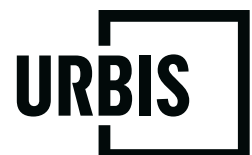




PLANNING PROPOSAL

14-16 Brookhollow Avenue,
Norwest Business Park

Prepared for
ICH CORP PTY LTD
Updated June 2022



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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PLANNING PROPOSAL_14-16 BROOKHOLLOW AVENUE, NORWEST - JUNE
2022

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EXECUTIVE SUMMARY

This Planning Proposal request has been prepared by Urbis Pty Ltd on behalf of ICH Corp Pty Ltd (the Applicant) in support of a proposed amendment to The Hills Local Environmental Plan 2019 in relation to the site at 14-16 Brookhollow Avenue, Norwest (the site), which is located within Norwest Business Park.

The objective of the planning proposal is to facilitate the construction of a new office building on the site to provide 17,539 sqm of premium grade office floor space in an accessible area, less than 600m walking distance from Norwest Metro Station.

The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The proposal presents an excellent opportunity to deliver on this vision, by locating premium grade employment-generating floor space within walking distance of the Norwest Metro Station.

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the Department of Planning, Industry and Environment (DPIE) guidelines *Planning Proposals: A guide to preparing planning proposals* dated December 2018.

BACKGROUND

The following pre-lodgement discussions were held with The Hills Shire Council and Norwest Association prior to lodging the Planning Proposal.

- Presentation to The Hills Shire Council, 5th November 2019
- Presentation to Norwest Association, 21st May 2020
- Presentation to The Hills Shire Council, 24th June 2020

Issues raised during the preliminary consultation has been considered and addressed in the final concept design and documentation submitted with this Planning Proposal request.

SITE CONTEXT

The Planning Proposal request applies to land at 14-16 Brookhollow Avenue, Baulkham Hills.

The subject site is located in the Norwest Business Park and is within The Hills Shire Council Local Government Area (LGA). Baulkham Hills is located 27km north west of the Sydney CBD and 14km north-west of Parramatta CBD.

Norwest is identified as a Strategic Centre due to its access to mass transit services and its role of providing a high proportion of Greater Sydney's jobs.

The site and locality have good access to existing and future transport connections including the new Norwest Metro Station which has been recently completed as part of the first stage of Sydney Metro. The area is also well connected to several major roads including the M7 Motorway as well as Old Windsor Road which connects to Parramatta CBD.

PLANNING CONTEXT

The site is currently zoned B7 Business Park in accordance with *The Hills Local Environmental Plan 2019 (HLEP)*.

The core local planning controls prescribe a maximum height of RL 116 and a maximum floor space ratio of 1:1.

The site does not contain any items which are listed as containing local or state heritage significance, nor is do any such items surround the site.

The proposed amendment to the maximum building height control and the maximum floor space ratio has been prepared in consideration of the planning objectives, priorities and actions in relevant strategic planning policies including:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*

- *Our Greater Sydney 2056: Western City District Plan*
- *North West Rail Link Corridor Strategy and Norwest Station Structure Plan*
- *The Hills Corridor Strategy*
- *Hills Future 2036 Local Strategic Planning Statement*

The proposal demonstrates a high level of compliance with these documents as is discussed in subsequent sections below. The proposal will enable the delivery of a well-connected commercial development in a location envisaged within local and state strategic planning documents.

PLANNING PROPOSAL

The Planning Proposal request has prepared in accordance with DPIE guidelines and is considered appropriate for the following reasons:

- The proposal supports key objectives of the Greater Sydney Regional Plan by supporting investment and business in identified commercial office precincts such as Norwest.
- The proposal unlocks the potential to grow employment on the site from 50 jobs to approximately 875 ongoing commercial jobs, thereby contributing to Council and Stage Government employment targets.
- The proposal will help deliver the long-term aspiration of the Central City District Plan of delivering a 30-minute city. This will be delivered through capitalising on the State Government's investment into the public transport network through locating employment generating floor space near the new Norwest Metro Station.
- The subject site is already zoned B7 Business Park zone and the proposed development is consistent with the objectives of the B7 zone as it will encourage employment opportunities through delivering premium grade employment-generating floor space.
- The site is relatively unconstrained, being one lot in single ownership with an existing outdated built form in need of improvements.
- The site is well positioned to deliver significant employment opportunities within close proximity to an existing residential catchment currently experiencing substantial growth.
- Such floor space uplift is able to be accommodated on the site without unreasonably compromising the amenity of the residential development on the southern side of the site.

