

The URBIS logo features the word "URBIS" in a bold, white, sans-serif font. To the right of the text is a white square frame that is open on the left side, with the text "URBIS" positioned to its left.

URBIS

PLANNING PROPOSAL

21-23 Lexington Drive,
Bella Vista

Prepared for
CAPITAL PROJECTS CORPORATION PTY LTD
January 2021

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	John Wynne
Associate Director	Simon Wilkes
Project Code	SA7014
Report Date	28 January 2021.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

1.	Introduction	1
1.1.	Overview	1
1.2.	Report Structure	1
2.	Site & Surrounding Context	3
2.1.	Site Location	3
2.2.	Site Description	4
2.3.	Access and Parking	5
2.4.	Existing Road and Public Transport Conditions	5
2.4.1.	Road Network	5
2.4.2.	Public Transport	5
2.4.3.	Walking and Cycling	6
3.	Existing Planning Controls	7
3.1.	The Hills Local Environmental Plan	7
3.1.1.	Zoning	7
3.1.2.	Land Use Permissibility	7
3.1.3.	Maximum Height of Buildings	8
3.1.4.	Floor Space Ratio	9
4.	Intended Development Outcome	10
4.1.	Development Concept Scheme	10
4.2.	Proposed Uses	11
4.3.	Concurrent Development Application	11
4.4.	Design Considerations	13
4.4.1.	Floor Space	13
4.4.2.	Landscape Context	13
4.4.3.	Solar access	15
4.4.4.	Identified View Corridors	15
4.4.5.	Access, Traffic and Parking	19
4.4.6.	Development Over Railway	20
5.	The Case for Change	21
5.1.	Transit Orientated Development	21
5.2.	Public Benefit	23
6.	Strategic Planning Context	24
6.1.	Metropolitan Strategy – Greater Sydney Regional	24
6.1.1.	Global Economic Corridor	24
6.2.	Greater Sydney Region Plan 2018	25
6.3.	Central City District Plan	26
6.4.	North West Rail Link Corridor Strategy	28
6.5.	The Hills Local Strategy	28
6.6.	Bella Vista Station Precinct	29
6.7.	Hills Shire Local Strategic Planning Statement	30
7.	Planning Proposal Assessment	31
8.	Part 1 – Objectives & Intended Outcomes	32
8.1.	Objectives	32
8.2.	Intended Outcomes	32
9.	Part 2 – Explanations of Provisions	33
9.1.	Overview	33
9.2.	Floor Space Ratio	33
10.	Part 3 – Justification	35
10.1.	Need for the Planning Proposal	35

10.1.1.	Q1 – Is the planning proposal a result of any strategic study or report?	35
10.1.2.	Q2 – Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	35
10.2.	Relationship to Strategic Planning Framework.....	36
10.2.1.	Q3 – Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?	36
10.2.2.	Q4 – Is the planning proposal consistent with a council's local strategy or other local strategic plan?	38
10.2.3.	Q5 – Is the planning proposal consistent with the applicable State Environmental Planning Policies	39
10.2.4.	Q6 – Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?	41
10.3.	Environmental, Social and Economic Impact	43
10.3.1.	Q7 – Is there any likelihood that critical habitat or threatened species populations or ecological communities, or their habitats will be adversely affected as a result of the proposal?	43
10.3.2.	Q8 – Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?	44
10.3.3.	Q9 – Has the planning proposal adequately addressed any social and economic effects?.....	44
10.3.4.	Q10 – Is there adequate public infrastructure for the planning proposal?	44
10.3.5.	Q11 – What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?	44
11.	Part 4 - Mapping	45
12.	Part 5 – Community Consultation	46
13.	Part 6 – Project Timeline	47
14.	Conclusion	48
	Disclaimer	49

Appendix A	Architectural Plans
Appendix B	Landscape Concept Plan
Appendix C	Traffic and Parking Study
Appendix D	Strategic Transport Review

FIGURES

Figure 1 Site Location Plan	3
Figure 2 Site Context	4
Figure 3 Site Aerial	4
Figure 4 Site Access	5
Figure 5 Extract from HELP 2019 Zoning Map	7
Figure 6 Extract Height of Buildings Map	8
Figure 7 FSR Map	9
Figure 8 Streetscape in Context	10
Figure 9 Proposed Building Section	11
Figure 10 Building Section – Development Application (Parking @ 1: 25m2 GFA, DCP compliant)	12
Figure 11 Building Section – Planning Proposal (Parking @ 1: 40m2 GFA, DCP compliant)	12
Figure 12 Communal Open Space / Courtyard Area	14
Figure 13 Winter Solstice June 21 st @ 9am, 12 and 3pm.	15

Figure 14 View Corridors, Extract from Hills Shire Development Corridor Plan 2012	16
Figure 15 Identified View Corridors to/from Bella Vista Farm	17
Figure 16 View from Bella Vista Farm, looking west toward Blue Mountain. 21-23 Lexington drive is located approximately 60 degrees to the right of this image. The development of the subject site has no impact on this view corridor	17
Figure 17 Identified View Corridors to/from Bella Vista Farm toward hilltop near Spurway Dive. Subject site is located approximately 80-degrees to the left of this image. The development of the subject site has no impact on this view corridor	18
Figure 18 View from Bella Vista Farm extending to Norwest Boulevard, with the subject site beyond. The development of the subject site shall have no impact on views of the Bella Vista Farm from Norwest Boulevard	18
Figure 19 Sydney Metro (Northwest).....	21
Figure 20 Proposed Maximum Building Height within the Bella Vista Station Precinct Report (2015)	22
Figure 21 Global Economic Corridor	25
Figure 22 Three City Metropolis of Greater Sydney	26
Figure 23 Extract from Central City District Plan	27
Figure 24 Extract from North West Rail Link Corridor Strategy.....	28
Figure 25 Bella Vista Station Precinct Structure Plan	29
Figure 26 Existing LEP Floor Space Ratio Map	33
Figure 27 Existing LEP Floor Space Ratio Map	34
Figure 28 Proposed Floor Space Ratio: 2.7:1	45

TABLES

Table 1 Existing Controls and Proposed Amendments	33
Table 2 Alignment with Directions of Hills Corridor Strategy	38
Table 3 Consistency with State Environmental Planning Policies	39
Table 4 Consistency with Regional Environmental Plans	41
Table 5 Section 117 Compliance Table.....	41

1. INTRODUCTION

1.1. OVERVIEW

This Planning Proposal has been prepared by Urbis on behalf of *Capital Projects Corporation* (“the applicant”), to initiate an amendment of *The Hills Local Environmental Plan 2019* for the “subject site” being 21 – 23 Lexington Drive, Bella Vista.

The Planning Proposal seeks to facilitate the comprehensive development of this currently vacant site for commercial purposes. The planning proposal seeks to facilitate the desired outcome by:

- Amending the maximum Floor Space Ratio control under The Hills Local Environment Plan 2019 for the subject site from 2:1 to 2.7:1.

The planning proposal and the intended development outcome is considered appropriate in the following context:

- The subject site is already appropriately zoned and the proposed development is consistent with the objectives of the B7 Zone.
- The subject site is located within 400 metres of the recently opened and fully operational Bella Vista Station.
- The subject site is relatively free of constraints, being vacant and in single ownership.
- The subject site represents a significant opportunity to deliver considerable business development and employment opportunities, being a key component of achieving the identified jobs targets for the local area and the Hills Shire more generally.
- Consistency with the strategic future direction of the *Bella Vista Station Precinct* and the *North-West Rail Link Corridor Strategy*, recognising the evolving nature of the Business Park.
- Consistency with the market trends and planning for other business parks across Sydney.

1.2. REPORT STRUCTURE

The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals*. It includes the following:

- Description of the subject site and its context
- An overview of the strategic context of the site
- A summary of the local planning controls
- An overview of the key elements of the Planning Proposal
- Statement of the objectives and intended outcomes of the proposal
- Explanation of the provision of the proposal
- Justification for the proposal
- Mapping to accompany the proposal
- Description of the community consultation process expected to occur regarding the proposal
- An approximate project timeline

The Planning Proposal is accompanied by a range of plans and reports to provide a comprehensive analysis of the site opportunities and constraints. These include:

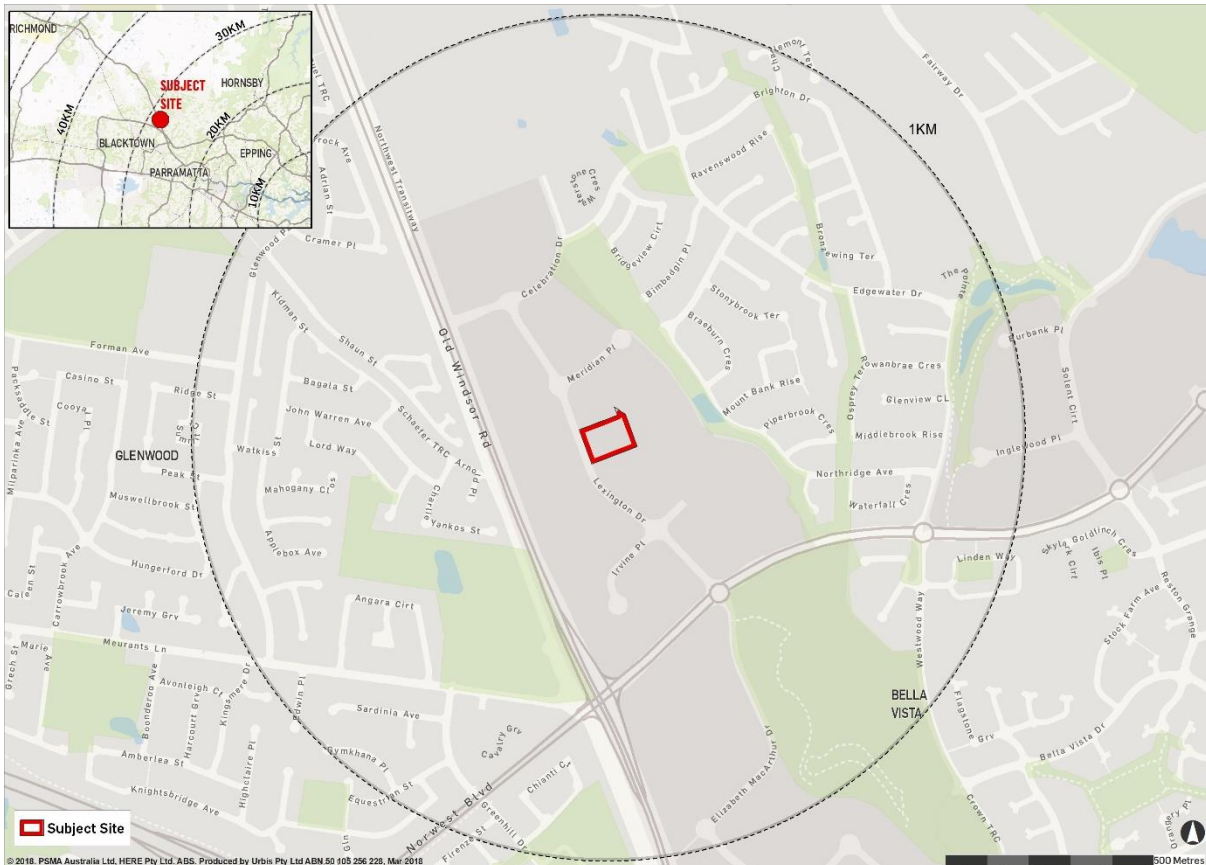
- **Appendix A** – Architectural Plans prepared by Koichi Takada Architects (KTA).
- **Appendix B** – Landscape Plans prepared by Scott Carver.
- **Appendix C** – Traffic and Parking Study prepared by Stantec.
- **Appendix E** – Strategic Transport Review prepared by GTA.
- **Appendix D** – Proposed LEP Mapping.

2. SITE & SURROUNDING CONTEXT

2.1. SITE LOCATION

The subject site is located within Bella Vista portion of the Norwest Business Park and is within the Hills Shire Council Local Government Area (LGA). Bella Vista is approximately 27km north west of the Sydney CBD in the north-west region of Sydney. The vicinity is considered to have good access to existing and future transport connections including the new Bella Vista Metro Station has been built as part of the first stage of Sydney Metro. The area is also well connected to several major metro roads including the M7 Motorway as well as Old Windsor Road which connects to the Parramatta CBD.

Figure 1 Site Location Plan



In the local context, the following may be noted:

- **Access to transport:** the site is considered to be highly accessible, with a range of different transport options available. There is an existing road network, with the site having direct frontage to Lexington Drive. The site is located approximately 400m from the metro station, as well as having access to bus, cycle and pedestrian routes.
- **Commercial:** The site is surrounded by an agglomeration of commercial activities, developed to a range of building heights and densities. In the immediate area, this is considered to be the remaining vacant site.
- **Low density residential:** While the business park as a whole is surrounded by residential areas, the subject site has a high level of separation from residential areas. Nearest existing residential areas are located to the west of Old Windsor Road and the east of Elizabeth McArthur Creek.

The local site context is further illustrated in Figure 2 overleaf

Figure 2 Site Context



Source: KTA

2.2. SITE DESCRIPTION

The site is located at 21-23 Lexington Drive, Bella Vista and is legally referred to as Lot 7081 DP 1037626. The subject site is shown in the figure below.

Figure 3 Site Aerial



Source: Urbis

2.3. ACCESS AND PARKING

Vehicular access to the site is currently via a single concrete driveway accessed from Lexington Drive. The driveway is located fully within the boundary of the site. However, it is burdened by a right of carriageway to provide access for the adjoining landowner at 17-19 Lexington Drive, Bella Vista.

