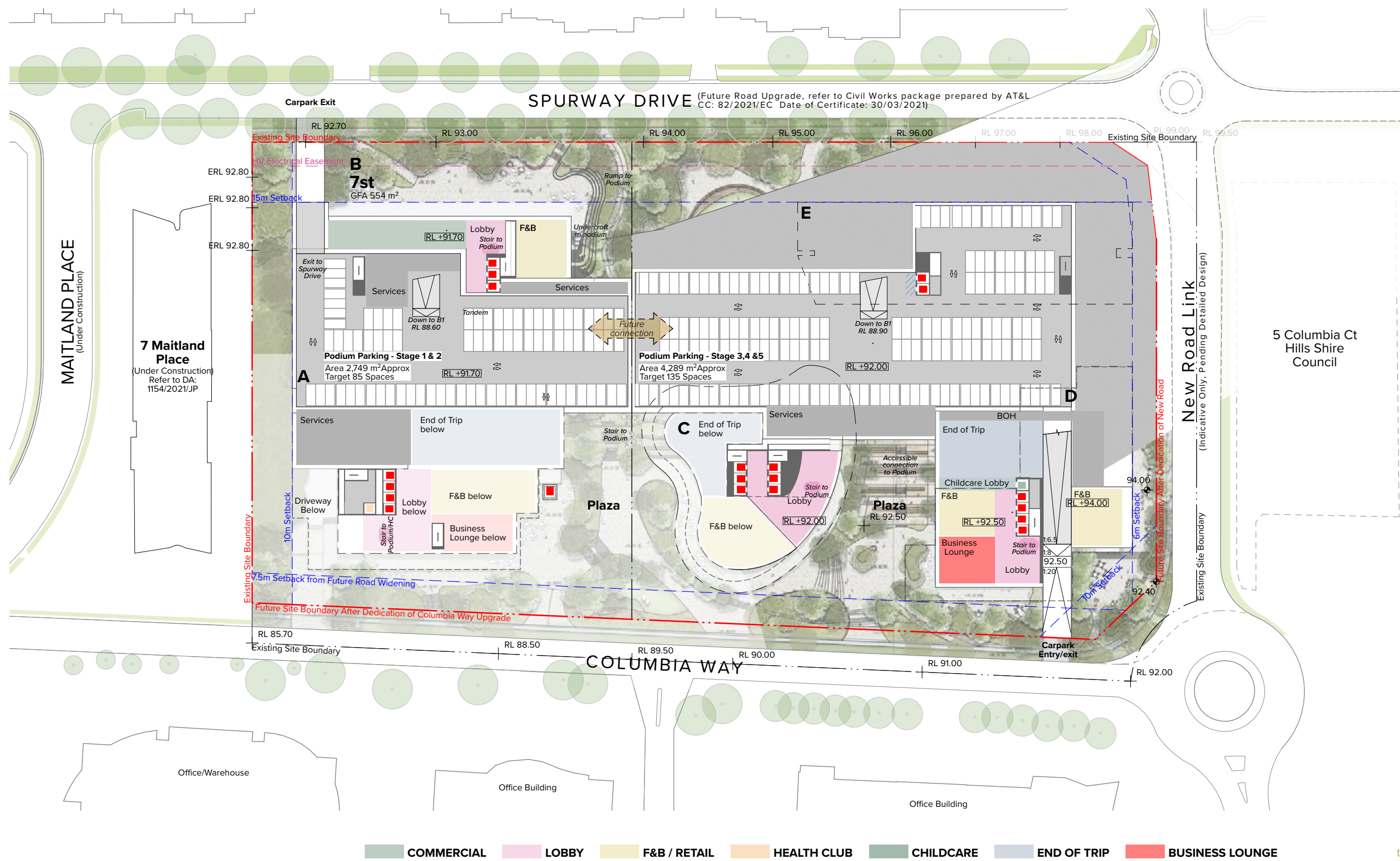
3.31 LOWER STREET LEVEL

Utilising the site topography to balance ground level activity and integrated parking. Additional floor to floor height is provided in Stage 1 and 2 basement level to accommodate for future adaptation and evolution of future use



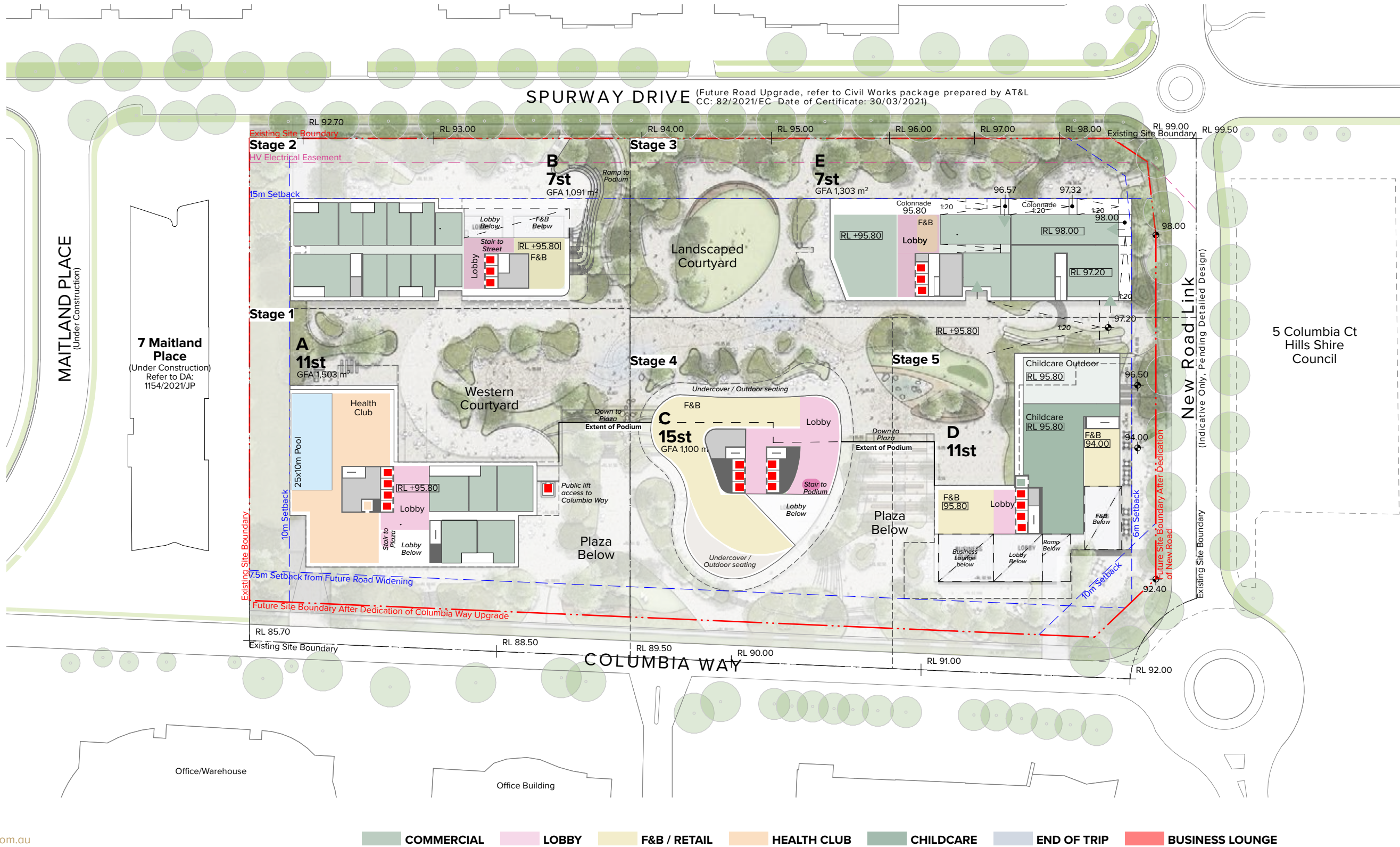
3.31 UPPER STREET LEVEL

Creating a diverse range of entry forecourts and plaza spaces which address the varying street levels and unique interfaces of the surrounding context.