1. INTRODUCTION

1.1. PROJECT OBJECTIVES

This Planning Proposal request has been prepared by Urbis Pty Ltd on behalf of ICH Corp Pty Ltd (**the Applicant**) in support of a proposed amendment to *The Hills Local Environmental Plan 2019* in relation to the site at 14-16 Brookhollow Avenue, Norwest (**the site**), which is located within Norwest Business Park.

The objective of the planning proposal is to facilitate the construction of a new office building on the site to provide 17,539 sqm of premium grade office floor space in an accessible area, less than 600m walking distance from Norwest Metro Station. The planning proposal seeks to achieve the desired outcome by:

- Amending the maximum Floor Space Ratio control applicable to the site under *The Hills Local Environmental Plan 2019* from 1:1 to 2.65:1.
- Amending the maximum height control applicable to the site from RL116 metres to RL129.2 metres AHD.

The planning proposal and intended development outcome is considered appropriate for the following reasons:

- The proposal supports key objectives of the Greater Sydney Regional Plan by supporting investment and business in identified commercial office precincts such as Norwest.
- The proposal unlocks the potential to grow employment on the site from the present 40-50 jobs to approximately 875 ongoing commercial jobs, thereby contributing to Council and State Government employment targets.
- The proposal will help deliver the long-term aspiration of the Central City District Plan of delivering a 30-minute city. This will be delivered through capitalising on the State Government's investment into the public transport network through locating employment-generating floor space near the new Norwest Metro Station.
- The subject site is already zoned B7 Business Park zone and the proposed development is consistent with the objectives of the B7 zone as it will encourage employment opportunities through delivering premium grade employment generating floor space.
- The site is relatively unconstrained, being one lot in single ownership with existing outdated built form requiring improvements.
- The site is well positioned to deliver significant employment opportunities within close proximity to an existing residential catchment currently experiencing substantial growth.
- Such floor space uplift is able to be accommodated on the site without unreasonably compromising the amenity of the residential development on the southern side of the site.

The following sections of this report demonstrate that the proposed height and FSR sought under this Planning Proposal can be accommodated on the site within a built form that does not significantly impact on existing and future surrounding development, heritage view corridors or the road network and is therefore suitable for the site.

1.2. PROJECT HISTORY

The following pre-lodgement discussions were held with The Hills Shire Council and Norwest Association prior to lodging the Planning Proposal.

- Presentation to The Hills Shire Council, 5th November 2019
- Presentation to Norwest Association, 21st May 2020
- Presentation to The Hills Shire Council, 24th June 2020.

Issues raised during the preliminary consultation has been considered and addressed in the final concept design and documentation submitted with this Planning Proposal request.

Council issued preliminary comments on the proposal in their letter dated 21st July 2020. A response is provided to Council's comments in the table below:

Table 1 Response to Council's Preliminary Comments

Comment	Response
<p>Strategic Planning Framework</p> <p><i>Any planning proposal for the site should address consistency with the strategic planning framework, with particular regard to the Greater Sydney Region Plan, the Central City District Plan, The Hills Future 2036 Local Strategic Planning Statement, the State Government's North West Rail Link Corridor Strategy and The Hills Corridor Strategy.</i></p>	<p>A comprehensive assessment of the proposal against the strategic planning frameworks is provided in Section 4 and discussed further in Section 6.3 of this report.</p>
<p>Proposed Built Form</p> <p><i>The following matters should be addressed:</i></p> <ul style="list-style-type: none"> ▪ The interface of the subject site with adjoining residential uses and public open space. ▪ Clarification of the proposed building heights. ▪ Clarification on the proposed green link through the site. ▪ Provide at least 50% of the site as landscaped area <p><i>A site-specific DCP is recommended to be prepared.</i></p>	<p>An analysis of the proposed built form and potential amenity impacts have been addressed in Section 5 of this report.</p> <p>For commercial development sites within the Norwest Business Park, it is commonly required that in parallel with the planning proposal there is a site specific DCP prepared and advanced.</p> <p>Typically, the preparation of the site-specific DCP occurs following initial assessment and acceptance in-principle by Council staff of the intended built form outcomes. The opportunity exists for this process to be brought forward, should it be deemed necessary in the context of this specific proposal.</p>
<p>Traffic, Parking and Access</p> <p><i>A sound justification for any variation to carparking rates in The Hills DCP 2012 should be provided within the planning proposal.</i></p> <p><i>A Traffic and Parking Study which considers the traffic impacts of the proposal on the surrounding road network and any infrastructure that is required to support the proposed additional yield is also required.</i></p>	<p>A Traffic Impact Assessment (TIA) has been prepared by GTA Consultants and is provided at Appendix B.</p> <p>The TIA provides a comprehensive assessment of the potential impacts of the proposal on the surrounding network. The TIA also provides a justification for the proposed parking provision.</p> <p>Traffic and Parking is further discussed at Section 5.8 of this report.</p>
<p>Infrastructure Requirements</p> <p><i>A planning proposal for this site would precede the completion of detailed precinct planning and infrastructure analysis for the broader Norwest Station Precinct.</i></p> <p><i>The proposal should clearly identify the public benefits proposed in association with any uplift (along with the mechanism for securing such benefits), to ensure that a fair and reasonable</i></p>	<p>Public benefit and infrastructure delivery is discussed at Section 5.11 of this report.</p> <p>For commercial development sites within the Norwest Business Park, it is commonly required that in parallel with the planning proposal there is a voluntary planning agreement is prepared and advanced. Accordingly a draft VPA has been provided.</p>