Figure 4 Site Access



Source: Near Map (2018)

2.4. EXISTING ROAD AND PUBLIC TRANSPORT CONDITIONS

2.4.1. Road Network

Vehicles accessing the site will generally do so via Old Windsor Road, Norwest Boulevard or Celebration Drive, and along Lexington Drive.

- **Lexington Drive** is a local road under the care and management of Council. It runs in a north-south alignment in the proximity to the site, and connects Celebration Drive in the north to Norwest Boulevard to the south. It has a carriageway width of approximately 11 metres in the vicinity of the site, allowing for one lane of traffic in each direction, and kerbside parallel parking lanes on either side of the road. Lexington Drive has a posted speed limit of 50 km/h.
- **Celebration Drive** is a local road under the care and management of Council. It runs in an east-west alignment at the northern end of Lexington Drive, at which the intersection is currently controlled via a temporary roundabout. It forms an intersection with Old Windsor Road at its western terminus, which serves as one of the primary access locations for vehicles travelling to/from the site from the north / west / south.
- **Norwest Boulevard** is under the care and management of Roads and Maritime Services (RMS). It runs in an east-west alignment at the southern end of Lexington Drive, at which the intersection is controlled via a roundabout, providing access further south via Elizabeth MacArthur Drive. To the west of this intersection, it forms an interchange with Old Windsor Road, providing access to/from all directions.

2.4.2. Public Transport

Bus stops are located within easy walking distance from the site to the south, along Norwest Boulevard. The bus routes that are serviced by these bus stops include:

- Route 618X – City to Norwest Business Park via Lane Cove Tunnel.

- Route 628 – Norwest to Chatswood.

The recently finished Bella Vista Metro Station is located approximately 400 metres walking distance to the north of the site - providing ease of access to a range of locations across Sydney. The station has 800 commuter parking spaces, bicycle parking and storage for 35 bicycles, and 16 spaces for kiss-and-ride.

2.4.3. Walking and Cycling

Pedestrian footpaths are located along Lexington Drive, Celebration Drive, Norwest Boulevard, and the streets surrounding the site.

3. EXISTING PLANNING CONTROLS

This section provides a summary of the existing local planning controls that apply to the site under the current legislative framework.

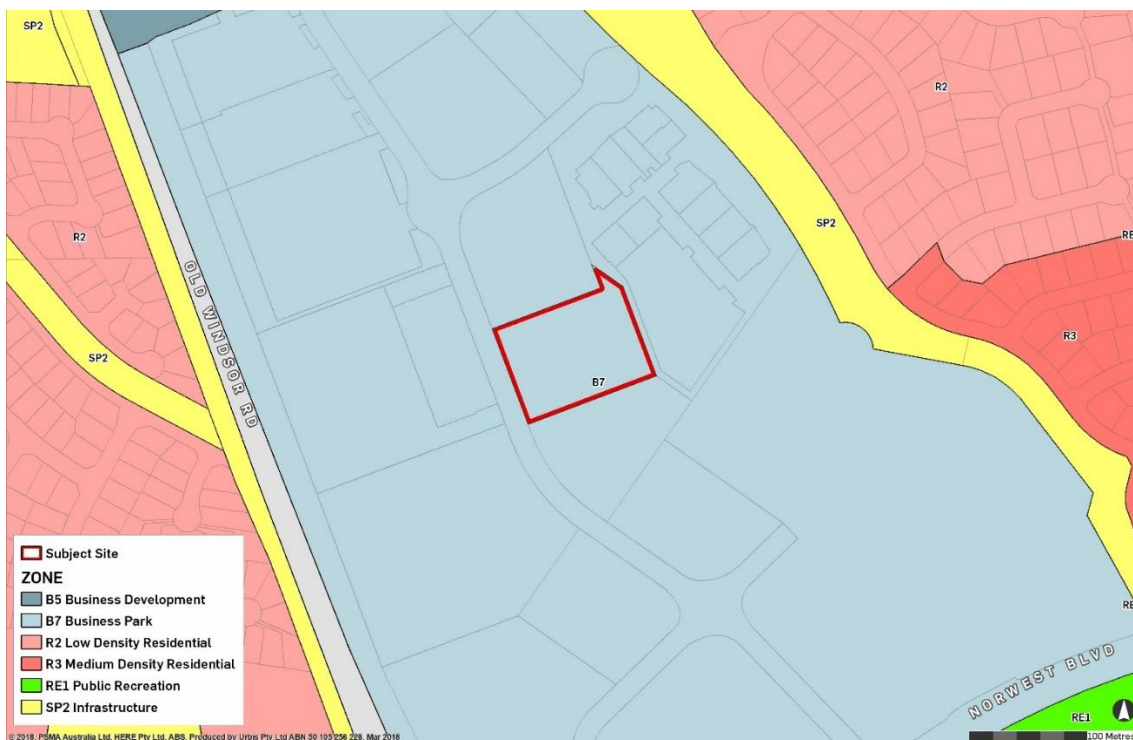
3.1. THE HILLS LOCAL ENVIRONMENTAL PLAN

The Hills Local Environmental Plan 2019 (HLEP 2019) is the principal Environmental Planning Instrument governing development on the site.

3.1.1. Zoning

The subject site is zoned B7 Business Park.

Figure 5 Extract from HELP 2019 Zoning Map



Source: Urbis

The objectives of the B7 zone are stated as:

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

3.1.2. Land Use Permissibility

The permitted and prohibited land uses of the B7 Business Park zone are listed below:

2 Permitted without consent

Nil

3 Permitted with consent

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

4 Prohibited

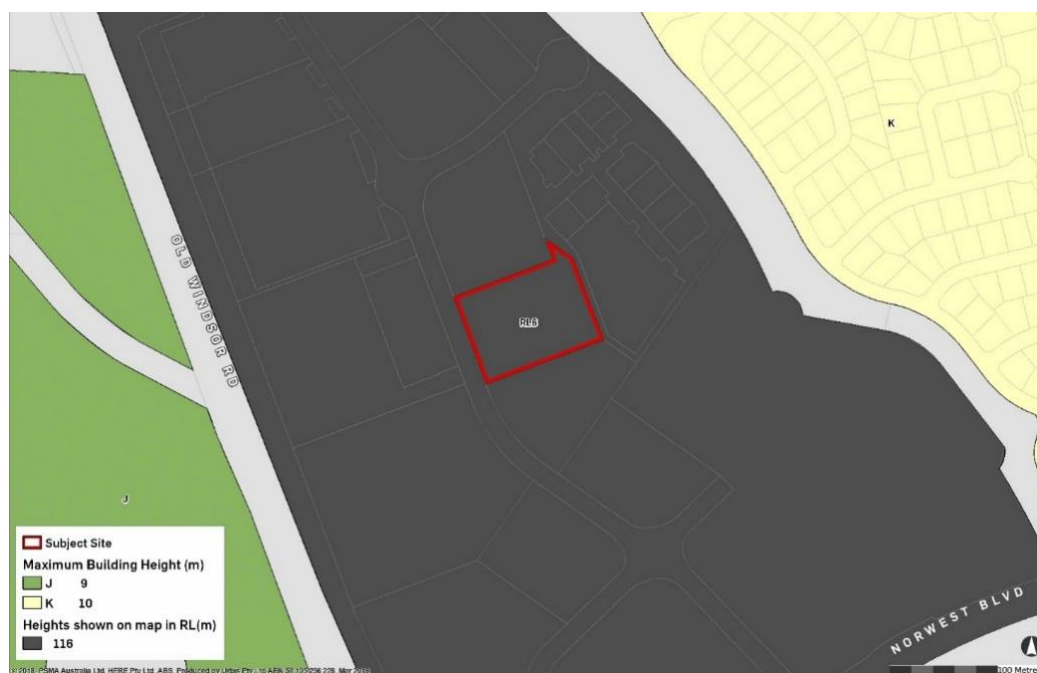
Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

A range of different land uses are clearly permissible with consent within the zone. While a potential of land uses has been indicated with this planning proposal, as part of detailed planning and for any future Development Applications, the final selection of land uses will be determined at that point in time and relative to the applicable framework. It is acknowledged that changes to both HLEP and standard instrument occur over time.

3.1.3. Maximum Height of Buildings

Under HLEP 2019, the existing maximum height of building control across the site is RL116m, as shown in figure 6 below.

Figure 6 Extract Height of Buildings Map

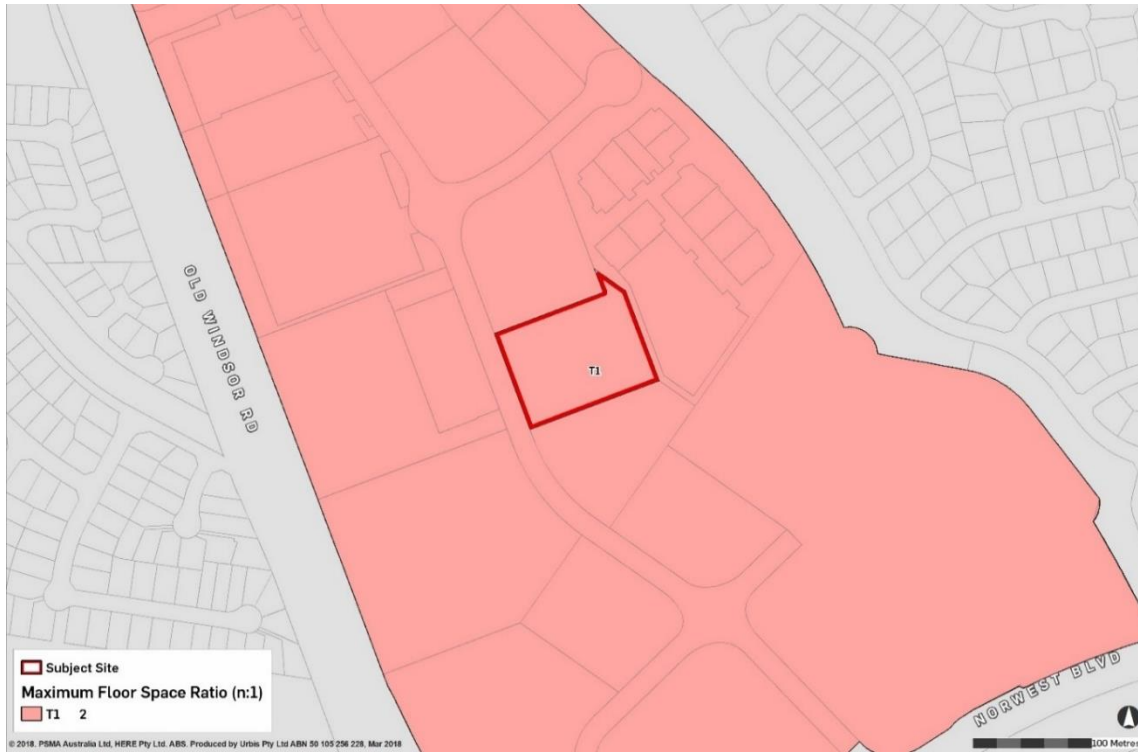


Source: Urbis

3.1.4. Floor Space Ratio

Under the LEP, the subject site currently has a maximum FSR of 2:1.

Figure 7 FSR Map



Source: Urbis

4. INTENDED DEVELOPMENT OUTCOME

4.1. DEVELOPMENT CONCEPT SCHEME

The urban design principles and design rationale supporting the Planning Proposal have been developed through the preparation of an indicative development concept scheme by Koichi Takada Architects (KTA).

The proposed development scheme for the site includes the following:

- A new building with a total gross floor area for the subject site of 27,769sqm.
- 664 vehicle spaces, 16 motorcycle spaces, and 44 bicycle spaces.

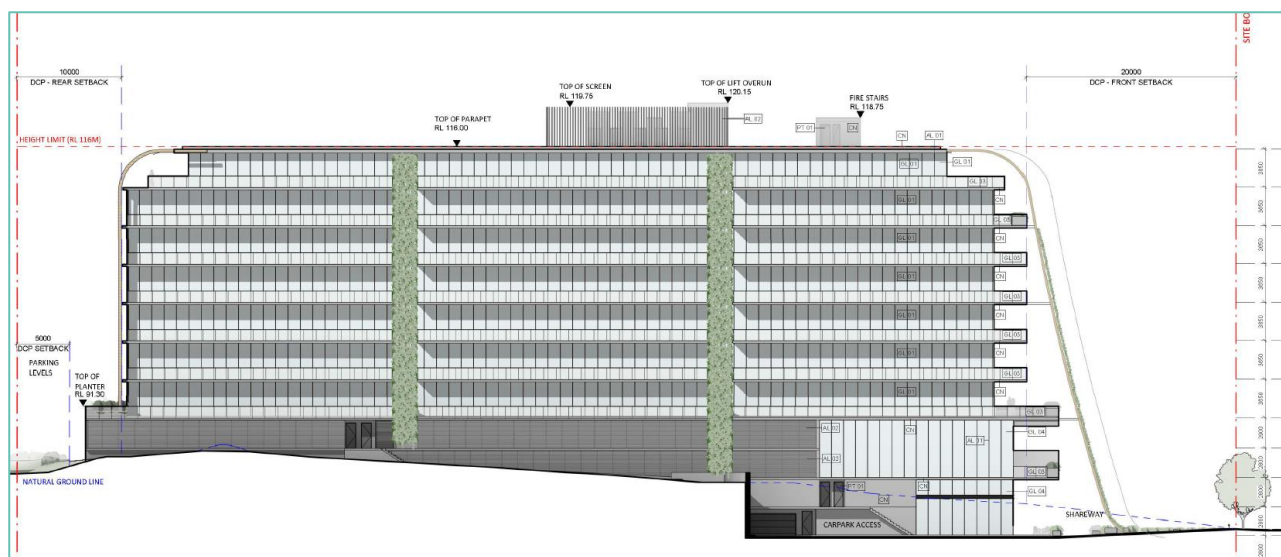
Plans for the development concept scheme are provided in Appendix A and shown in the figures below.