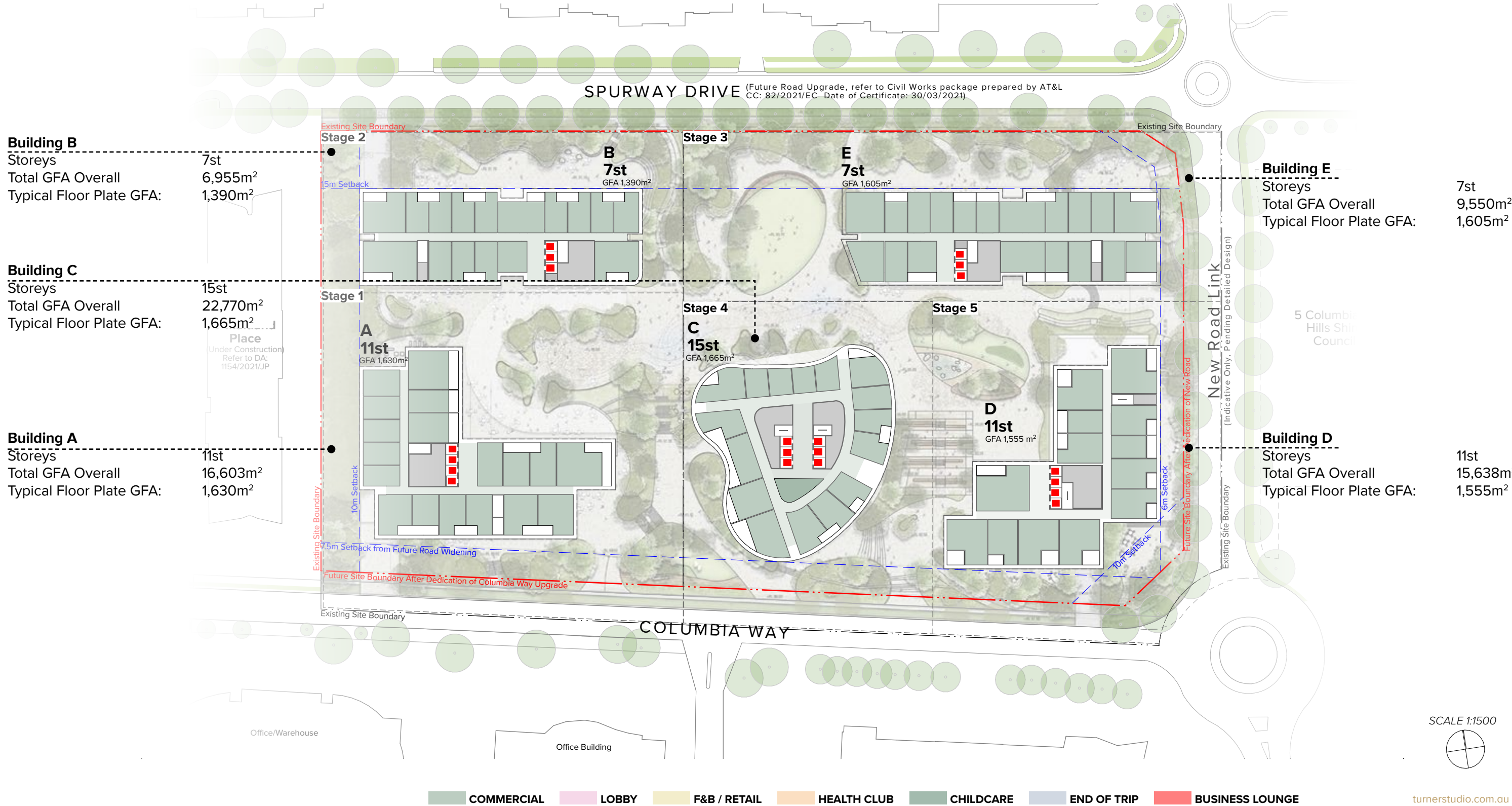
3.31 CENTRAL COURTYARD

Provides a publicly accessible connection through the site, complemented by a range of ground level active uses and landscaped zones.



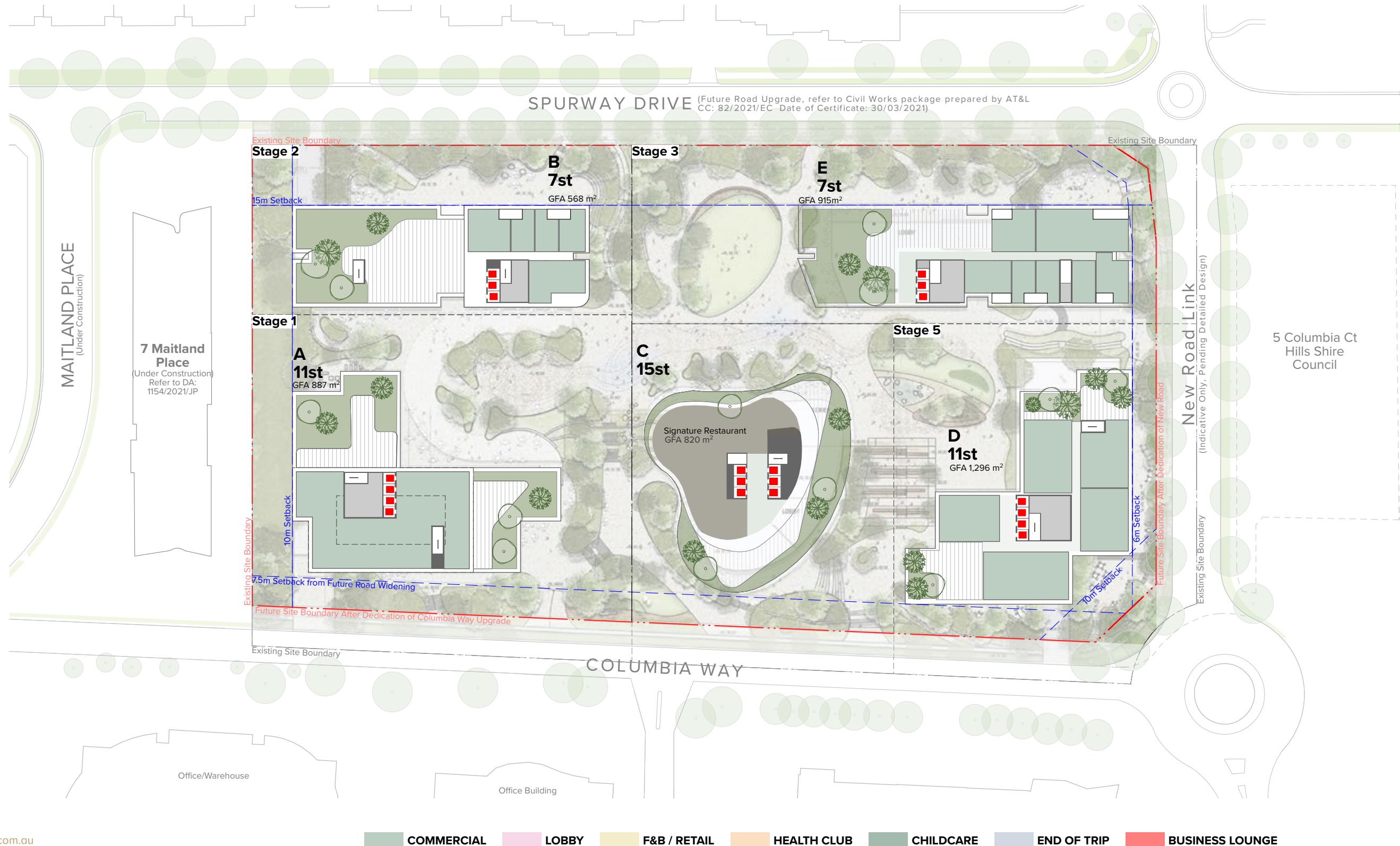
3.31 OFFICE LEVELS

A range of tenancy sizes are provided to meet the demands of the local market. Over 80% of tenancies have access to a balcony to increase user amenity.



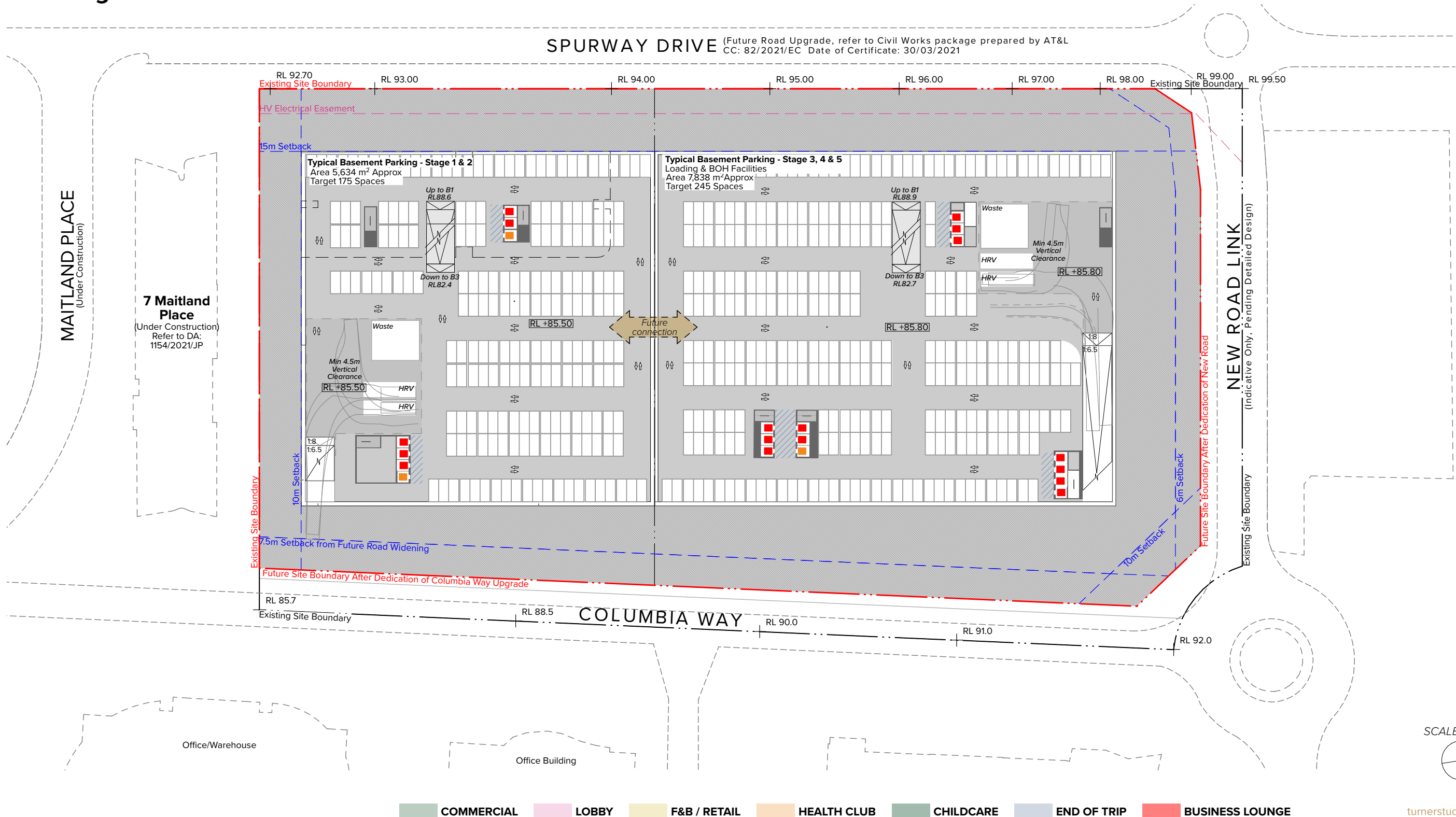
3.31 ROOF PLAN

A finegrain rooftop strategy complements the ground and street level provisions and creates an active skyline throughout the precinct.