Comment	Response
<i>contribution is secured towards infrastructure upgrades required to support uplift on the site and throughout the broader Norwest Precinct.</i>	
Information to be submitted with Planning Proposal	
▪ Owners Consent and completed Political Donations forms;	Completed and lodged with Planning Proposal application.
▪ A Planning Proposal Report	This report.
▪ Infrastructure Demand Analysis	Addressed in the Traffic Impact Assessment at Appendix B and at Section 5.11 of this report.
▪ Urban Design Report	Provided at Appendix A.
▪ Economic Impact Assessment	Economic benefits discussed at Section 5.10 of this report.
▪ Draft site-specific Development Control Plan	For commercial development sites within the Norwest Business Park, it is commonly required that in parallel with the planning proposal there is a site specific DCP prepared and advanced.
▪ A Flood Assessment	Discussed at Section 5.9 of this report. Also refer Appendix C.
▪ Architectural Drawings	Provided at Appendix A, in the urban design report.
▪ Heritage Impact Statement	Provided at Section 5.7 of this report.
▪ Transport, Parking and Pedestrian Accessibility Report.	Provided at Appendix B.

1.3. REPORT STRUCTURE

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP& Act)* and the Department of Planning, Industry and Environment guidelines '*Planning Proposals: A guide to preparing planning proposals*' dated December 2018.

The relevant sections of the report are listed below:

- **Section 2:** Detailed description of the site, the existing development and local and regional context.
- **Section 3:** Current statutory planning framework relevant to the site, including the State and local planning controls and development contributions.
- **Section 4:** State and local strategic planning policies relevant to the site and the Planning Proposal.
- **Section 5:** Key features of the indicative development concept plan associated with the requested Planning Proposal.
- **Section 6:** Comprehensive description and justification for the Planning Proposal in accordance with the DPIE guidelines.
- **Section 7:** Conclusion.

1.4. SUPPORTING DOCUMENTATION

This planning proposal is accompanied by the following supporting plans and reports:

Table 2 Supporting Documentation

Document Title	Consultant	Appendix
Urban Design Strategy and Architectural Plans	PBD Architects	Appendix A
Traffic Impact Assessment (updated)	GTA Consultants	Appendix B
Flood Advice	SGC Consultants	Appendix C

2. SITE CONTEXT

2.1. SITE DESCRIPTION AND EXISTING BUILT FORM

The site is located on the southern side of Brookhollow Avenue and Norwest Business Park and backs on to low density residential development to the south.

The key features of the site are summarised in the following table.

Table 3 Site Description

Feature	Description
Street Address	14-16 Brookhollow Avenue, Norwest
Legal Description	Lot 3 in DP1010849
Site Area	6,621m ²
Site Dimensions	Frontage: 100m Depth: 82m (east) 118m (west) Rear boundary: 55m

Figure 1 Aerial photo of subject site



Source: Urbis

The site currently contains a 2-storey office and warehouse building with at-grade car parking and landscaping throughout the site. The existing building has a GFA of approximately 2,742sqm.