Figure 8 Streetscape in Context



Source: KTA

Figure 9 Proposed Building Elevation



Source: KTA

4.2. PROPOSED USES

The development will provide:

- Basement level, containing carparking
- Ground floor, containing food and beverage tenancies.
- Level 1 – parking and end of trip facilities
- Level 2 – parking, function and meetings rooms, gym
- Level 3 – parking
- Level 4 – office space and communal terrace
- levels 5-9 – office space
- Level 10 containing serviced apartments

The communal terrace through the centre of the building (east/west) on level 4 provides a central atrium that provides natural light throughout the building.

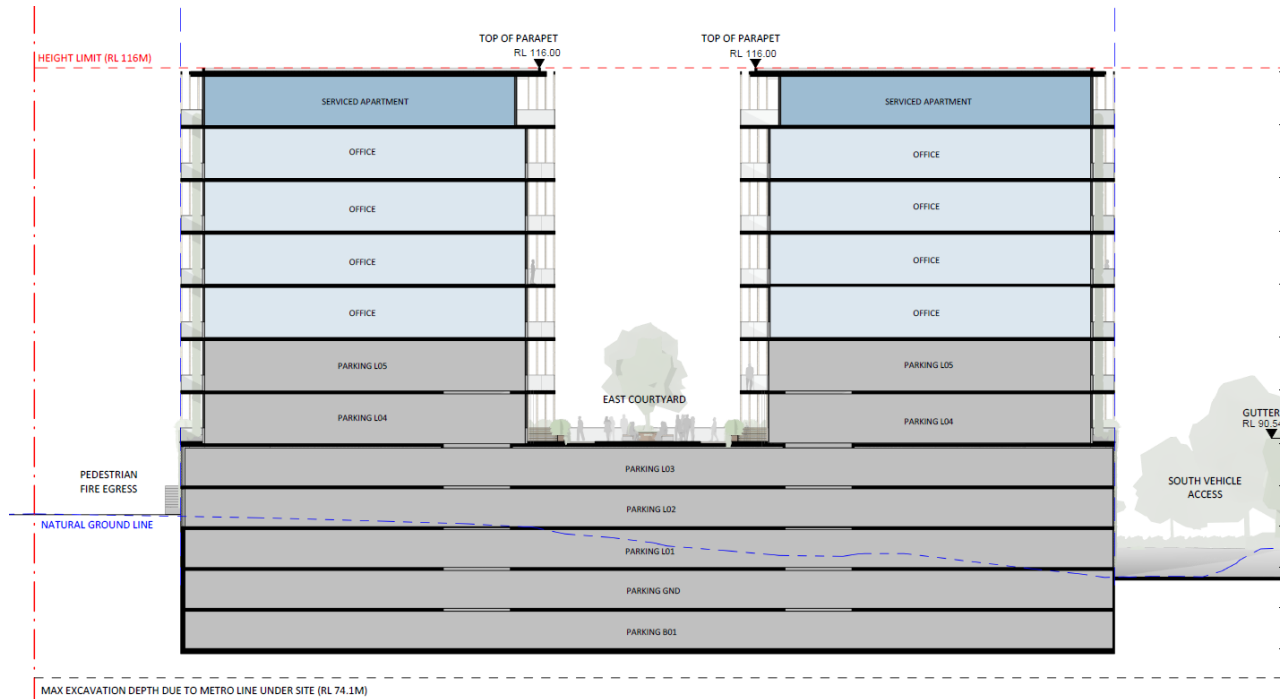
4.3. CONCURRENT DEVELOPMENT APPLICATION

This planning proposal is intended to be advanced in parallel with an application for development consent, which has been lodged with the Hills Shire Council (Reference: 172/2021/JP).

The DA has been advanced on the basis of the current LEP development standards (116m height, 2:1 FSR), it is expected that the planning proposal will be revised and advanced concurrently (and independently to) with the DA. Once the PP has suitably progressed, necessary arrangements can then be made to update the application/consent to achieve the intended FSR of 2.7:1.

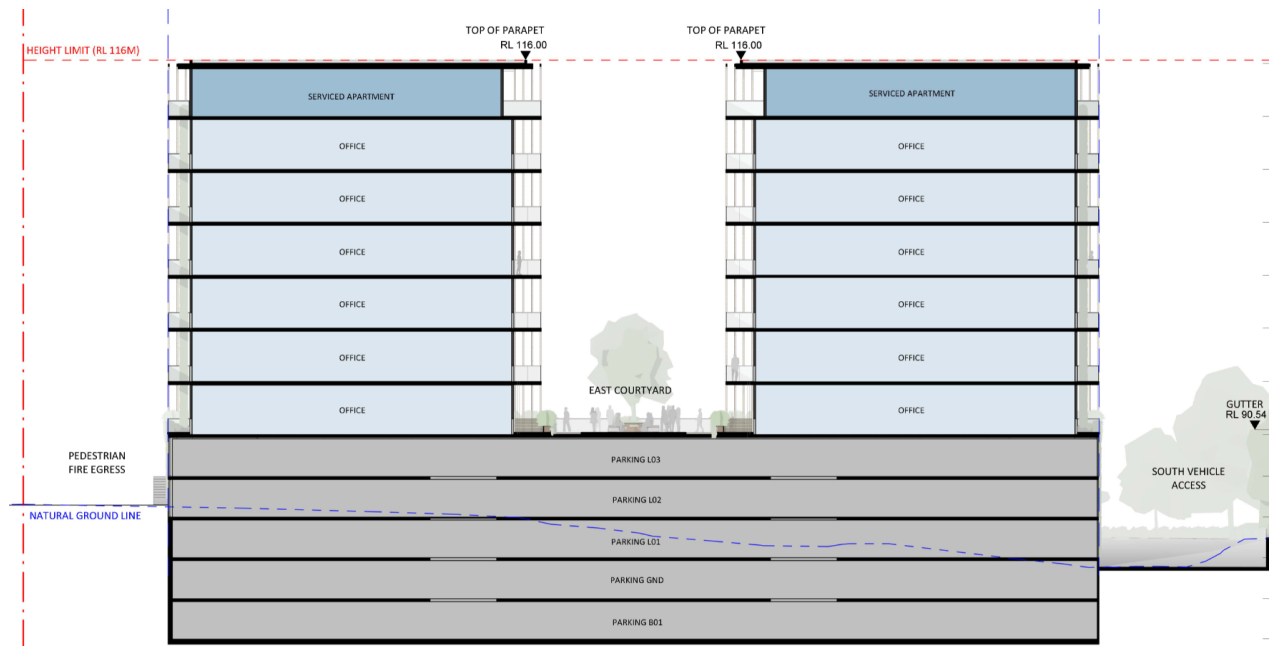
As part of the design outcome/updates intended to be facilitated by the planning proposal (FSR of 2.7, RL 116m), the proposed level of parking provision is also expected to be updated from the current DCP rate of 1:25m² GFA to the future recommended 1:40m² GFA. This will allow for the effective conversion of two parking levels to office floorspace.

Figure 10 Building Section – Development Application (Parking @ 1: 25m2 GFA, DCP compliant)



Source: KTA

Figure 11 Building Section – Planning Proposal (Parking @ 1: 40m2 GFA, consistent with recommended DCP update)



Source: KTA

In summary, the overall built form has been developed and tested to demonstrate:

- (a) How compliance with the current planning framework/development standards shall be achieved, and
- (b) How the design outcome is 'future proof' and aligned with the adopted strategic planning framework for the area – delivering suitable employment outcomes and a contemporary transport approach.

The merits of the planning proposal, in parallel with the current development application, are clearly evident.

Note: The architectural design package established an intended development outcome, aligned with the DA package, as lodged. The DA package will continue to be refined as part of the standard assessment/determination process, having regard for Council, Design Excellence Panel and agency comments.

Such design refinements are not expected to have any material impact on either the site specific or strategic merit considerations for the Planning Proposal

4.4. DESIGN CONSIDERATIONS

4.4.1. Floor Space

The planning proposal seeks to facilitate a development outcome incorporating a total floor space on the subject land of approximately 27,769 sqm, equating to a floor space ratio of 2.7:1. The proposed floor space ratio is considered appropriate in the context of:

- The strategic location of the site, being located within 400m of the Bella Vista Metro Station.
- The evolving nature of the Norwest Business Park, as outlined in Section 5.
- Being modest in nature, when compared with the trends of other business parks across Sydney, with FSR metrics generally above 3:1 – e.g. Macquarie Business Park currently up to 3.66:1.
- The opportunity to comprehensively and effectively develop a rare vacant site. Development to the present 2:1 FSR would arguably represent significant 'under-development' and a lost opportunity.
- The opportunity to facilitate significant employment opportunities into the future – depending on detailed design, configuration and final activities, this site is expected to conservatively provide for around 2,000 future jobs. The Hills Corridor Strategy identifies the need to deliver approximately 7,869 new jobs for the precinct in the coming period to 2036, as part of the Hills Shire overall need for an additional 93,600 jobs.
- The demonstrated clear separation from nearby residential areas, with minimal amenity impacts on nearby residential dwellings associated with activities occurring on the site.

4.4.2. Landscape Context

The subject site is currently vacant of development and vegetation. A Landscape Concept Plan has been prepared by Scott Carver Architects and is provided at Appendix B. The Concept Plan comprises of three main features:

- **Landscape Masterplan** at ground level comprises forecourt terracing and planting along the frontage to Lexington Drive to complement the existing landscaped setting within the Business Park, and provide a desirable building interface with the streetscape. The drop off forecourt is integrated into the outdoor space and entry to the building to achieve an activated frontage.



Source: Scott Carver Architects

- **Fourth Floor Common Terrace** is a multi-functional communal space for future building tenants to interact and relax. It comprises decking areas with shaded tables and chairs, active space, dining areas and planting areas for dense screening vegetation.

Figure 12 - Level 4 Communal Open Space / Courtyard Area



Source: KTA

The intended development outcome provides a positive benefit to the surrounding area by providing both a highly attractive streetscape and high quality communal spaces for employees.

The *Hills Shire Development Control Plan 2012* (Part C) provides an effective framework for the consideration of future detailed designs and applications for development consent. The proposal does not seek to alter the future performance of the Development Control Plan and is consistent with the objectives for business development including:

- *Using plantings to break down the visual impact of large structures and to frame and present front facades, offices and display areas.*

- *Locate parking and storage areas to reduce visual impact (car parking and loading areas are located to the side and rear of the site to minimise visual impact).*
- *Use paving materials and plantings to provide visual cues to desired pedestrian flows and to the entry of the buildings.*
- *Provide safe and pleasant public and staff areas.*

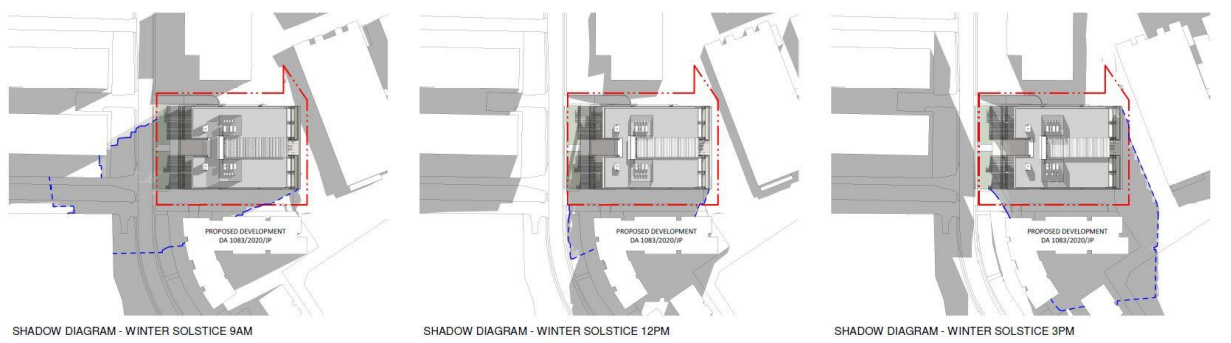
Overall, the planning proposal will assist in facilitate a suitable development outcome that aligns with these DCP landscape objectives.

4.4.3. Solar access

The intended development outcome has been developed to ensure that solar access is maximised to the site, while having no impact on any sensitive properties in the broader surrounds, throughout the year. The shadow analysis was undertaken to assess the impacts at 9am, 12pm and 3pm, at Winter Solstice, Equinox and Summer Solstice.

Three key shadow diagrams from 9am and 3pm Winter Solstice are provided below in Figure 13, noting these two times are likely to have the greatest shadow impact. These plans and the overall set are provided in the Architecture Plans (Appendix A).

Figure 13 Winter Solstice June 21st @ 9am, 12 and 3pm.



Source: KTA

The diagrams show the shadows cast by the building, and the blue outline identifies the potential shadow cast by a building at an RL 116m Height Plane. It is important to note that the planning proposal seeks to deliver an increase in FSR only, with no increase in built height or change to the built form.