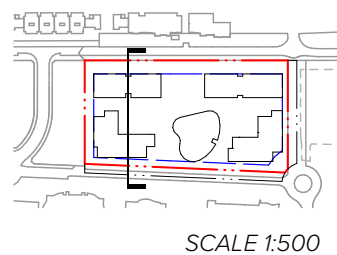
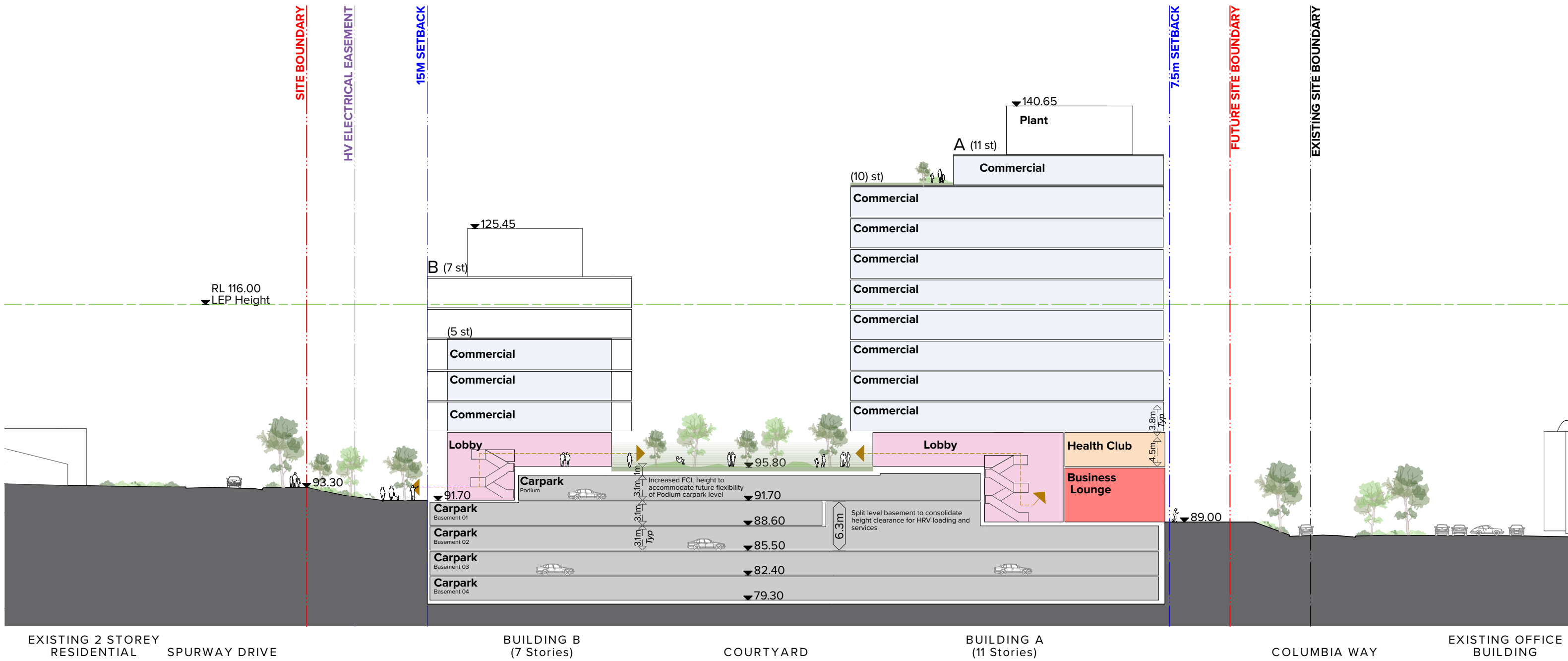


3.31 TYPICAL BASEMENT LEVEL

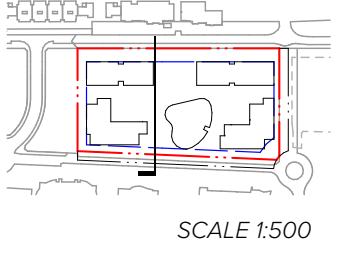
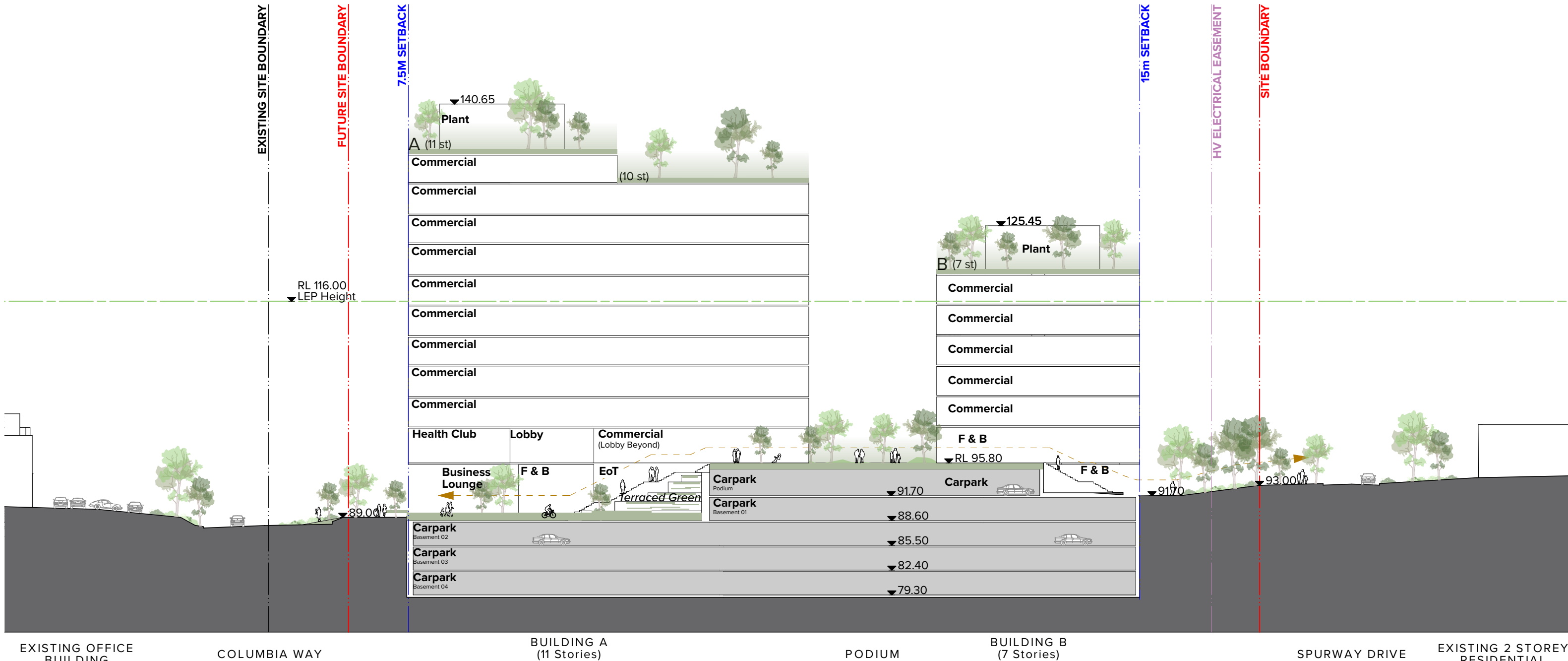
The parking strategy has been established to ensure future flexibility and staging considerations. Basement connections, and consolidated services zones, minimise the impact to the street level frontages



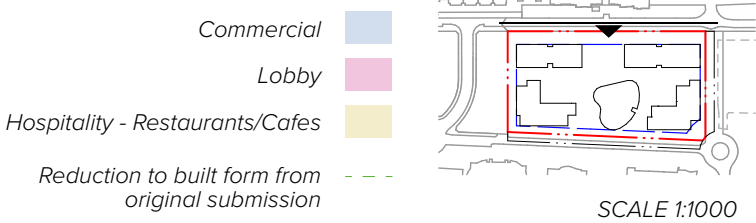
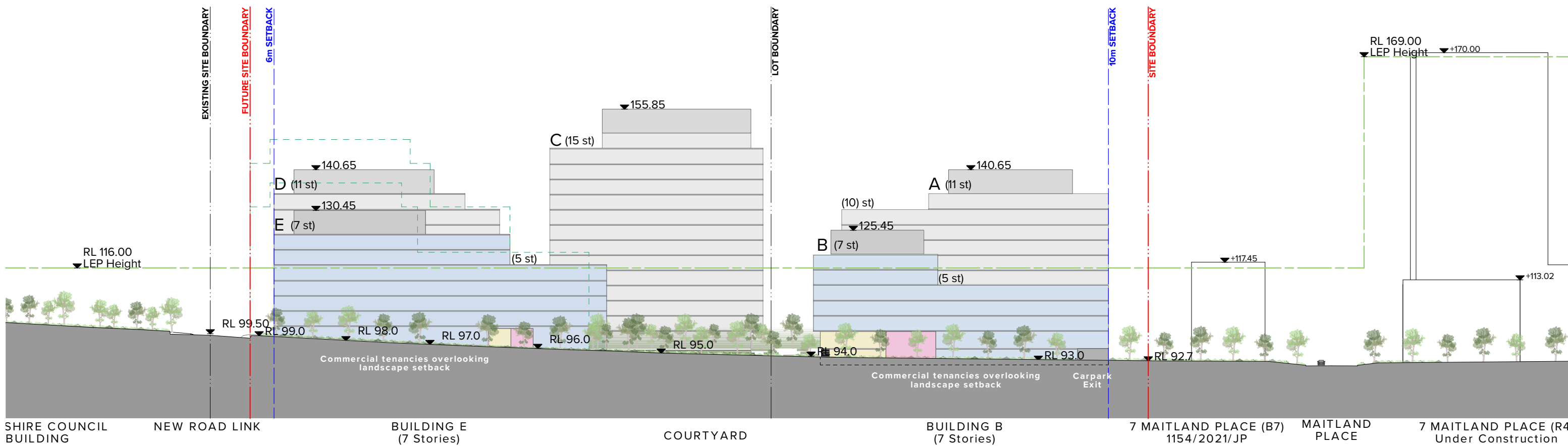
3.32 LOBBY CONNECTIONS