Access to the site is from Brookhollow Avenue, just off Norwest Boulevard, the main arterial road through Norwest Business Park. There are currently 40 at grade car spaces on the site.

The existing building on the site is not heritage listed, nor is the site located in a heritage conservation area.

The site slopes moderately from east down to west, having an RL of 92.73 on the eastern boundary and an RL of 88.16m on the western boundary representing a fall of 4.57m.

There are established trees and landscaping throughout the site, particularly along both side boundaries and rear boundary.

Figure 2 Site Photos



Picture 1 Existing development as viewed from Brookhollow Avenue



Picture 2 Existing vehicular entrance on eastern side of the site. Adina Hotel in background to the west.

2.2. LOCALITY CONTEXT

The subject site is located in the Norwest Business Park, Baulkham Hills and is within The Hills Shire Council Local Government Area (LGA). Baulkham Hills is located 27km north west of the Sydney CBD and 14km north-west of Parramatta CBD.

Norwest is identified as a Strategic Centre due to its access to mass transit services and its role of providing a high proportion of Greater Sydney's jobs.

The site and locality have good access to existing and future transport connections including the new Norwest Metro Station which has been recently completed as part of the first stage of Sydney Metro. The area is also well connected to several major roads including the M7 Motorway as well as Old Windsor Road which connects to Parramatta CBD.

The locality has a range of land uses including large low-rise commercial and office buildings, warehouses and low-density residential properties. Key land uses surrounding the subject site include:

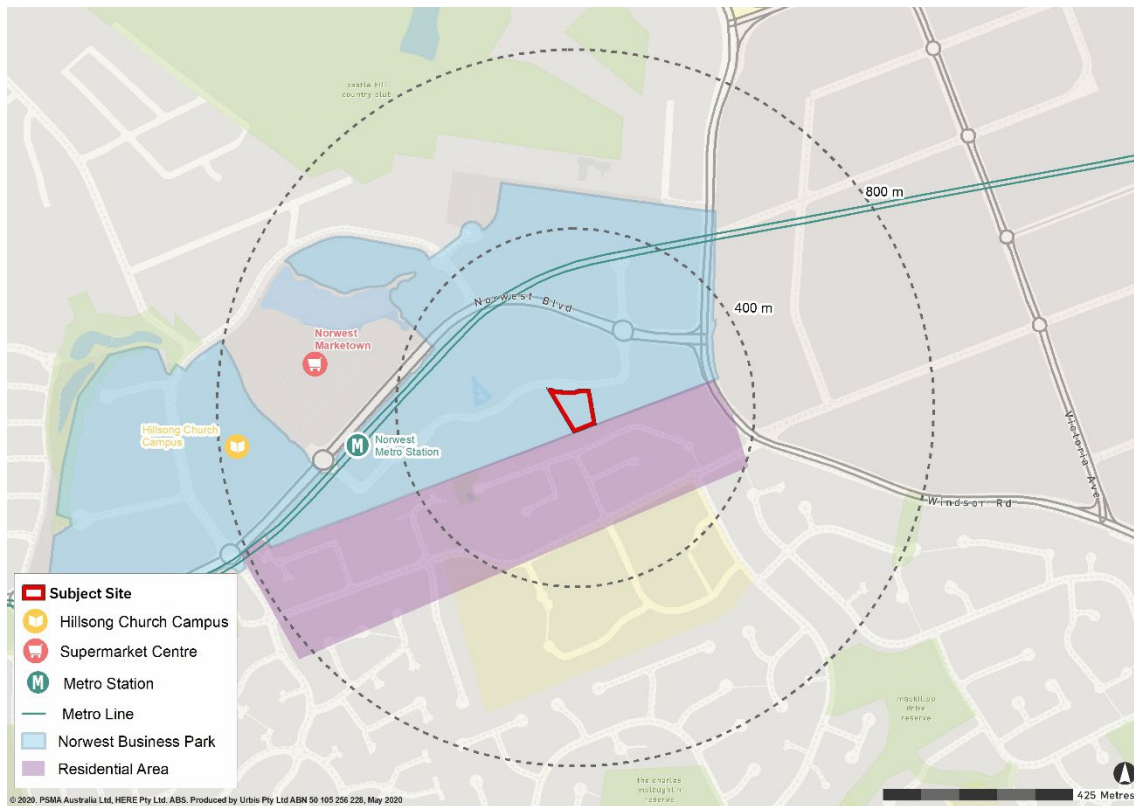
- **Commercial:** The site is surrounded by an agglomeration of commercial offices and warehouses within the Norwest Business Park
- **Retail:** The site is located within 800m of the Norwest Marketown Shopping Centre, to the West.
- **Education/Community:** Hillsong Church campus, including place of worship, administrative and educational uses is located further West;
- **Hotel/Leisure:** A number of hotels, gyms and leisure facilities such as a public swimming pool are located within Norwest Business Park.
- **Low density residential:** Low density residential uses are located to the south;