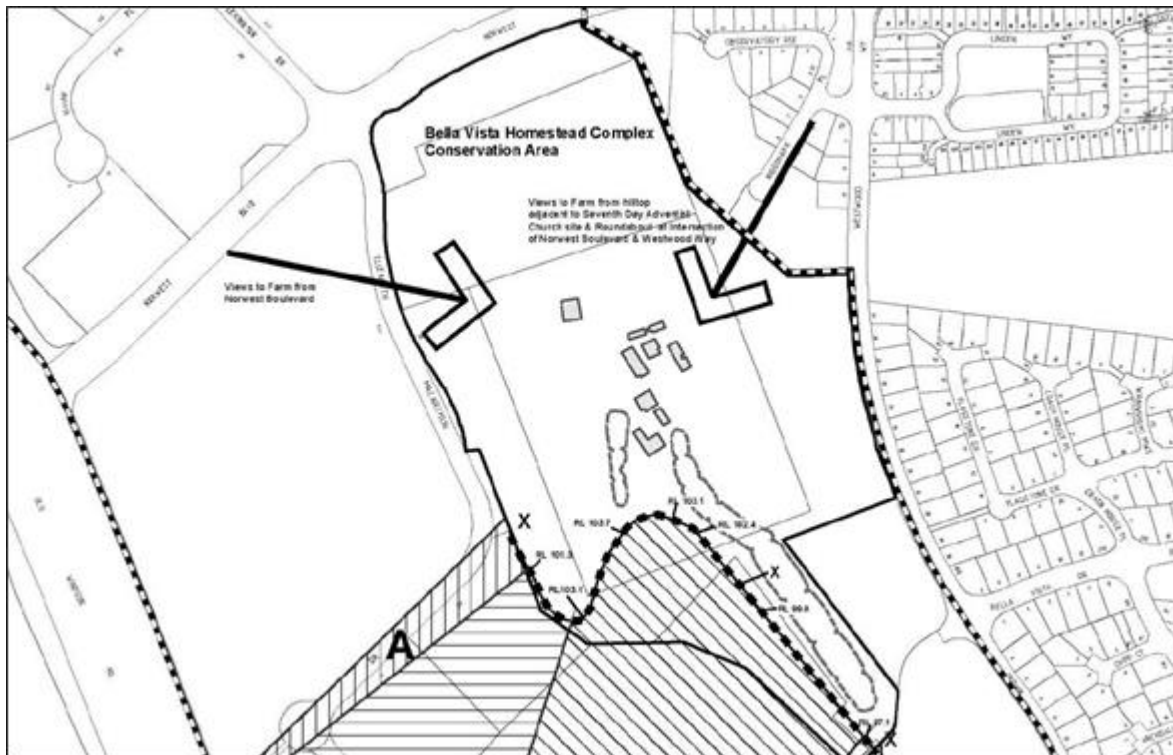
4.4.4. Identified View Corridors

Within the broader Norwest Business Park, there is a need to consider any potential impacts on identified view corridors associated with the Bella Vista Heritage Farm. The view corridors identified in Section B6 of the Hill Shire Development Control Plan 2012 are set out below:

- Views from Bella Vista Farm out to the West/toward the distant views of the Blue Mountains.
- Views to the Bella Vista Farm and Norwest Boulevard
- Views to/from the Bella Vista Farm across the Norwest Business Park to the Bunya Spurway Drive
- Views of the Homestead from Old Windsor Road and the Pearce Family Cemetery.

The above-mentioned view corridors in the Development Control Plan are illustrated in the figure below.

Figure 14 View Corridors, Extract from Hills Shire Development Corridor Plan 2012



The proposed development, being located to the north-west of Bella Vista Farm and beyond Norwest Boulevard, is not in the direction of any DCP identified view corridors - a series of images provided on the following pages further assist in illustrating the identified view corridors. It may be further noted that:

- There is significant vegetation and existing built form to the north-west of Bella Vista Farm (refer figure 19).
- Surrounding the Bella Vista Station, building heights of up to 68m (from an existing ground level approx. RL80) are permitted under the HELP

It is acknowledged that as part of the detailed planning for the Circa Commercial Precinct (to the south-west of Bella Vista Farm and toward Old Winsor Road), the identified view corridors remain the subject of further review. This clearly has no bearing on the planning for the subject site.

Figure 15 Identified View Corridors to/from Bella Vista Farm



Figure 16 View from Bella Vista Farm, looking west toward Blue Mountain. 21-23 Lexington Drive is located approximately 60 degrees to the right of this image. The development of the subject site has no impact on this view corridor



Figure 17 Identified View Corridors to/from Bella Vista Farm toward hilltop near Spurway Drive. Subject site is located approximately 80-degrees to the left of this image. The development of the subject site has no impact on this view corridor



Figure 18 View from Bella Vista Farm extending to Norwest Boulevard, with the subject site beyond. The development of the subject site shall have no impact on views of the Bella Vista Farm from Norwest Boulevard



4.4.5. Access, Traffic and Parking

The proposal does not include any alterations to the existing road network or nearby intersection treatments. Vehicular access to the site is from Lexington Drive via an existing driveway extending along the southern boundary of the site. A new driveway is proposed at the North of the development.

Although the existing driveway is located fully within the boundary of the site, the driveway provides shared access to the adjacent property at 17-19 Lexington Drive and is enforced via a right of carriageway on the lot title. The shared driveway is intended to provide continued access to both properties, catering for the respective development of each.

A traffic assessment has been completed by Stantec to inform the planning proposal, a copy of which may be found at **Appendix C**. From the assessment, the following may be noted:

- The site already has a high level of accessibility, with direct road access, being located within 400 metres of the Bella Vista Metro Station and with ease of access by bike, pedestrian and public transport.
- A total of 664 vehicle spaces are proposed, in addition to 80 bicycle parking spaces and end of trip facilities.
- Loading and servicing areas will be provided on-site and will be designed to allow for heavy vehicles to enter and exit the site in a forward direction via the existing vehicle access.
- A ground level pick-up / drop-off area will also be provided along the front of the site, allowing a safe area for taxi services and emergency vehicles to access the site.

It is proposed to provide some 664 car parking spaces on site, at a rate of 1:40m² GFA. There are a range of reasons for the proposed level of parking provision, including:

- The proximity of the site the station and other transport options.
- The current Hills DCP parking rate is not considered sustainable for future development in Norwest with the proposed vision for Norwest being a strategic centre and does not encourage a mode shift towards more sustainable modes of travel – noting the specific recommendation in the station precinct finalisation report to move toward a rate of 1:40m² GFA.
- Consistency with the RMS guidelines and the general direction established for other similar precincts.

In addition to the Traffic and Parking Assessment (Stantec, 2020), a separate Strategic Transport Review has been prepared for the project (GTA, 2020). The purpose of this Strategic Transport Review was to objectively consider the impact of future traffic generation, parking demand and accessibility characteristics of the proposal. It has also been prepared to confirm that the proposal is consistent with the evolving strategic transport context and further acknowledge the importance of considering transport matters in the surrounding area.

The planning proposal, and in turn intended development outcome, is entirely consistent with established strategic land use and transport objectives – summarised as follows:

- The development of the site will deliver significant employment opportunities within easy distance of residential areas, consistent with the principles of a transit-oriented development.
- The site is well connected to a range of transport options/choices – both existing and with planned future upgrades.
- The development of the site will not have a material impact on the existing road network and associated intersections.
- The planning proposal, with an FSR of 2.7 and an associated reduced parking provision of 1:40m², would result in reduced traffic generation rates for the suite – when compared to a ‘compliant scheme’ – with associated FSR of 2.0 and parking rate of 1:25m².

A copy of the full Strategic Transport Review prepared by GTA can be founded as **Appendix D**.

4.4.6. Development Over Railway

The development is located above the alignment of the tunnels for the Sydney Metro. Section 86 of the *State Environmental Planning Policy (Infrastructure) 2007* provides guidance on the requirements for any development including excavation or penetration of the ground to a depth of at least 2 below ground level (existing) on land in, above or below a rail corridor.

The proposal is conscious of this requirement and required concurrence with the relevant rail authority. As such, consultation with the Sydney Metro Authority and Transport for NSW is continuing as part of the detailed design stage for the project.

5. THE CASE FOR CHANGE

5.1. TRANSIT ORIENTATED DEVELOPMENT

The \$10 billion Sydney Metro (Northwest) is a significant public transport infrastructure investment by the NSW Government. The Metro will link Chatswood to Sydney's growing North West, via eight new Metro stations including Macquarie Park, Norwest and Bella Vista. The new Metro is a major city shaper for Sydney's North West and will unlock the potential for creating thousands of new homes and jobs focused around the principles of transit-oriented development – which are aligned with the directions of regional and district strategic planning.

As part of the delivery of this infrastructure, the Department of Planning and Environment developed the *North-West Rail Link Corridor Strategy* to guide future planning and integrate land use and transport planning around the future stations. The Strategy was finalised in September 2013 and included the preparation of Structure Plans for each station, including Bella Vista.

The site is ideally located for commercial development with increased density with TOD principles, being within approximately 400m walking distance of the Bella Vista Metro station and bus stops along Lexington Drive which provide public transport to the broader metropolitan area. High levels of accessibility are afforded to:

- Multiple other employment and residential centres including Norwest, Chatswood, Sydney CBD and Macquarie Park.
- Educational facilities such as Macquarie University and UTS.
- Retail and entertainment facilities.

The site's proximity to transport and ease of access to the wider metropolitan region will go a long way to reducing dependence on cars for journey to work travel.

Figure 19 Sydney Metro (Northwest)

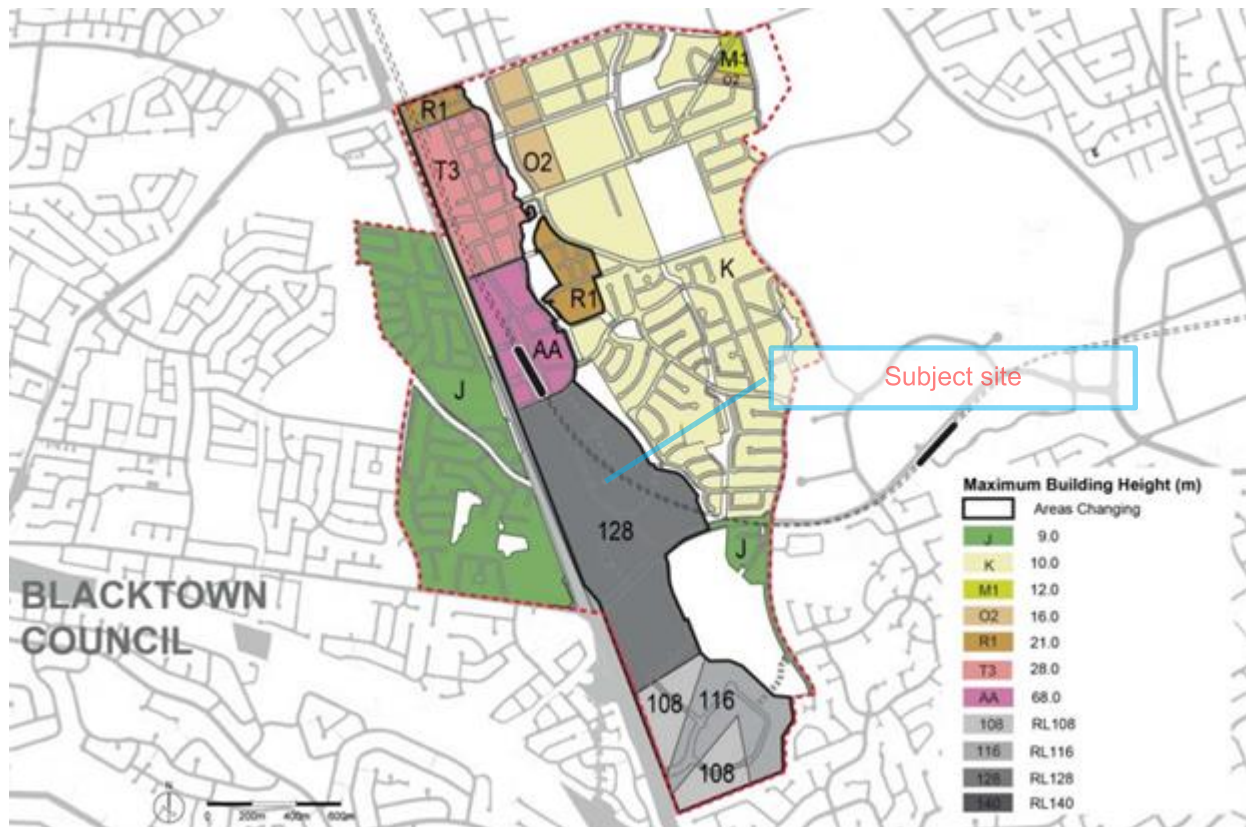


Source: TfNSW

The Corridor Strategy and associated Structure Plan has informed the preparation and delivery of the Bella Vista Station Precinct Plan which was released in 2015, and finalised in late 2017. The Precinct Plan implemented a vision for the Bella Vista Precinct to transform from a typical business park into a vibrant and attractive centre providing homes close to jobs, services and open space.

During the planning process, the Department of Planning and Environment proposed amendments to the Hills LEP covering land uses, maximum building height, and floor space. Land within the southern portion of the Precinct (including the subject site) would remain zoned B7 – Business Park to maintain and support the growth of Norwest Business Park. The Department made recommendations for an increase in height of a large part of the existing B7 Business Park to RL 128m (an increase of 12m) as shown in Figure 21. During the consultation period the Precinct Plan, submissions were also made by the land owner to increase the proposed height of RL 128m to facilitate an increase FSR from 2:1 to 3:1.