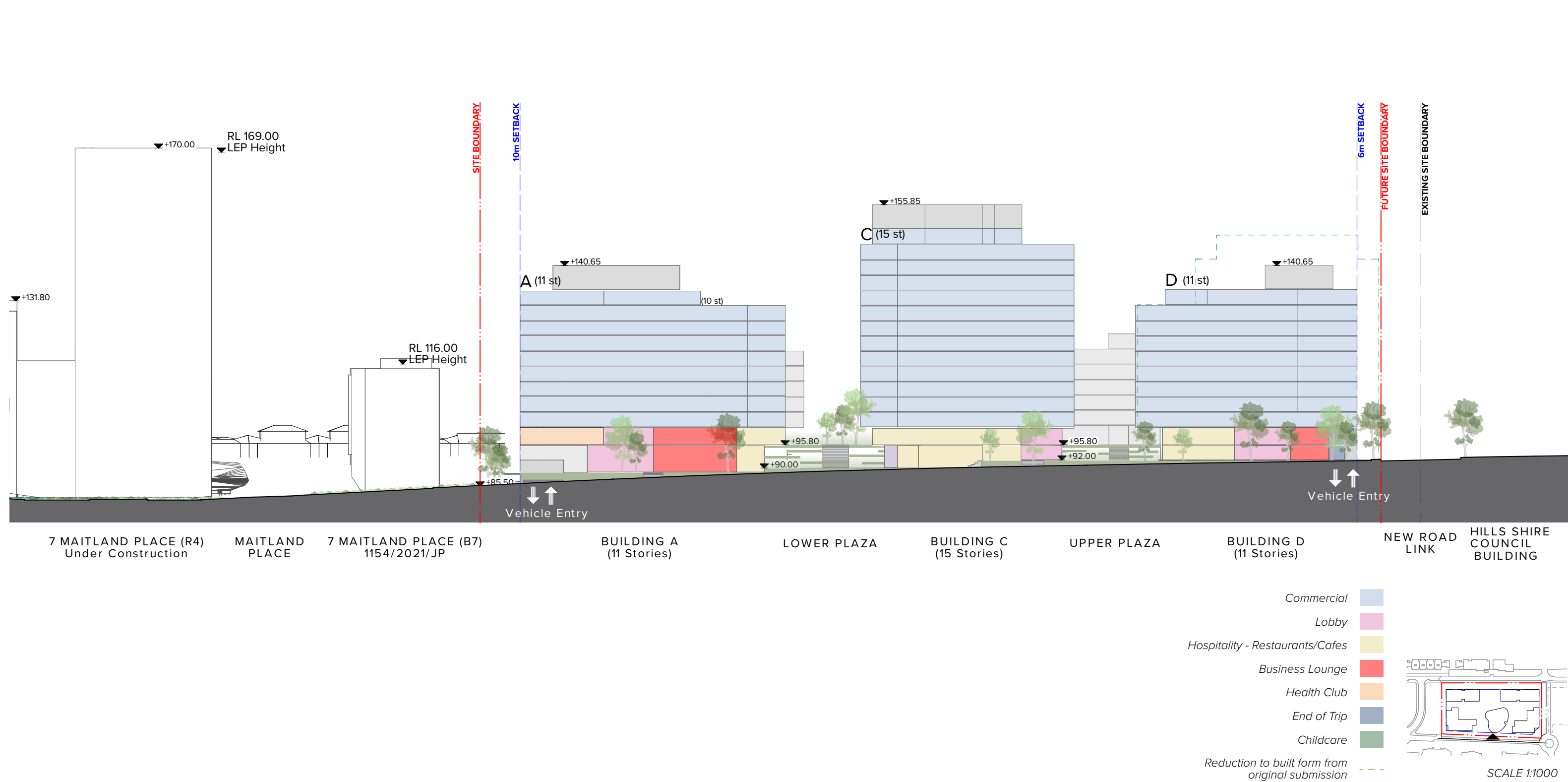
3.32 COURTYARD CONNECTIONS



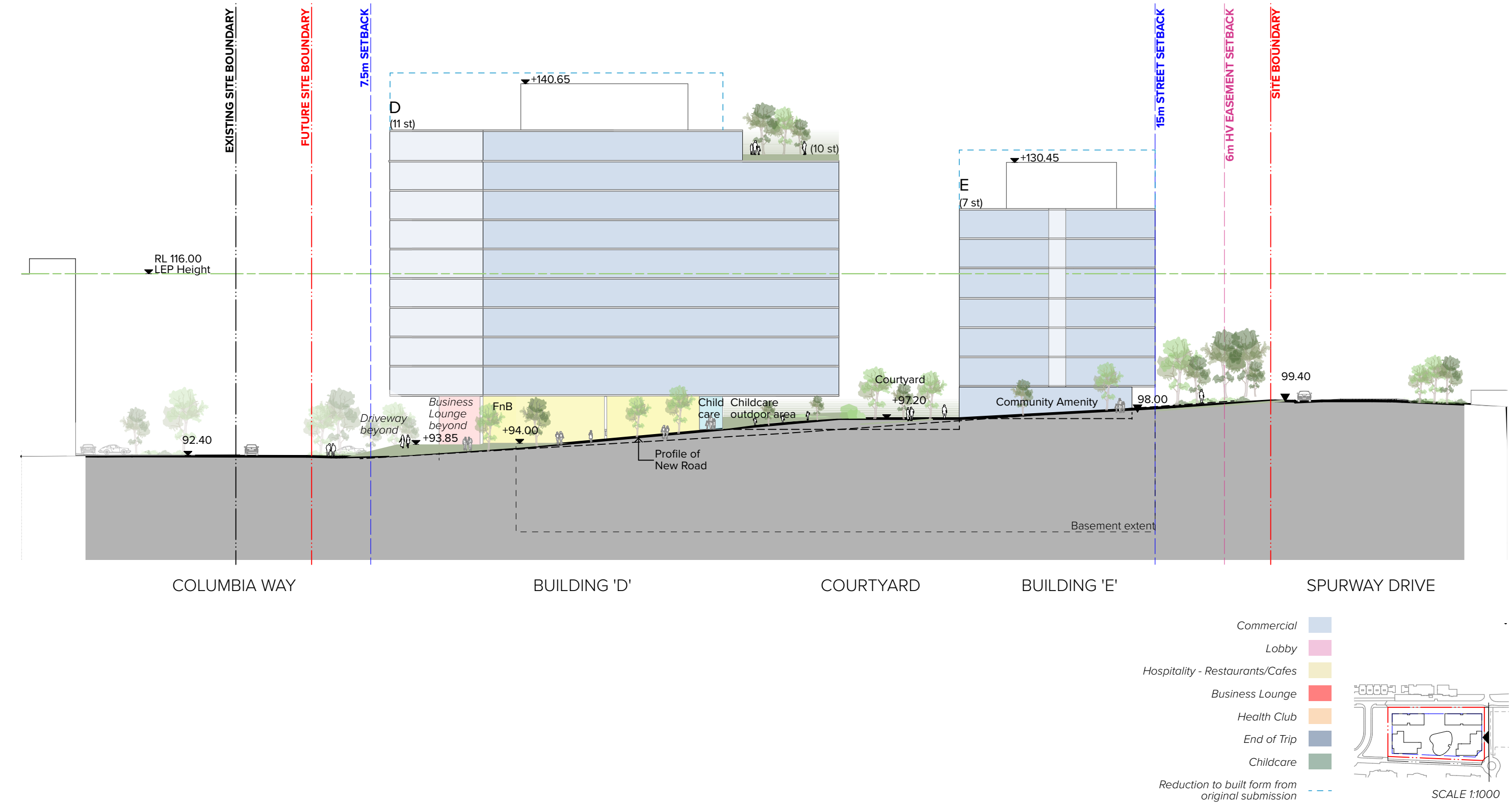
3.32 SPURWAY DRIVE ELEVATION



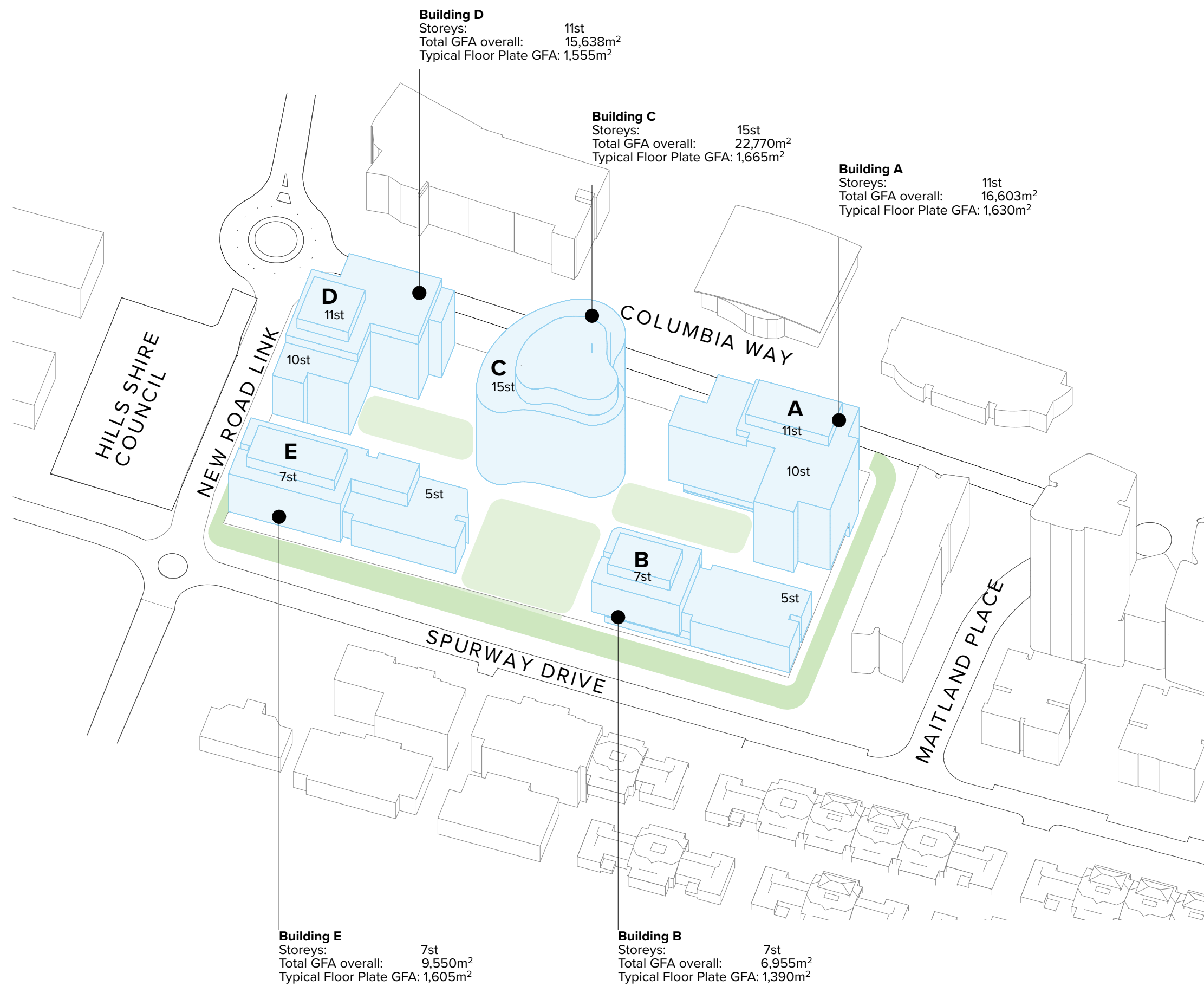
3.32 COLUMBIA WAY ELEVATION



3.32 NEW ROAD LINK ELEVATION

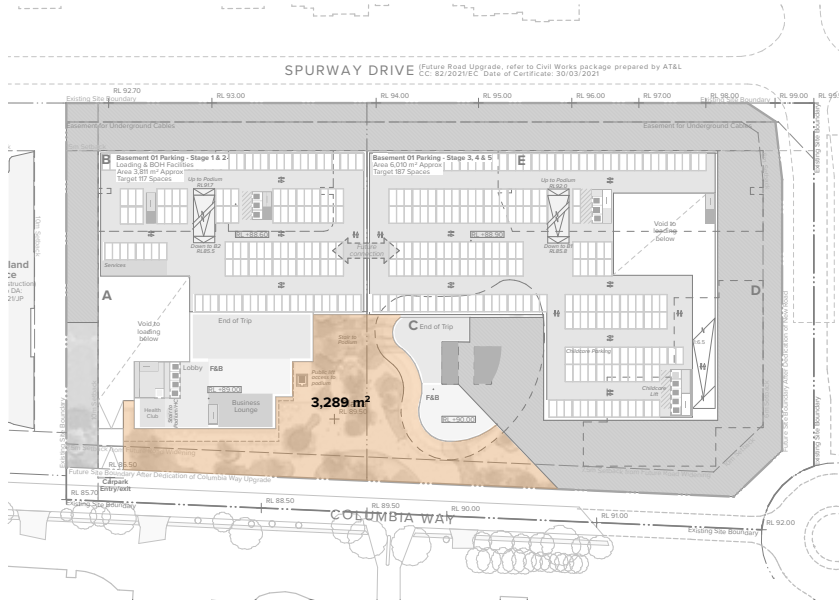


3.33 MASSING OVERVIEW

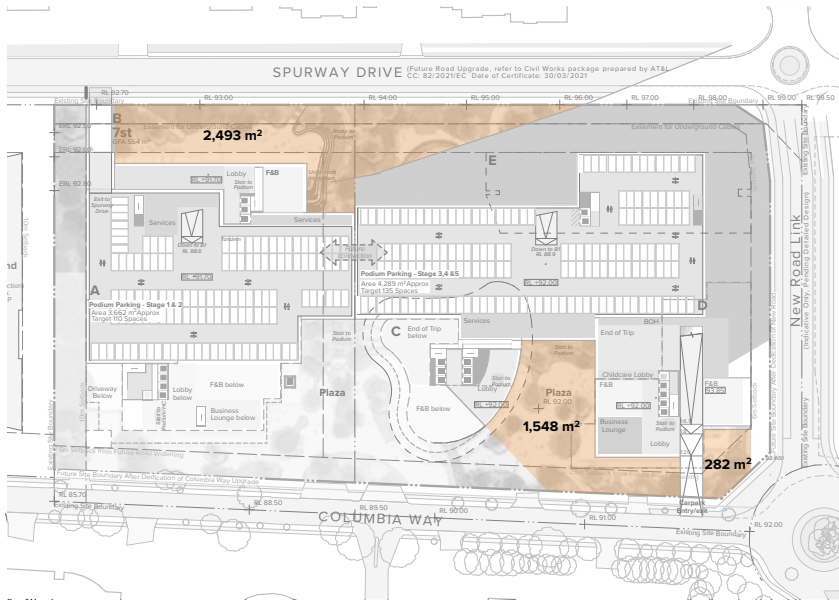


3.34 PUBLICLY ACCESSIBLE OPEN SPACE

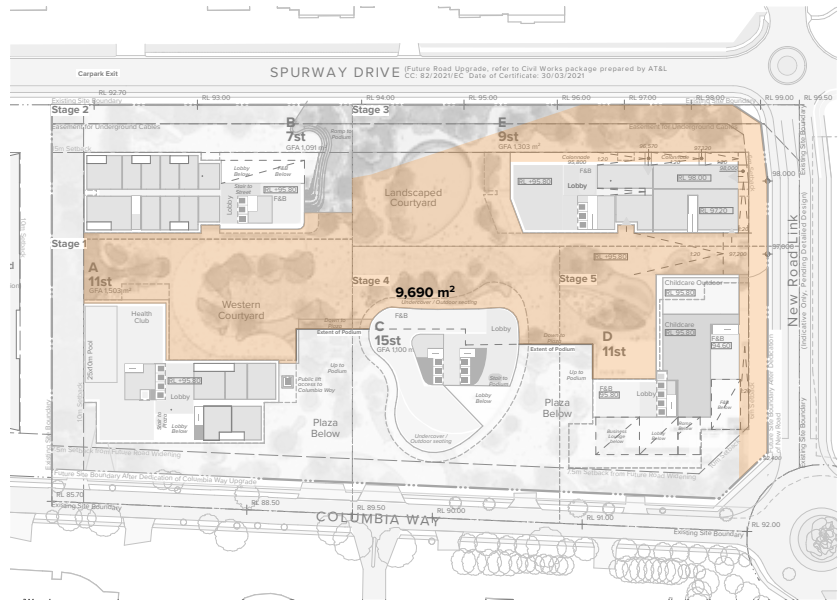