- **Open Space:** There are existing open space areas within the Norwest Business Park including the small reserve to the rear of the site. BellaVista Farm is to the south-west which is of State and local heritage importance and has significant view corridors across the area; and
- **Transport:** The site is located within 600m of the Norwest Metro Station to the east.

The immediately surrounding development includes:

- North: Existing Data Centre on a large parcel of land at 3 Brookhollow Avenue.
- East: Existing Data Centre at 10-12 Brookhollow Avenue. Further east is a 7-storey mixed use development at 2 Brookhollow Avenue comprising commercial offices, retail space and a gym.
- South: Low density residential development addressed to Fairmont Avenue. Zoned R3 Medium Density Residential.
- West: Two-storey commercial building at 18-20 Brookhollow Avenue. Further west is a 7-storey mixed-use building comprising Adina serviced apartments and retail uses.

Figure 3 Site Context Map



Source: Urbis

2.3. SURROUNDING PLANNING PROPOSALS

A number of planning proposals have been submitted to The Hills Council seeking uplift on sites within Norwest Business Park. A summary of relevant applications and their status are provided in the table below.

Table 4 Surrounding Planning Proposals (as at Sept 2021)

Site	Zoning	Height	FSR	Status
2-4 Burbank Place, Norwest	B7 Business Park	Previously RL 116, updated to RL 126m (approx 12 storeys)	Previously 1.49:1, updated to 2.8:1	Due to be published Sept 2021.
25-21 Brookhollow Avenue, Norwest (over-station development)	B7 Business Park	Previously RL 116m, updated to Part RL 135.65, part RL 184.25 (approx 25 storeys)	Previously 1:1, updated to part 2.42, part 4:1	Gateway issued, Post public exhibition.
8 Solent Circuit, Norwest	B7 Business Park	Previously RL 116m. Updated to RL 126m (approx 10 storeys)	Previously 1:1, updated to 2.2:1	Gateway issued 23.06.2018 Finalised
1 Columbia Court, Norwest	Existing: B7 Business Park Proposed: B4 Mixed Use	Previously RL 116m, Updated to RL 207m (approx 28 storeys)	Previously 1:1, Updated to 4.5:1	Under Council Assessment
34-36 Brookhollow Avenue, Norwest	Existing: B7 Business Park Proposed: B4 Mixed Use	Previously RL 116 Updated to RL 223 (40 storeys)	Previously 1:1 Updated to base 2.4:1, Incentive: 3:1	Council support July 2021, Pending gateway determination
26-30 Brookhollow Avenue, Norwest	Mixed Use	Previously RL 116m Updated to RL 167m (approx. 23 storeys)	Previously 1:1 Updated to 3.82:1	Not supported
4 Century Circuit, Baulkham Hills (Marketown)	Existing: B7 Business Park Proposed: B4 Mixed Use	Previously RL 116m Updated to RL 242.8m (Approx. 40 storeys)	Previously: 1.49:1 Updated to 5.14:1	Not supported, being revised
11-13 Solent Circuit, Norwest (The Esplanade)	Existing: B2 Local Centre & SP2 Infrastructure Proposed: B4 Mixed Use	Previously RL 116 Updated to: RL 143.2 (Approx 23 storeys)	Previously: 1.49:1 Updated to 2.42:1	Finalised.