Figure 20 Proposed Maximum Building Height within the Bella Vista Station Precinct Report (2015)



Source: Department of Planning and Environment

According to the Bella Vista Station Precinct Finalisation Report (November 2017), during the finalisation of the Precinct Plan, Council raised concerns over the increase in height from RL 116m to RL 128m, and “as a result further testing was undertaken to demonstrate that the additional floor space could be achieved within the existing height plane”.

This planning proposal, as originally lodged with the Hills Shire Council, sought an increased building height beyond the RL116m, to a height of RL133.45m in order to facilitate additional floorspace aligned with strategic planning directions and demonstrating no detrimental impacts. The revised proposal (the subject of this document) now seeks an increase in FSR only – the revised development scheme prepared by KTA achieves this outcome without need for any updating to the LEP height standard.

5.2. PUBLIC BENEFIT

The Planning Proposal seeks to deliver a wide-range range of benefits to Bella Vista locality and the district more generally. These benefits are summarised as follows:

- The proposal provides significant new employment opportunities, with an overall increase in commercial floor space in line with the strategic direction and intended role of Bella Vista as a growing employment hub.
- The proposal takes advantage of the future Bella Vista Metro Station being constructed as part of the significant Sydney Metro infrastructure investment by NSW Government.
- The proposal is consistent with the directions of creating a '30-minute city' in the Greater Sydney Region Plan, by providing employment opportunities close to homes and efficient public transport.
- The proposal will be a catalyst for renewal and modernisation of Bella Vista Precinct for the future.
- The subject site is currently vacant and the missing tooth of development along Lexington Drive. Development of the site will activate the streetscape and be more visually appealing.
- The proposal is conscious of the likely evolution of commuter mode share in the Hills LGA over the next 20 years in response to the construction of the Metro and wider technology influences on private vehicle use changing commuter habits. As such, the building has been designed with adaptability of floorplates, in the event that car parking demand may subside throughout the lifespan of the development.
- The proposal will eventuate in a development which will generate Section 7.12 contributions towards Council's investment plans to enhance Bella Vista, in the order of \$1 million, based on expected value of development in the order of \$93 million.

The payment of the above-mentioned S7.12 contribution represents a fair and reasonable contribution on the basis of the following:

- Demonstrated alignment with established strategic planning and transport objectives – as set out above, the planning proposal is consistent with the strategic vision for Norwest. The intended employment outcomes will support the evolving role and function of Norwest as a strategic employment centre. The site is also being preserved for commercial uses only.
- The intended development outcome that is being facilitated by the Planning Proposal (with an increased parking rate and a reduced parking provision) would actually deliver lower levels of traffic generation than an a 'compliant scheme' (under the current LEP FSR and DCP parking rates).
- The site is currently vacant and its development to the assigned FSR of 2:1 within 5 to 10 years is likely to have been assumed in the progressive land use and infrastructure planning for the area. In this instance, the completed transport analysis has demonstrated that there are no infrastructure upgrades directly required by the proposal.
- The Hills Shire Section 7.12 contribution plan is the operative framework for contributions in this area.

There is no applicable S7.11 contribution plan for this area and a voluntary planning agreement is not considered necessary in this instance.

6. STRATEGIC PLANNING CONTEXT

6.1. METROPOLITAN STRATEGY – GREATER SYDNEY REGIONAL

A *Plan for Growing Sydney* released in December 2014, is the NSW Government's strategic metropolitan plan to guide Sydney's growth over the coming decades. This document was effectively updated through the *Greater Sydney Regional Plan*, March 2018.

The Strategy estimates that there will be approximately 689,000 new jobs across Sydney by 2031, a sign of the growing prosperity of the city. Sydney is growing much faster than ever anticipated in previous strategies and to accommodate the bigger population, 664,000 new homes will be needed, particularly in areas with a high level of accessibility to transport infrastructure and business activity. *A Plan for Growing Sydney* informed the preparation of the Draft District Plans. In March 2018, the Greater Sydney Commission released the *Greater Sydney Region Plan 2018: A Metropolis of Three Cities*, along with the final *Central City District Plan*, as outlined Sections 5.2 and 5.3 respectively.

6.1.1. Global Economic Corridor

The subject site is located within the Norwest Business Park, which is recognised as a significant component of the Global Economic Corridor. It extends from Port Botany and Sydney Airport, through Global Sydney to the Norwest Business Park, and includes centres such as Chatswood and Bondi Junction, the Strategic Centres of St Leonards and Macquarie Park, four large universities and major health and entertainment precincts.

The Metro Strategy describes the Global Economic Corridor as follows:

"The Global Economic Corridor extends from Macquarie Park through the Sydney CBD to Port Botany and Sydney Airport. It generates over 41 per cent of the NSW Gross State Product (GSP). This economic cluster is unique in Australia due to the extent, diversity and concentration of globally competitive industries.

Sydney's knowledge jobs are heavily concentrated within the Global Economic Corridor, including sectors such as education, financial and other business services, communications, high-tech manufacturing and emerging industries such as biotechnology. These sectors are at the forefront of innovation in Sydney's economy."

The Plan for Growing Sydney recognises Norwest as continuing to grow into the future, as part of the Global Economic Corridor. This growth is further supported by the Sydney Metro Norwest.

The Strategy estimates that by 2031, there will be demand for around 190,000 new stand-alone office jobs, many of which will be outside the Sydney CBD and North Sydney, in Chatswood, Macquarie Park, **Norwest**, Parramatta, Rhodes, St Leonards, Sydney Olympic Park and South Sydney.

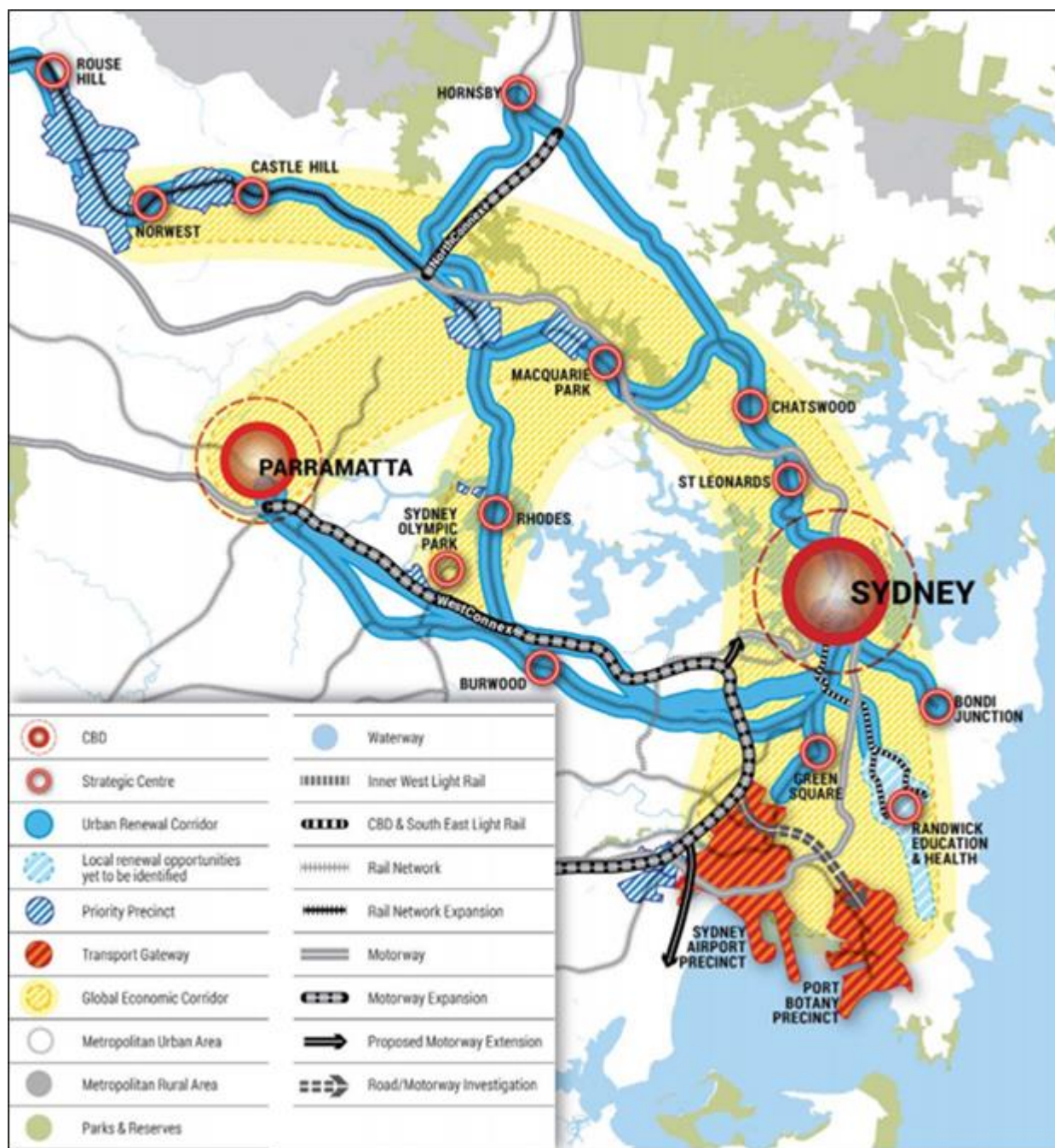
The Strategy identifies Norwest as a Strategic Centre. A key element of the strategy is to maximise the opportunities presented by new and established transport infrastructure and provide new locations for housing growth connected to jobs, services and facilities.

One of the key directions of the Strategy is *Direction 1.7: Grow strategic centres – providing more jobs closer to home*. The proposal will assist with growing the Norwest Strategic Centre by:

- Increasing the amount of commercial space permissible within the site, facilitating the growth of highly skilled jobs within the Global Economic Corridor, in close proximity to future public transport and reinforce Norwest Business Park as a Strategic Centre;
- Facilitating the intensification of employment generating uses; and
- Facilitating new business, employment and housing opportunities close proximity to both public transport and the regional road network at Norwest.

Being located close to the public transport network will provide many people with direct access to a range of job locations, as well as access to education and health facilities, and sporting, cultural and entertainment facilities along the corridor.

Figure 21 Global Economic Corridor



Source: *A Plan for Growing Sydney*

6.2. GREATER SYDNEY REGION PLAN 2018

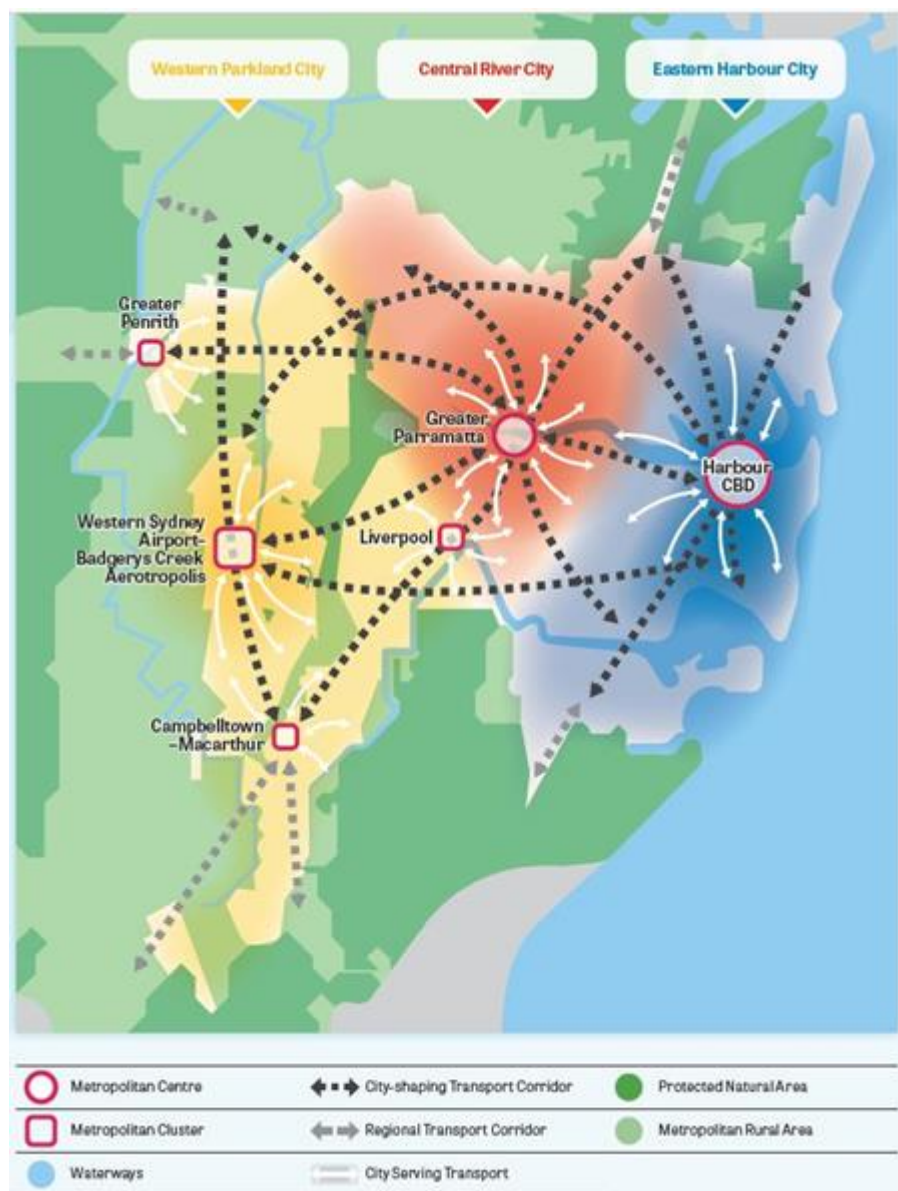
The draft *Greater Sydney Region Plan* released in October 2017, was the first regional plan released by the GSC and provides a vision for metropolitan Sydney to 2056. A final Greater Sydney Region Plan was released in March 2018.