The proposal achieves a highly activated and permeable ground plane which allows for 17,300m² (57% of site area) of high quality and functional publicly accessible open space



LOWER STREET LEVEL



UPPER STREET LEVEL



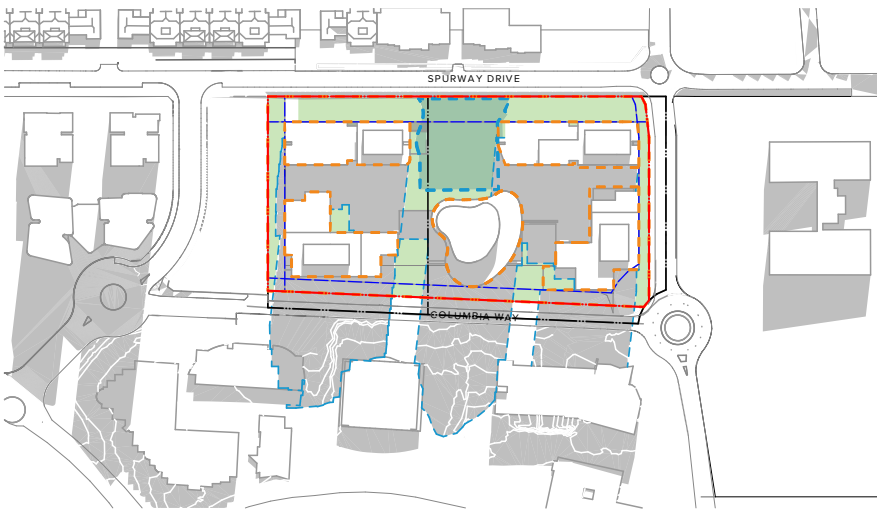
PODIUM LEVEL

Publicly Accessible Space

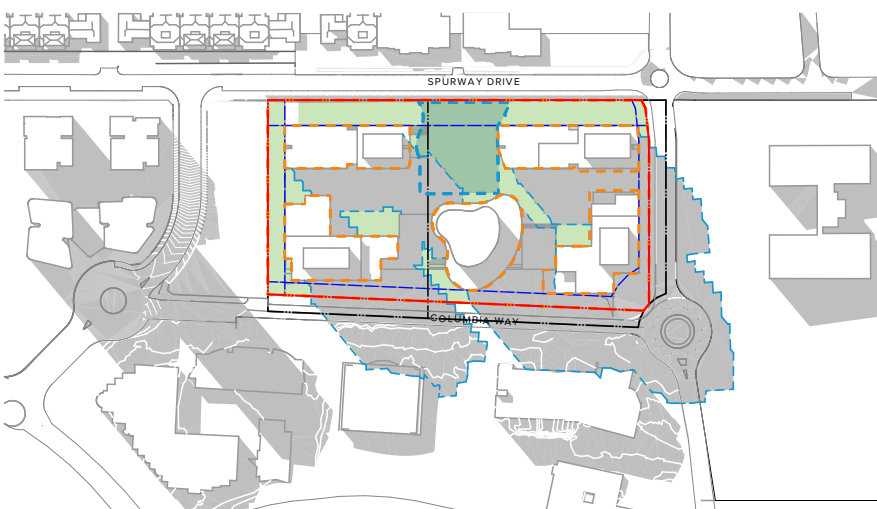


3.35 SHADOW ANALYSIS

Primary open spaces have been oriented to the north to achieve 96% of daylight mid-winter during the key worker lunch break time (11am-1pm).