Site	Zoning	Height	FSR	Status
40 Solent Circuit, Norwest (The Greens)	Existing: R4 High Density Residential Proposed: B4 Mixed Use	Previously RL 116, updated to RL169m (approx 26 storeys)	Updated to 2.9:1	Published 17 July 2020.
2-6, 7 Maitland Place, Norwest	Existing: R4 High Density Residential Proposed: B4 Mixed Use	Previously RL116m, Updated to RL169m (approx 25 storeys)	Updating of FSR from 1:1 to 1.5:1	Finalised

From the history of decision-making on planning proposals (and broadly consistent with the adopted LSPS), the following characteristics have been common for planning proposals that have advanced to date:

- **Land Uses** have been commercial focussed in the B7 zone, seeking to deliver maximum employment opportunities.
- **Building heights and FSR** have been beyond those originally identified as minimum recommendations contained in the Hills Corridor Strategy – again, seeking to delivery maximum employment opportunities.
- Demonstrated **limited amenity impacts** have been required, particularly for nearby residential areas – including for example a minimum of 4hr solar access being maintained.
- Demonstrated **limited heritage impacts** have been required, relative to heritage values and view corridors associated with the Bella Vista Farm.
- Site specific **DCPs** have been required post-gateway determination.
- **Voluntary Planning Agreements** (VPAs) have been required post-gateway determination, providing for contributions toward infrastructure upgrades.

As outlined later in this PP documentation, the proposal for 14-16 Brookhollow is consistent with the above characteristics.

3. STATUTORY CONTEXT

This section provides a summary of the existing local planning framework as it applies to the subject site and planning proposal.

3.1. THE HILLS LOCAL ENVIRONMENTAL PLAN 2019

The Hills Local Environmental Plan 2019 (the LEP) is the primary environmental planning instrument applying to the site and the proposed development.

3.1.1. Land Use Zoning

The site is zoned B7 Business Park zone in accordance with the LEP. The relevant zone objectives include:

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

The following development is permitted in the B7 zone:

2 Permitted without consent

Nil

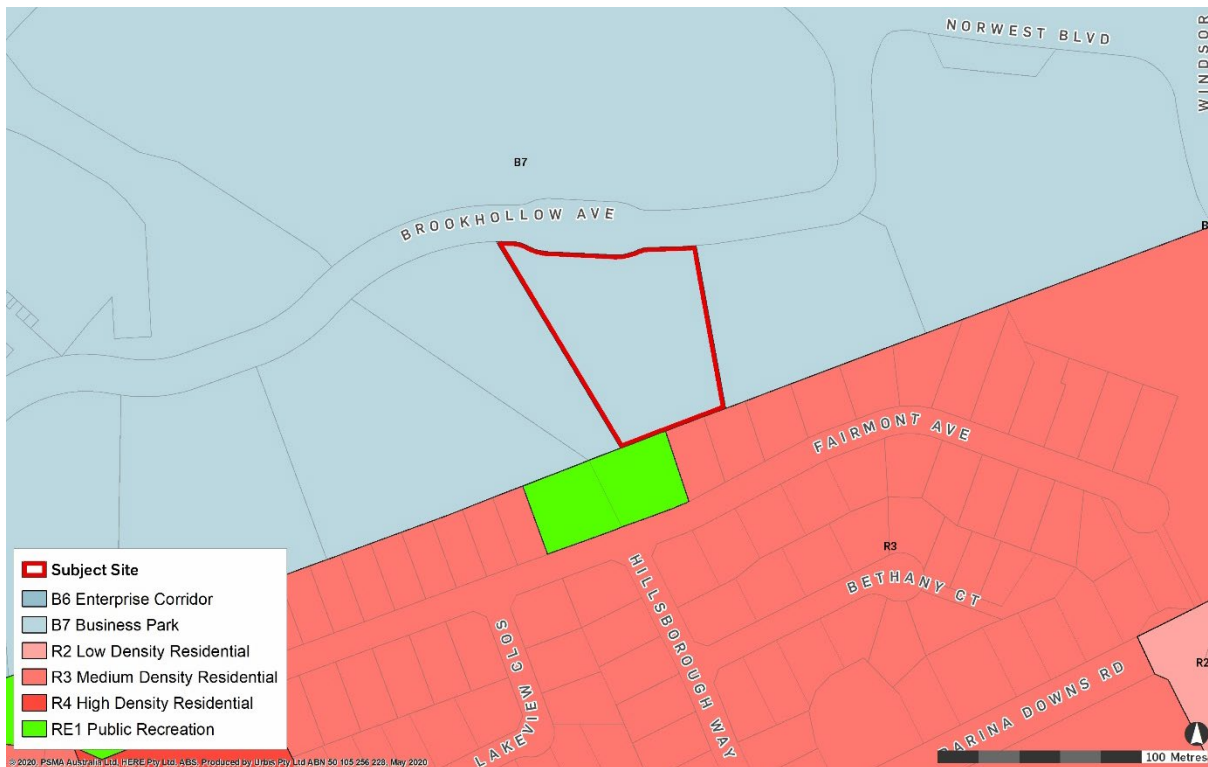
3 Permitted with consent

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

4 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; Pond-based aquaculture; 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

Figure 4 LEP Zoning Map



Source: Urbis GIS

3.1.2. Building Height

The site has a maximum building height of RL 116 metres in accordance with clause 4.3 and as shown in Figure 5 below.