The Plan revised the figures and vision released within *A Plan for Growing Sydney*, in response to new population projections, estimating that an extra 817,000 jobs will need to be generated by 2036, and will require an additional 750,000 dwellings. The new Plan is built upon a vision where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places. To achieve this vision, GSC seek to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City.

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

City Metropolis' vision has informed the preparation of revised District Plans released concurrently with the new Region Plan. This is addressed in the following section.

Figure 22 Three City Metropolis of Greater Sydney



Source: Greater Sydney Commission, 2018

6.3. CENTRAL CITY DISTRICT PLAN

The site is located within the Central City District, which was part of the Central River City identified in the draft Greater Sydney Regional Plan. The Central City District includes the local government areas of Blacktown, Cumberland, Parramatta and The Hills.

The draft Central City District Plan was released by GSC in October 2017 for public comment, and was finalised in March 2018. The District Plan represents a guide for implementing the Greater Sydney Regional Plan at a district level over the next 20 years.

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

- An additional 550,500 people are expected to be living in the District by 2036; and
- Norwest job target of 53,000 by 2036.

Figure 23 Extract from Central City District Plan



In respect of Norwest the Central City District Plan (March 2018), states the following:

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

The relevant priorities for the Central City District in the draft plan are expressed as follows:

- Planning for a city supported by infrastructure;
- Providing housing supply, choice and affordability with access to jobs and services;
- Delivering integrated land use and transport planning and a 30-minute city; and
- Growing investment, business opportunities and jobs in strategic centres.

Specifically, for Norwest Productivity, Action 47 identifies the relevant planning authorities will need to consider the following:

1. *“retain and grow commercial capacity to achieve the centres’ job targets;*

2. *Encourage complementary retail services around Norwest Lake and the station precinct;*
3. *Work with NSW Government to identify a potential future corridor for mass transit links to Greater Parramatta."*

The proposed development is consistent with the priorities and actions established within the draft District Plan.

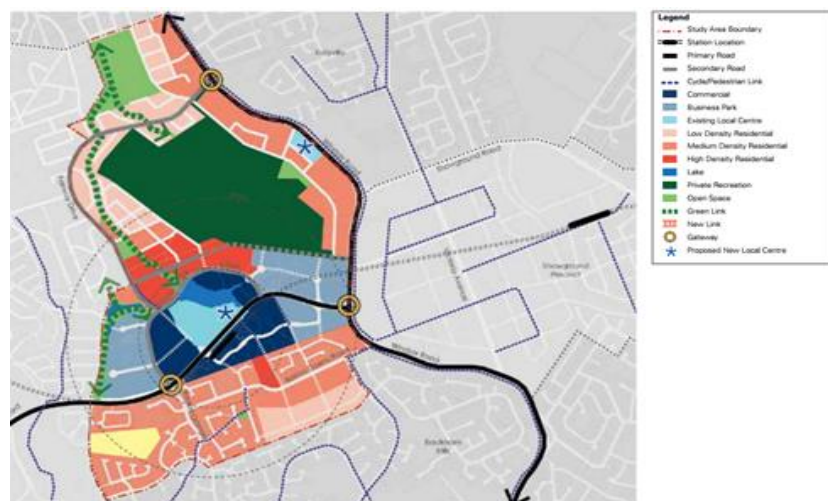
6.4. NORTH WEST RAIL LINK CORRIDOR STRATEGY

The Department of Planning and Environment produced a Corridor Strategy which sets out the framework for future development around the eight (8) new stations of the Sydney Metro Northwest. The new Metro and the station at Norwest has the potential to transform Norwest into a vibrant and active centre.

The Business Park is to remain the major commercial hub of the North West which will be intensified in line with the increase in demand. The strategy outlines that the NWRL will also provide opportunities to increase residential densities within walking distance of the station, introducing a variety of housing types to ensure there is affordable and appropriate housing for all members of the community.

The subject site is identified for 'Business Park' uses, as illustrated in Figure 20 below, with the strategy emphasising the need to ensure the job targets for 2031 are achieved.

Figure 24 Extract from North West Rail Link Corridor Strategy



The NWRL Corridor Strategy and Structure Plans are given statutory effect by a Local Planning Direction that was issued by the Minister for Planning on 30 September 2013 in accordance with section 117 of the EP&A Act. The direction requires that a Planning Proposal must:

- Give effect to the objectives of the direction.
- Be consistent with the proposals of the NWRL Corridor Strategy, including the growth projections and proposed future character for each of the NWRL precincts.
- Promote the principles of transit-oriented development (TOD) of the NWRL Corridor Strategy.

6.5. THE HILLS LOCAL STRATEGY

Council's Local Strategy prepared in 2008, is the principal document for communicating the future planning of the Shire. It provides objectives for the longer-term planning for the Shire and is a guide to future decision making for employment, housing and transport.

While the Local Strategy provides an indication of the strategic land use management and planning objectives for the Hills Shire, it is noted that the dwelling and jobs growth targets predate the Norwest Rail Link and subsequent strategic planning documents referred to previously in this report.

Key Directions identified in the Hills Local Strategy are as follows:

- T1 – Support the use of public transport.
- E1 – Facilitate sustainable economic development that promotes growth in local business and employment opportunities.
- E2 – Plan for local job opportunities.

6.6. BELLA VISTA STATION PRECINCT

The subject site is located within the centre of the Bella Vista Station Precinct, and approximately 400 metres south of the future Metro Station.

The *Bella Vista Station Precinct Planning Report* was released by the Department of Planning and Environment in 2015 to support the rezoning of the Bella Vista Station Precinct. The Plan was informed by the Bella Vista Structure Plan prepared for the *North West Rail Link Corridor Strategy* (which is given statutory effect by a Local Planning Direction in accordance with section 9.1 of the EP&A Act). During the finalisation of the North West Rail Link Corridor Strategy, the Hills Shire Council unanimously voted to nominate the Bella Vista Station Precinct based on a number of factors including:

- Maximising the use of the Sydney Metro and other public transport infrastructure.
- Provide more jobs closer to home and promote public transport to employment areas, reducing the need for private vehicle trips.
- Respond to strong current demand, and projected future demand for additional employment and housing.

The Precinct Plan identified a vision for Bella Vista as a “21st Century Living and Business Precinct” with 9,400 new jobs close to new homes and an attractive, convenient and walkable local centre around the future Bella Vista Metro station. A Precinct Plan was prepared as shown below in , which identifies the site for ‘Business Park’ uses.

Figure 25 Bella Vista Station Precinct Structure Plan



Source: NSW Government 2015 – *Bella Vista Station Precinct Plan*

The *Bella Vista Station Precinct Plan* was finalised in 2017 and the amendments to HLEP 2012 mapping were gazetted in December 2017. Under the Plan, the precinct is set to increase density to grow employment (and housing) close to public transport and strengthen Bella Vista as a strong economic driver within the Hills LGA.

The proposal is consistent with the objectives of the *Bella Vista Station Precinct Plan* and *North West Rail Link Corridor Strategy*, in providing a transit-oriented development which will contribute towards the

commercial employment targets for Bella Vista, and achieve a built form which will be consistent with the projected future development within the Precinct

6.7. HILLS SHIRE LOCAL STRATEGIC PLANNING STATEMENT

The *Hills Future 2036 Local Strategic Planning Statement* (LSPS) outlines the vision for land use planning over the next 20 years to manage the growth and change of The Hills Local Government Area (LGA).

The LSPS sets out planning priorities that are consistent with the *Greater Sydney Region Plan: A Metropolis of Three Cities* and *Greater Sydney 2056: Central City District Plan*.

The LSPS recognises the opportunity that Sydney Metro creates to build on Norwest's prestigious business and lifestyle reputation and identifies a 5-10 year window to increase commercial capacity in Norwest.

The LSPS Sets employment targets of 23,900 jobs in Norwest Strategic Centre by 2036

Planning priorities identified in the LSPS that are relevant to the planning proposal include:

- *Planning Priority 1 – Plan for sufficient jobs, target to suit the skills of the workforce*
- *Planning Priority 2 – Build strategic centres to realise their potential*
- *Planning Priority 12 – Influence travel behaviours to promote sustainable choices*

This planning proposal directly aligns with the achievement of these planning priorities.

7. PLANNING PROPOSAL ASSESSMENT

This Planning Proposal has been prepared in accordance with the EP&A Act, and with consideration of DPE's A guide to preparing Planning Proposals (August 2016).

Accordingly, the proposal is discussed in the following parts:

- **Part 1** – A statement of the objectives and intended outcomes.
- **Part 2** – An explanation of the provisions that are to be included in the proposed LEP.
- **Part 3** – The justification for the planning proposal and the process for the implementation.
- **Part 4** – Mapping.
- **Part 5** – Details of community consultation that is to be undertaken for the planning proposal.
- **Part 6** – Project timeline.

Discussion for each of the above parts is outlined in the following chapters.

8. PART 1 – OBJECTIVES & INTENDED OUTCOMES

This section identifies the objectives and intended outcomes of the Planning Proposal.

8.1. OBJECTIVES

The primary object of the planning proposal is to amend the *Hills Local Environmental Plan 2019* (HLEP 2019) to enable the development of the site at 21-23 Lexington Drive, Bella Vista, to provide quality commercial development in an appropriate and accessible location.

8.2. INTENDED OUTCOMES

The proposed amendments to the HLEP 2019 will have the following key outcomes:

- A high quality new commercial development: To create new employment opportunities within the Bella Vista Station Precinct.
- Consistency with State government policy to encourage employment growth within existing centres: New employment within walking distance of major employment, retail, health and education facilities and excellent public transport connectivity.
- Sound planning practice and transport focused development: An increased intensity of activities in Bella Vista and the Norwest Business Park, consistent with its role as a Strategic Centre and realising the opportunities associated with development focused around the future Sydney Metro station at Bella Vista.
- Timely delivery of the development of the site: An opportunity to manage future development of the site in a timely, logical and comprehensive manner, allowing for the introduction of development infrastructure of a suitable scale and nature in time for maximising the NSW Government's return on investment of the Sydney Metro.
- Street activation: The site is currently vacant. The development of the site including showrooms, café and office space will activate Lexington Drive and transform the site from a typical business park setting to a more urban streetscape to encourage pedestrian activity and vibrancy.
- Landscape Opportunities: The development provides opportunities for well-considered landscaping along the front of the site and unique rooftop and terrace landscaping accessible to office tenants.

9. PART 2 – EXPLANATIONS OF PROVISIONS

This section provides an explanation of how the objectives or intended outcomes are to be achieved by means of new controls on development imposed through an LEP amendment.

9.1. OVERVIEW

The Planning Proposal incorporates amendments to HLEP 2019 as it relates to the site at 21-23 Lexington Drive. To achieve the objectives outlined in Part 1 above, this Planning Proposal seeks to amend HLEP 2019 as shown in Table 1 below.

Table 1 Existing Controls and Proposed Amendments

	Existing	Proposed
Land use zone	B7 Business Park	No change
Building Height	RL 116 metres	No change
Maximum FSR	2:1	A maximum FSR of 2.7:1

9.2. FLOOR SPACE RATIO

The existing FSR Map prescribes a maximum FSR of 2:1 for the site. It is proposed to amend the FSR development standard to permit a maximum FSR of 2.7:1. The proposed outcome will be achieved by amending the HLEP 2019 Floor Space Ratio Map in accordance with the proposed FSR map shown below.