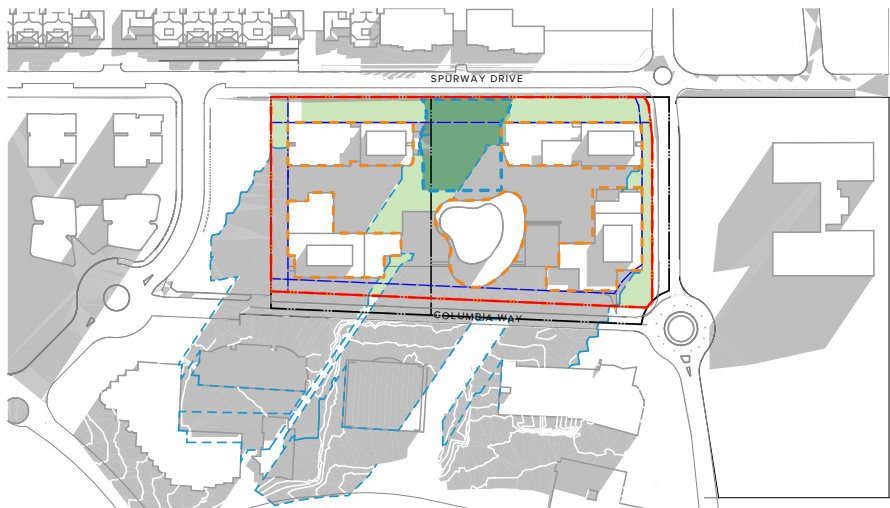


Percentage of Landscaped area in sunlight 36%
Percentage of Primary Landscape Area in sunlight 99%



Percentage of Landscaped area in sunlight 35%
Percentage of Primary Landscape Area in sunlight 86%

2PM



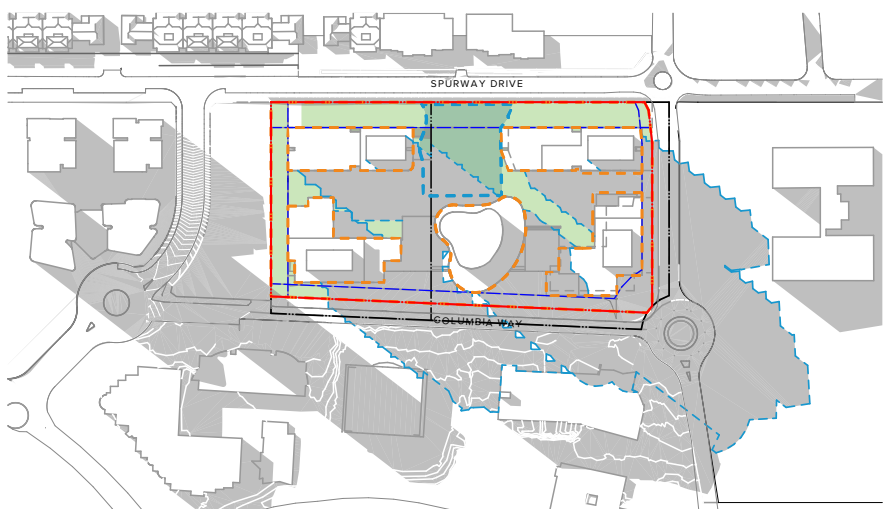
Percentage of Landscaped area in sunlight 29%
Percentage of Primary Landscape Area in sunlight 84%

09AM



Percentage of Landscaped area in sunlight 34%
Percentage of Primary Landscape Area in sunlight 99%

12PM



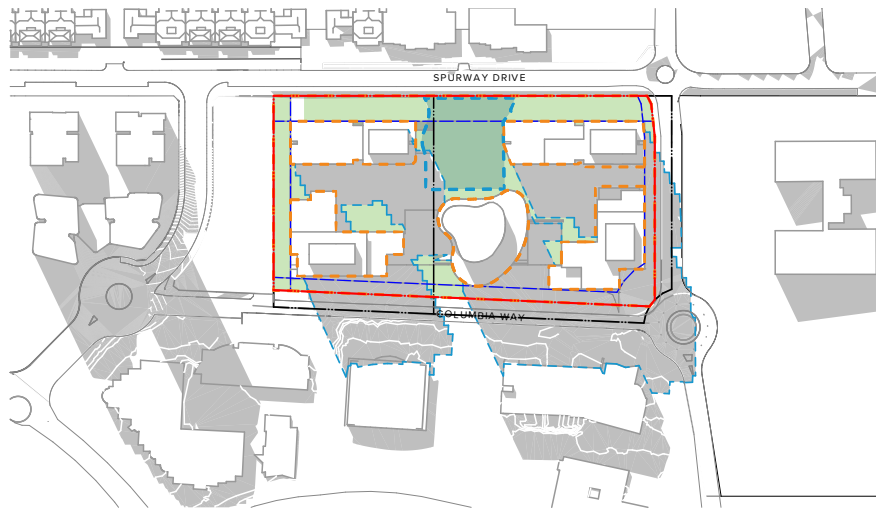
Percentage of Landscaped area in sunlight 32%
Percentage of Primary Landscape Area in sunlight 73%

3PM



Percentage of Landscaped area in sunlight 31%
Percentage of Primary Landscape Area in sunlight 90%

10AM



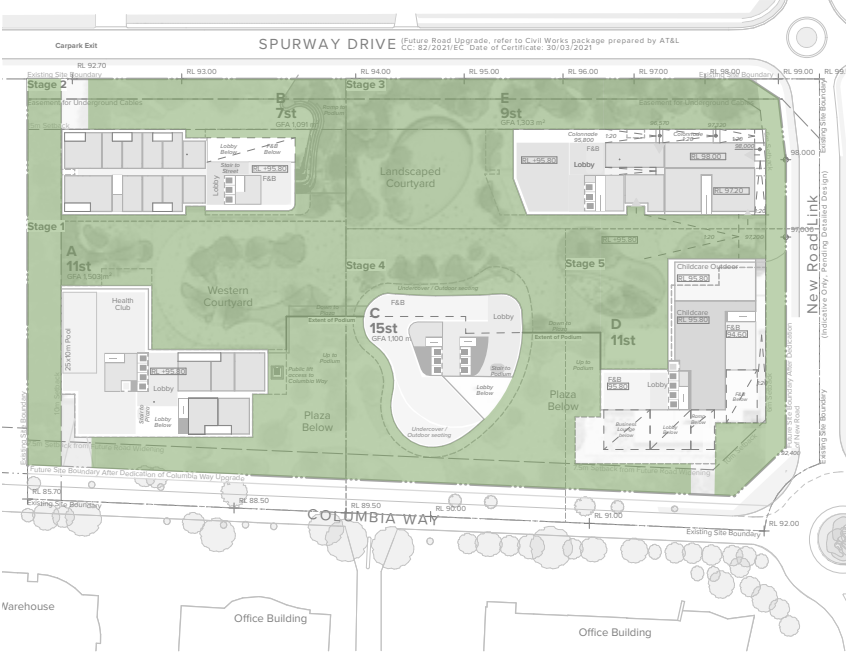
Percentage of Landscaped area in sunlight 34%
Percentage of Primary Landscape Area in sunlight 94%

1PM

9-15 Columbia Way Site Boundary
Building Setbacks
Extent of proposed envelope shadows
Landscaped area
Primary Landscape Area
Percentage of Landscaped area in sunlight
Percentage of Primary Landscape Area in sunlight

3.36 LANDSCAPE REPLACEMENT

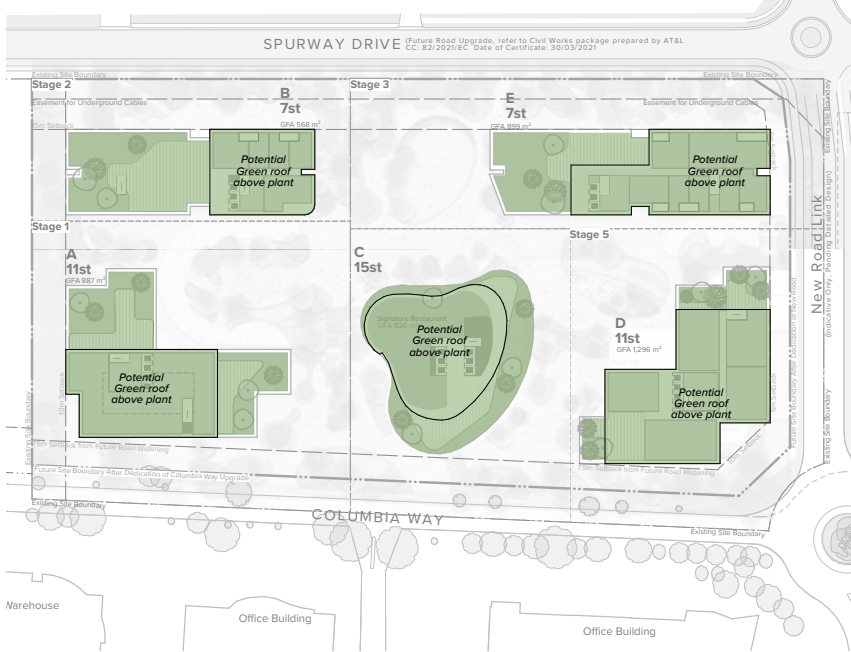
The proposal has the capacity to achieve **100% (of site area) landscape replacement ratio (30,320m²)** of landscaped area through a diversity of planting at street level, typical level (planter boxers and green walls) and green rooftops to roof terraces and plant areas.



LOWER STREET LEVEL

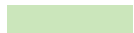


UPPER STREET LEVEL



PODIUM LEVEL

Potential Landscape Area



3.37 PUBLIC DOMAIN LANDSCAPING

The landscape strategy encourages planting and provides a sheltered micro-climate to the public domain with **31% of site area for soft landscaping** and **25% of site area to be covered by tree canopy cover**.



SOFT LANDSCAPING



TREE CANOPY COVER

LEGEND

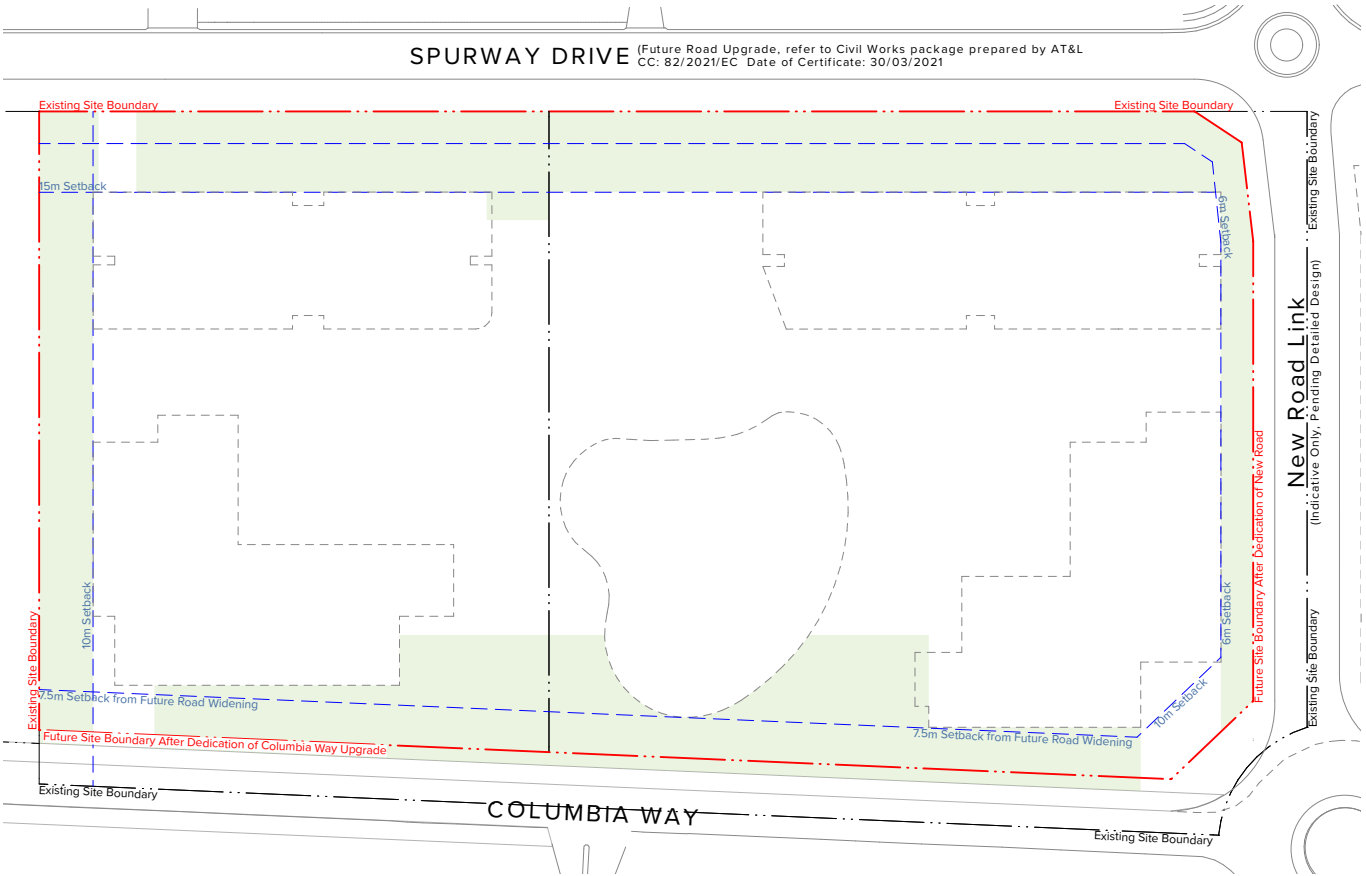
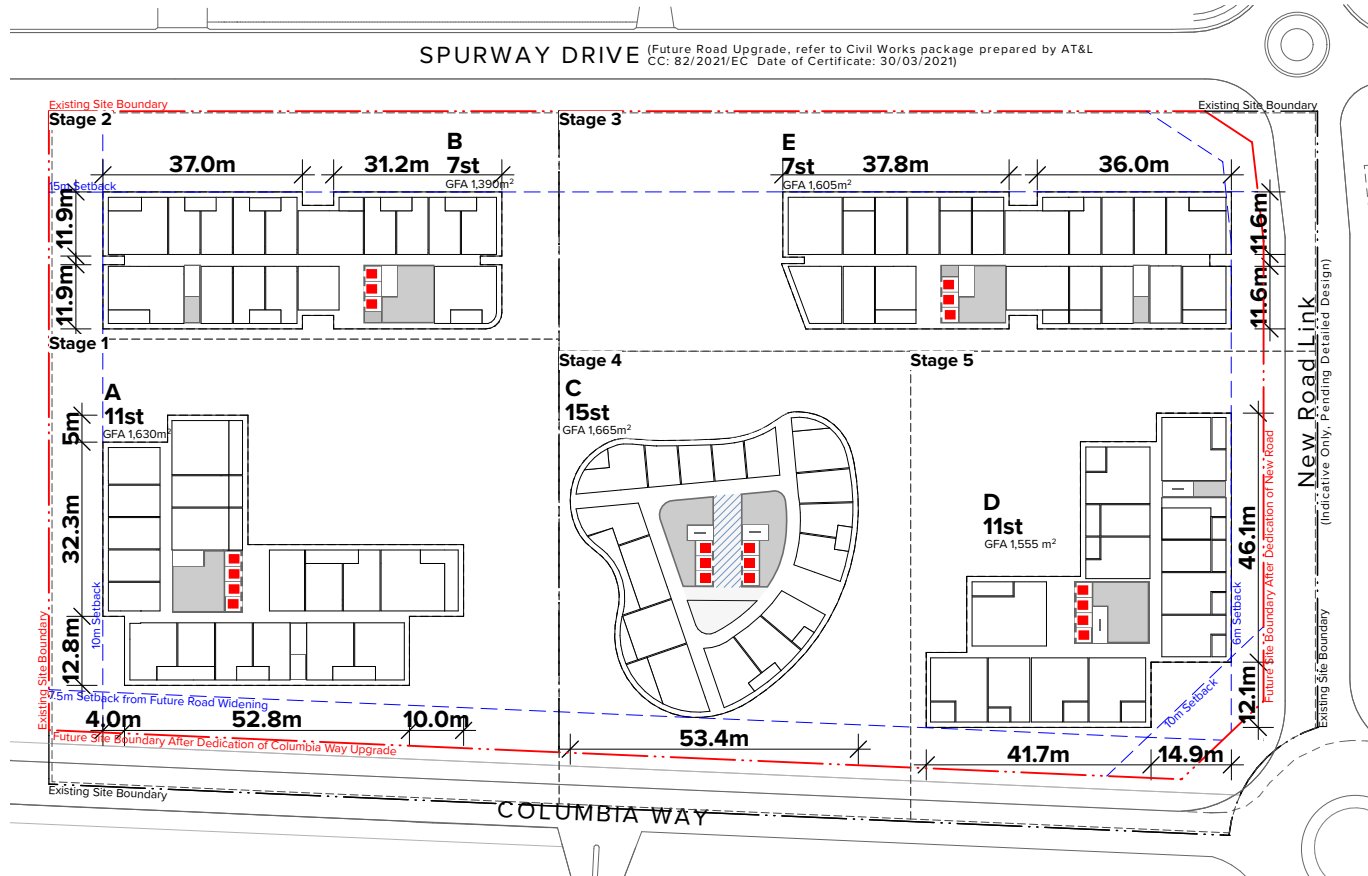
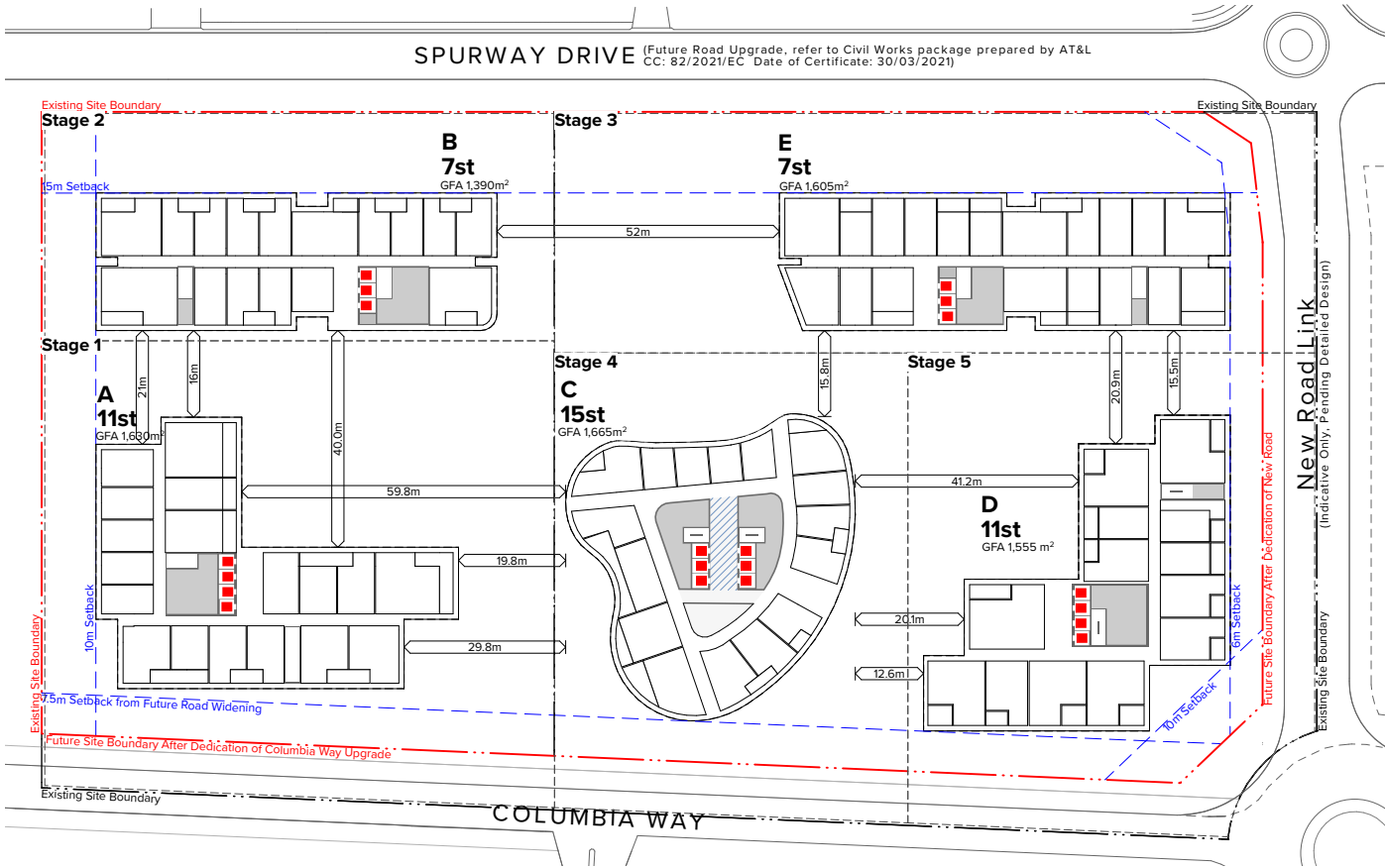
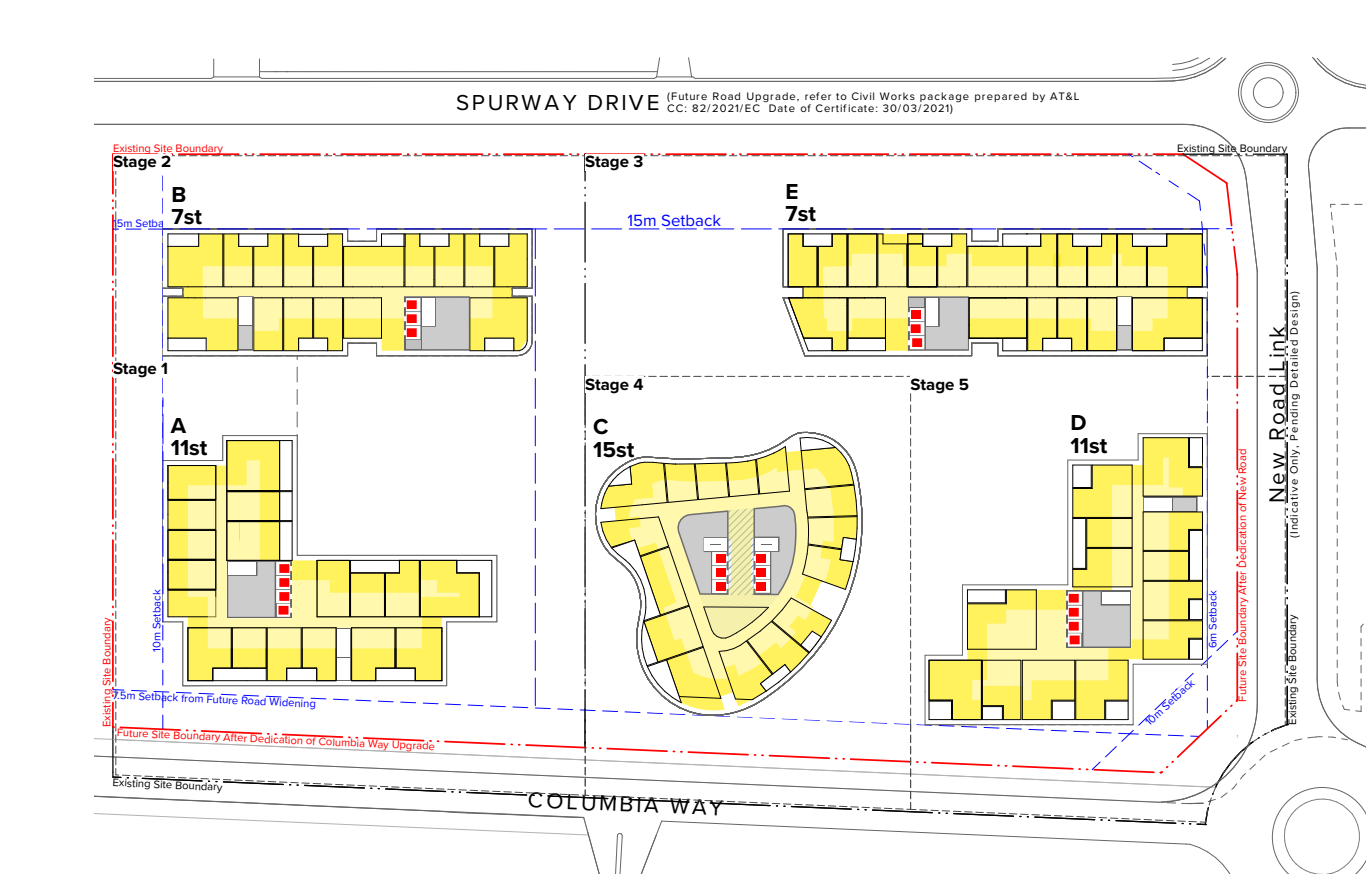
- Proposed Softscape Planting