Figure 26 Existing LEP Floor Space Ratio Map

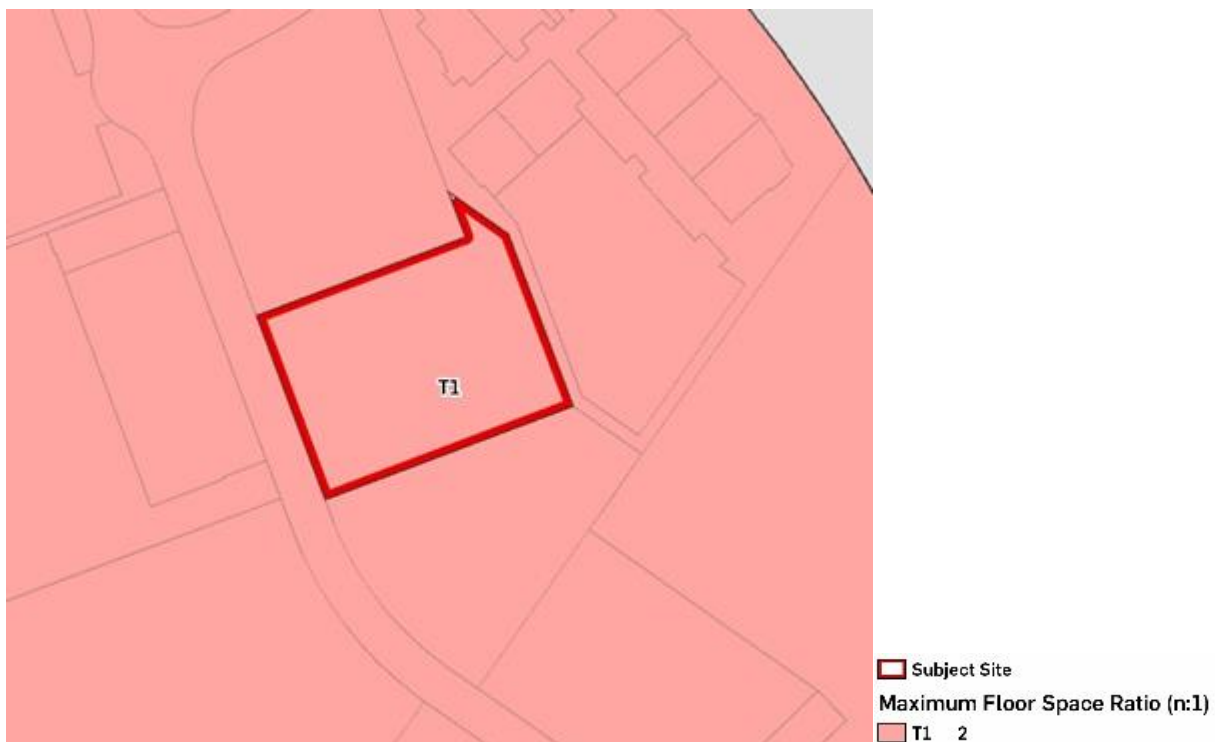
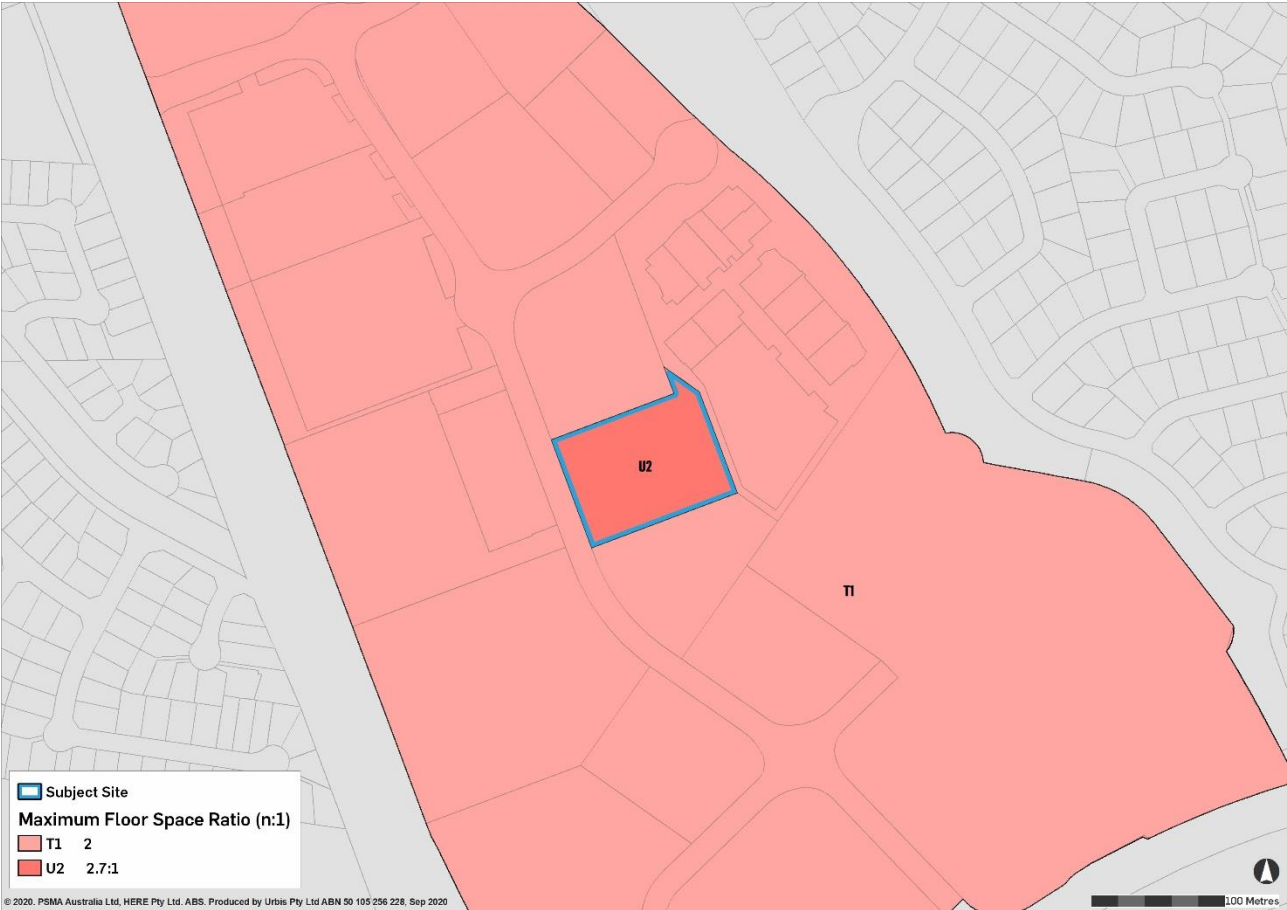


Figure 27 Existing LEP Floor Space Ratio Map



10. PART 3 – JUSTIFICATION

10.1. NEED FOR THE PLANNING PROPOSAL

10.1.1. Q1 – Is the planning proposal a result of any strategic study or report?

Yes.

The subject site is located within the Bella Vista Station Precinct planned by the Department in response to the significant public transport investment to create the Sydney Metro. The Planning Proposal seeks to implement the outcomes of the Department's Bella Vista Station Precinct planning, the NWRL Strategy and Council's Draft Corridor Strategy. In particular, Bella Vista was nominated as a precinct for uplift based on the following factors:

- Maximise the use of the Sydney Metro and other public transport infrastructure.
- Provide more jobs closer to homes and promote public transport to employment areas, reducing the need for private vehicle trips.
- Respond to strong current demand, and projected future demand for additional employment and housing.

The above strategies are addressed in the following sections. In addition, the Planning Proposal is supported by detailed site context analysis prepared by the proponent demonstrating the proposal will achieve these goals.

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

Yes.

The purpose of the Planning Proposal is to enable the development of commercial office space on the site, with a density greater than the current development standards allow under HLEP 2019.

The Planning Proposal is the best means of achieving the objectives and intended outcomes for the site which is to deliver a high-quality commercial building with associated employment generating floor space. The proposal will:

- Establish an FSR that is considered appropriate in terms of the evolving nature of the Norwest Business Park,
- Deliver an envisaged land use within an existing strategic centre identified for commercial uplift and private investment.
- Capitalise on the State Government's investment into public transport upgrades, notably the new Bella Vista Metro station, by locating employment generating commercial floor space within walking distance of the metro.

Without amending the statutory planning controls that apply to the site through this planning proposal, the proposed future development cannot be realised. This will result in the potential benefits posed by this proposal being lost. For these reasons, this planning proposal is the most appropriate means to deliver the State and Council objectives for the site.

10.2. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

10.2.1. Q3 – Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes.

The Planning Proposal is consistent with the objectives, actions and targets of the *Greater Sydney Region Plan 2018* and the *Central City District Plan*. The proposal is consistent with the principles of a range of broader strategic planning considerations contained within the *Greater Sydney Regional Plan*, the *Central City District Plan* and the *NWRL Corridor Strategy*, which support transit-orientated and centres based approach to managing growth.

As such, the site represents a logical location to reinforce the existing commercial activity within the Norwest Business Park to support and utilise the high frequency public transport infrastructure currently under construction. It allows opportunities for the growing number of people working in Bella Vista/Norwest Business Park and The Hills LGA to live and work/study in the same district, thereby reducing travel demand and associated car-based pollution and congestion. The proposal has the potential to contribute a valuable and sustainable component of the future commercial development of Norwest Business Park and the region.

The Plan for Growing Sydney recognises Norwest as continuing to grow into the future, as part of the Global Economic Corridor and is identified as being within an Urban Renewal Corridor, and a Priority Precinct. The Plan estimates that by 2031, there will be demand for around 190,000 new stand-alone office jobs many of which will be in strategic centres along the Global Economic Corridor but outside the Sydney CBD, including Strategic Centres such as Norwest.

The proposal is consistent with the following relevant directions of the Plan:

- Direction 1.4: Transform the productivity of Western Sydney through growth and investment.
- Direction 1.6: Expand the Global Economic Corridor.
- Direction 1.7: Growing strategic centres – providing more jobs closer to home.

In particular, one of the key directions of the Strategy relevant to the site is ***Direction 1.7: Growing strategic centres – providing more jobs closer to home***. The proposal is consistent with this Direction by assisting with growing the Norwest Strategic Centre by:

- Increasing the amount of commercial space permissible within the site, facilitating the growth of highly skilled jobs within the Global Economic Corridor.
- Concentrating office development in the Norwest (Bella Vista) Strategic Centre.
- Facilitating the creation of employment opportunities in close proximity to the future Bella Vista Metro station, retail, services and housing.
- Creating new jobs in Western Sydney, strengthening its future growth and economy.
- Supporting the significant investment into the Sydney Metro as a major connection in Metropolitan Sydney.
- Transit oriented development to minimise private vehicle usage associated impacts including congestion and pollution.

In achieving the vision for the Central City District, the proposal is consistent with the following key priorities relevant to the site:

CENTRAL CITY DISTRICT		
Planning Priority	Description	Comment
<i>Infrastructure and collaboration:</i>		
C1	Planning for a city supported by infrastructure	The planned growth and development of Norwest is aligned with a \$10 billion investment by the NSW Government to construct the Sydney Metro. The delivery of the new Metro network provides fast and high capacity public transport, linking Norwest to key strategic centres within the Central City District and Eastern City to create a 30-minute city.
<i>Liveability:</i>		
C4	Fostering healthy, creative, culturally rich and socially connected communities	The construction of the Sydney Metro stations at Norwest and Bella Vista are catalysts for the transition of Norwest from a heavily car dominated environment to a more pedestrian friendly environment, encouraging walkability, more active and vibrant streets and a human scale. The proposal is approximately 400m from Bella Vista Metro station and will encourage employees to commute via public transport and walk to the site. The associated increase in pedestrian activity and the ground floor activation of the development will activate Lexington Drive.
C6	Creating and renewing great places and local centres, and respecting the District's heritage	The proposal contributes towards the transition of Bella Vista into a more vibrant and human scale centre, capitalising on its proximity to the Metro station and encouraging walkability. Increasing walkability recaptures streets as a pedestrian public domain and will enhance the character of the area. The proposal also takes consideration of the important view corridors from Bella Vista Farm, and confirms the proposal will not cause impacts on the scenic and cultural landscape values of the State Heritage Item.
<i>Productivity:</i>		
C9	Delivering integrated land use and transport planning and a 30-minute city	The proposal is located approximately 400m from the Bella Vista Metro station. As such, the proposal seeks to provide new jobs close to public transport, minimising the requirement for people to drive long distances to access jobs, and therefore reducing associated impacts of congestion and pollution.

CENTRAL CITY DISTRICT		
C10	Growing investment, business opportunities and jobs in strategic centres	The proposal is located within Bella Vista – part of Norwest. Norwest is identified as a Strategic Centre planning for significant growth, capitalising on available public transport to deliver the ‘30-minute city objective’. The proposal is also consistent with the objectives of transforming Norwest Business Park from the traditional 1990’s-style business park model into a transit-oriented, more vibrant and diversified centre with higher employment.
<i>Sustainability:</i>		
C19	Reducing carbon emissions and managing energy, water and waste efficiently	The proposal is consistent with the vision of transit-oriented development, encouraging car sharing and other methods to minimise reliance on private vehicles for commuting, and therefore aiming to reduce congestion, vehicle greenhouse gas emissions, reduce levels of noise and air pollution.

10.2.2. Q4 – Is the planning proposal consistent with a council’s local strategy or other local strategic plan?

Yes. The proposal is consistent with the desired outcomes and directions of the Hills Corridor Strategy and the Hills Local Strategy. *The Hills Corridor Strategy* was endorsed by Council on 24 November 2015. It seeks to establish a centres-based strategic framework that sits between the NSW Government’s *North West Rail Link Corridor Strategy* and the implementation of future LEP and DCP controls to guide development within the Hills Shire.

Table 2 Alignment with Directions of Hills Corridor Strategy

Key Direction	Comment
E1 – Facilitate sustainable economic development that promotes growth in local business and employment opportunities.	The proposal provides a diversity of employment opportunities on the site, ranging from commercial office roles, café and sales. This diverse range of employment will drive economic development and provide opportunities for economic multiplier effect.
E2 – Plan for Local job opportunities.	<p>The proposal will significantly contribute to the increase in employment opportunities within Norwest, providing jobs close to residents of the Shire.</p> <p>A total of 7,869 jobs additional jobs were identified as being needed in the Bella Vista Precinct to 2036. The development of the site to the intended height and FSR is considered an important action in the realisation of this jobs target.</p>

Key Direction	Comment
C1 – Reinforce, promote and protect the hierarchy of centres within the Shire.	The proposal contributes towards strengthening Norwest as the Specialised Centre for employment within the Hills Shire.
C3 – Encourage appropriate transport infrastructure including public transport to serve, support and connect centres.	Encourage a reduction of reliance on private vehicles and encourage travel by public transport, walking and cycling.

The *Hills Future 2036 Local Strategic Planning Statement* (LSPS) further outlines the vision for land use planning over the next 20 years to manage the growth and change of The Hills Local Government Area (LGA).

The LSPS recognises the opportunity that Sydney Metro creates to build on Norwest's prestigious business and lifestyle reputation and identifies a 5-10 year window to increase commercial capacity in Norwest.

The LSPS establishes employment targets of 23,900 jobs in Norwest Strategic Centre by 2036

Planning priorities identified in the LSPS that are relevant to the planning proposal include:

- *Planning Priority 1 – Plan for sufficient jobs, target to suit the skills of the workforce*
- *Planning Priority 2 – Build strategic centres to realise their potential*
- *Planning Priority 12 – Influence travel behaviours to promote sustainable choices*

This planning proposal directly aligns to the achievement of these priorities.

10.2.3. Q5 – Is the planning proposal consistent with the applicable State Environmental Planning Policies

The Planning Proposal's consistency with current State Environmental Planning Policies (SEPPs) is summarised in **Table 3** The Planning Proposal's consistency with Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed SEPPs, is summarised in **Table 4**.

Table 3 Consistency with State Environmental Planning Policies

State Environmental Planning Policy	Comment
SEPP (Educational Establishments and Child Care Facilities) 2017	Not applicable
SEPP Amendment (Child Care) 2017	Not applicable
SEPP (State and Regional Development) 2011	Consistent
SEPP (Sydney Drinking Water Catchment) 2011	Not applicable
SEPP (Urban Renewal) 2010	Not applicable
SEPP (Affordable Rental Housing) 2009	Not applicable
SEPP (Western Sydney Parklands) 2009	Not applicable
SEPP (Exempt and Complying Development Codes) 2008	Not applicable
SEPP (Western Sydney Employment Area) 2009	Not applicable
SEPP (Rural Lanes) 2008	Not applicable

State Environmental Planning Policy	Comment
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	Not applicable
SEPP (Infrastructure) 2007	Consistent
SEPP (Miscellaneous Consent Provisions) 2007	Consistent
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	Not applicable
SEPP (Sydney Region Growth Centres) 2006	Not applicable
SEPP (State Significant Precincts) 2005	Not applicable
SEPP (Building Sustainability Index: BASIX) 2004	Not applicable
SEPP (Housing for Seniors or People with a Disability) 2004	Not applicable
SEPP (Penrith Lakes Scheme) 1989	Not applicable
SEPP (Kurnell Peninsula) 1989	Not applicable
SEPP No. 1 Development Standards	Not applicable
SEPP No. 14 Coastal Wetlands	Not applicable
SEPP No. 19 Bushland in Urban Areas	Not applicable
SEPP No. 21 Caravan Parks	Not applicable
SEPP No. 26 Littoral Rainforests	Not applicable
SEPP No. 30 Intensive Agriculture	Not applicable
SEPP No. 33 Hazardous and Offensive Development	Not applicable
SEPP No. 36 Manufactured Home Estates	Not applicable
SEPP No. 44 Koala Habitat Protection	Not applicable
SEPP No. 47 Moore Park Showgrounds	Not applicable
SEPP No. 50 Canal Estate Development	Not applicable
SEPP No. 52 Farm Dams and Other Works in Land and Water Management Plan Areas	Not applicable
SEPP No. 55 Remediation of Land	Not applicable
SEPP No. 62 Sustainable Aquaculture	Not applicable
SEPP No. 64 Advertising and Signage	Not applicable
SEPP No. 65 Design Quality of Residential Apartment Development	Not applicable
SEPP No. 70 Affordable Housing (Revised Schemes)	Not applicable

State Environmental Planning Policy	Comment
SEPP No. 71 Coastal Protection	Not applicable

Table 4 Consistency with Regional Environmental Plans

Regional Environmental Plan	Comment
Sydney REP No. 8 – Central Coast Plateau Areas	Not applicable
Sydney REP No. 9 – Extractive Industry	Not applicable
SREP No. 16 – Walsh Bay	Not applicable
SREP No. 20 – Hawkesbury-Nepean River	Consistent
SREP No. 24 – Homebush Bay Area	Not applicable
SREP No. 26 – City West	Not applicable
SREP No. 30 - St Marys	Not applicable
SREP No. 33 – Cooks Cove	Not applicable
Sydney (SREP) (Sydney Harbour Catchment) 2005	Not applicable

10.2.4. Q6 – Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal's consistency with applicable section 117 Ministerial Directions is outlined in **Table 5**.

Table 5 Section 117 Compliance Table

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	Consistent. The proposal will have a positive employment impact by increasing the amount of commercial floor space in close proximity to the future Bella Vista Metro station.
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
2. Environment and Heritage	
2.1 Environmental Protection Zones	Not applicable.

Ministerial Direction	Comment
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	Consistent. The proposal has been designed to be sympathetic to the Bella Vista Homestead view corridor, as discussed in Section 4
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Not applicable.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Not applicable.
3.4 Integrating Land Use and Transport	
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
4. Hazard and Risk	
4.1 Acid Sulphate Soils	Not applicable.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Lane	Not applicable.
4.4 Planning for Bushfire Protection	Not applicable.
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farm Land of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.8 Second Sydney Airport: Badgerys Creek	Not applicable.
5.9 North West Rail Link Corridor Strategy	The proposal is consistent with the objectives of the <i>North West Rail Link Corridor Strategy</i> . The proposal is considered a transit-oriented development, providing jobs close to where people

Ministerial Direction	Comment
	live and encouraging the use of public transport to minimise impacts from private vehicle usage. The proposal is for commercial development as identified within the Strategy and consistent with the planned increased density within the Bella Vista Station Precinct.
5.10 Implementation of Regional Plans	Not applicable.
6. Local Plan Making	
6.1 Approval and Referral Requirements	Not applicable.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	Not applicable.
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	The proposal is consistent with the objectives and directions of <i>A Plan for Growing Sydney</i> by encouraging transit-oriented development, increasing employment opportunities within the Norwest Strategic Centre and strengthening Sydney's Global Economic Corridor.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable.

10.3. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

The site is currently vacant. There are no known critical habitats, threatened species or ecological communities located on the site and therefore the likelihood of any negative impacts is minimal.

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

An assessment of potential environmental impacts is provided in Section 4 of this planning proposal. There are not likely to be any environmental impacts associated with the future development of the land that cannot be suitably mitigated through detailed design development.

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

The proposal seeks to ensure that a future outcome of the site is the provision of jobs and strengthening the economy within Norwest and the Hills Shire. The proposed amendment of HLEP 2019 FSR standard mapping will directly facilitate a significant increase in employment opportunities.

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

Yes. It is expected the Sydney Metro will continue to have ample capacity to accommodate the proposed development on the subject site.

In terms of the road network, the planning proposal and associated intended development outcome is expected to have a lesser rate of traffic generation from the site, when compared to a 'compliant scheme' with associated current FSR and associated DCP parking rates.

The site is served by existing utility services and further investigations will be undertaken in support of any development application, to determine if any infrastructure upgrades are required. There are no identified constraints at this time.

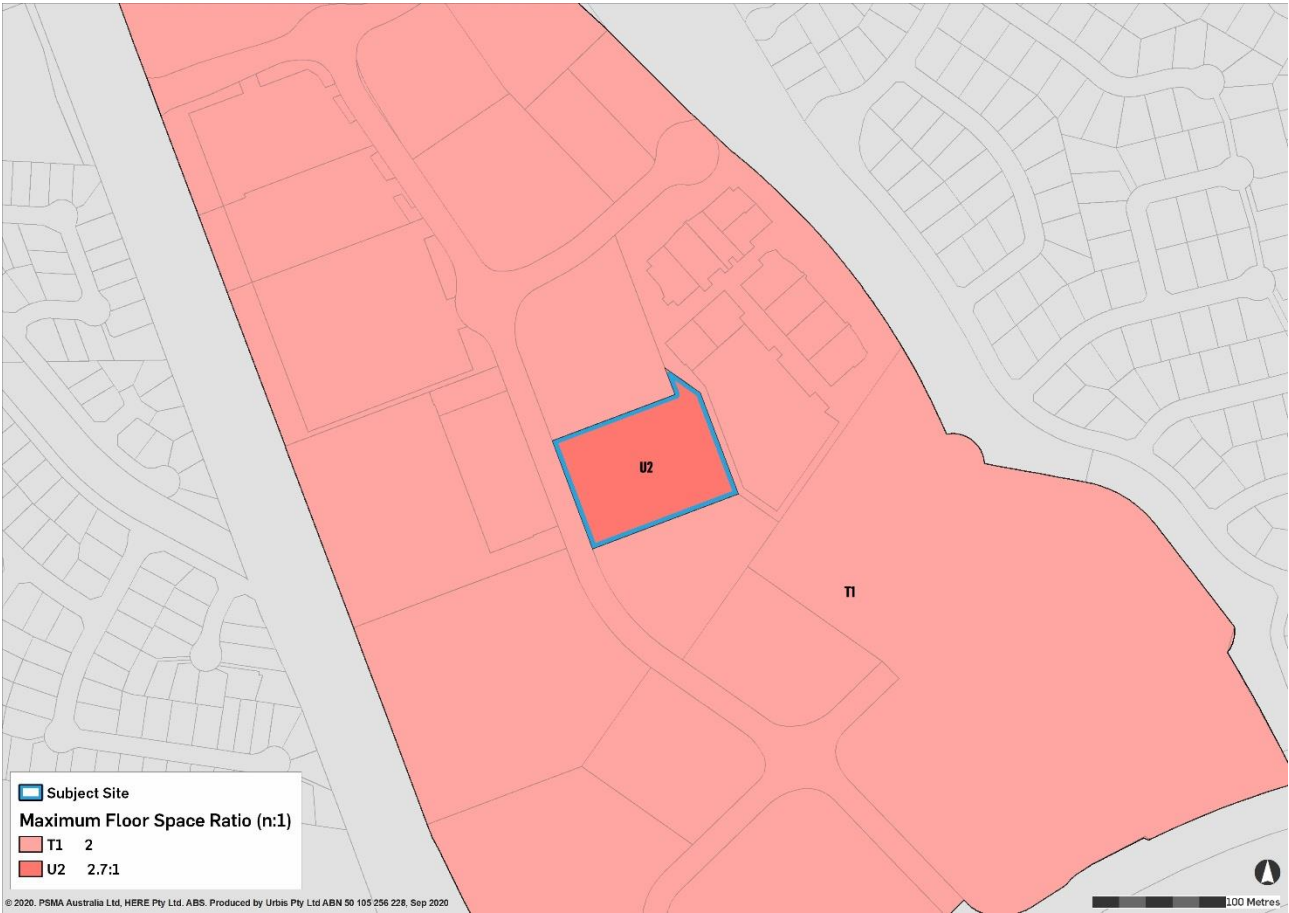
10.3.5. Q11 – What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation with State or Commonwealth authorities has been carried out to date on the Planning Proposal. It is acknowledged that The Hills Shire will consult with relevant public authorities following the Gateway determination.

11. PART 4 - MAPPING

As outlined in Section 8, the planning proposal seeks to achieve a number of modifications to the existing Hills Shire LEP 2019. Proposed map updates are illustrated in **Figure 28** below

Figure 28 Proposed Floor Space Ratio: 2.7:1



12. PART 5 – COMMUNITY CONSULTATION

Division 3.4 of the *Environmental Planning and Assessment Act 1979* requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be required to be publicly exhibited for 28 days in accordance with the requirements of the Department of Planning and Infrastructure guidelines “*A Guide to Preparing Local Environmental Plans.*”

It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s).
- A notice on The Hills Shire Council website.
- Written correspondence to adjoining and surrounding landowners.

13. PART 6 – PROJECT TIMELINE

It is anticipated that the LEP amendment will be completed within 9-12 months. An indicative project timeframe is provided below.

Stage	Timeframe and/or Date
Consideration by Hills Shire Council	January 2021 – March 2021
Planning Proposal referred to DPE for Gateway Determination	April 2021
Gateway Determination by DPE	May 2021
Commencement and completion of public exhibition period	Dates are dependent on Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions	6 weeks
Consideration of the Planning Proposal post-exhibition	6 weeks
Submission to DPE to finalise the LEP	To be determined

14. CONCLUSION

This Planning Proposal seeks an amendment to The Hills Local Environmental Plan 2019 to allow for higher density commercial development at 21-23 Lexington Drive, Bella Vista. The Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the relevant guidelines prepared by the NSW Department of Planning and Infrastructure including “A Guide to Preparing Local Environmental Plans” and “A Guide to Preparing Planning Proposals.” It sets out the justification for the proposed LEP amendments applicable to the subject site to allow for a higher density mixed use development.

The site is currently vacant and represents a significant opportunity for development in a key strategic location, being within 400m of the Bella Vista Station Centre and Metro station, which has recently opened. An increased intensity and diversity of business activities on the site will support the continued evolution of Norwest into the future as a recognised Strategic Centre.

Overall, it is considered that the proposal will result in significant public benefits facilitating the development of a high-quality commercial precinct. This proposal supports the State government’s current direction of increasing density in strategic centres to provide employment with good access to public transport and facilities.

The Planning Proposal seeks to deliver positive social and economic benefits and on this basis, it is requested that Council resolve to forward this planning proposal to the Department of Planning, Industry and Environment for LEP Gateway determination.

DISCLAIMER

This report is dated January 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Capital Projects Corporation Pty Ltd (**Instructing Party**) for the purpose of a planning proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

ARCHITECTURAL PLANS

APPENDIX B

LANDSCAPE CONCEPT PLAN

APPENDIX C

TRAFFIC AND PARKING STUDY

APPENDIX D

STRATEGIC TRANSPORT REVIEW