LEGEND

- Existing tree canopy cover to be retained
- Proposed tree canopy cover
- Proposed Spurway Drive canopy cover
- Structured Shade Covers (Free Standing)

3.38 BUILDING AMENITY DIAGRAMS

Building envelopes have been designed with consideration to key amenity criteria established in the performance place measures.



DAYLIGHT ACCESS

A high percentage of each floor plate has access to good daylight levels, meeting Greenstar Criteria

Building	A Grade	B Grade
A	76%	23%
B	73%	45%
C	76%	49%
D	79%	37%
E	78%	42%

A Grade Daylight within 4m from the perimeter glazing. Ideal for primary work stations
B Grade Daylight within 4.2m from perimeter glazing. Ideal for primary work stations

BUILDING SEPARATION

All buildings are provided greater than 15m building separation. Separation along key streetscape frontages has been increased, to improve the visual connections and street level experience

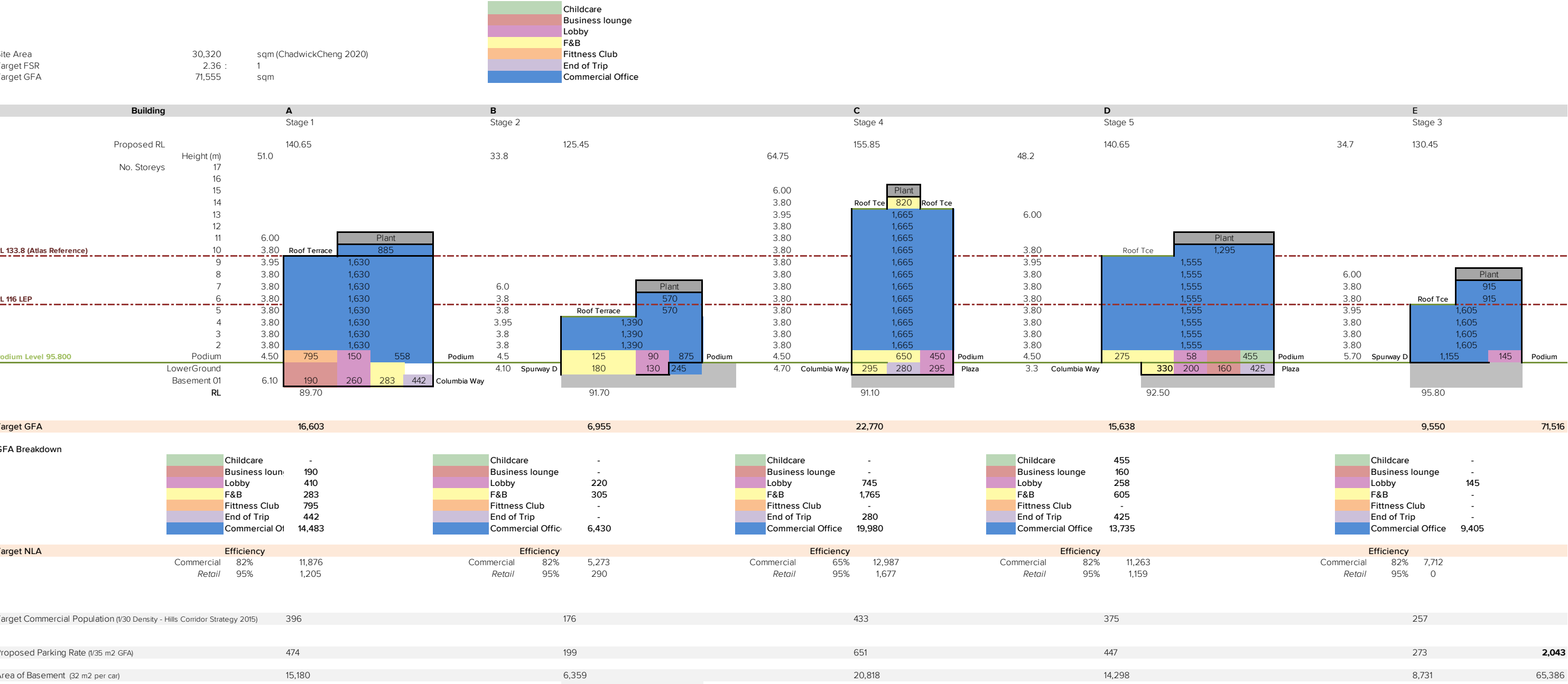
CONTINUOUS FACADE LENGTH

Articulated facades and defined entry points ensure the provision of high quality streetscapes and built form outcomes

DEEP SOIL

An efficient and integrated basement strategy allows for 30% of deep soil provided across the site.

3.39 YIELD DISTRIBUTION





 **ARRIS** PROPERTY GROUP  **GTL**properties **TURNER** **ARCADIA**