Figure 5 LEP Height of Buildings Map



Source: Urbis GIS

3.1.3. Floor Space Ratio

The site has a maximum floor space ratio (**FSR**) of 1:1 in accordance with clause 4.4 and as shown in **Figure 6** below.

Figure 6 LEP Floor Space Ratio Map



Source: Urbis GIS

3.1.4. Heritage Conservation

The site is not identified as a local heritage item, nor is it located within a heritage conservation area. However, there are several local heritage items and a heritage conservation area within the locality as listed below.

- St Joseph's Novitiate (Heritage Item I7), 1002 Mackillop Drive
- Bella Vista Homestead (Heritage Conservation area C2). Also listed on State Heritage Register.

3.2. PLANNING AGREEMENTS AND DEVELOPER CONTRIBUTIONS

Under Section 7.4 of the EP&A Act, an Applicant may enter into a Voluntary Planning Agreement (VPA) where a change is sought to an environmental planning instrument, under which the developer agrees to dedicate land, pay a monetary contribution and/or provide any other material public benefit in association with the change to the environmental planning instrument.

In parallel with the planning proposal, a draft Voluntary Planning Agreement has been advanced - which includes a monetary contribution to Council valued at 3% of the cost of future development (equating to a monetary contribution of approximately \$2.5 million). It is recommended of the 3% contribution, one-third be allocated towards infrastructure within the vicinity of the site, including upgrade works within the adjoining Fairmont Avenue Reserve, a shared pedestrian and cycleway connecting Fairmont Avenue Reserve to Brookhollow Avenue and public domain and streetscape improvements to Brookhollow Avenue.

The remaining contribution (2% of the cost of future development) would be available for Council to expend, at its discretion, on new and upgraded local infrastructure within the Norwest Strategic Centre. In the absence of a completed precinct plan which would determine the local infrastructure required to support anticipated redevelopment within the precinct, the offered monetary contribution of 3% of the total cost of works is considered to be a fair and reasonable infrastructure contribution offer which is in line with comparable VPAs and contribution rates for commercial development elsewhere within the Norwest Precinct and Hills Shire area.

The offer is considered to be commensurate with the proposal's impact on the cumulative local infrastructure needs of the Precinct, in the absence of more detailed infrastructure analysis as part of Precinct Planning.

4. STRATEGIC CONTEXT

This section of the report identifies the relevant State and local strategic planning policies which are relevant to the site and the Planning Proposal. It outlines the key objectives, planning priorities and actions required to deliver the vision for the Greater Sydney Region, the Central City District and The Hills local government area.

A detailed assessment of the consistency of the proposal with the State and local strategic planning policies is provided within **Section 6**.

4.1. GREATER SYDNEY REGION PLAN: A METROPOLIS OF THREE CITIES

The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities – the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following objectives are relevant to the proposed development:

- *Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities*
- *Objective 19 – Greater Parramatta is stronger and better connected*
- *Objective 22 – Investment and business activity in centres*

4.2. OUR GREATER SYDNEY 2056: CENTRAL CITY DISTRICT PLAN

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing and future transport infrastructure to deliver growth aspirations.

The planning priorities and actions likely to have implications for the proposed development are listed and discussed below:

- *Planning Priority N7 – Growing a stronger and more competitive Greater Parramatta*
- *Planning Priority C9 – Delivering integrates land use and transport planning and a 30 minute city*
- *Planning Priority C10 – Growing investment, business opportunities and jobs in strategic centres*

4.3. HILLS FUTURE 2036 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*

These Planning Priorities are discussed further in Section 6.3 'A'.

4.4. NORTH WEST RAIL LINK CORRIDOR STRATEGY

The North West Rail Link Corridor Strategy (NWRL Corridor Strategy) was finalised in September 2013 and is an overarching plan to ensure that future development around the eight Metro stations along the NWRL Corridor will happen in a coordinated manner over 25 years, to create sustainable, well connected communities close to jobs, transport and facilities.

The strategy will guide future rezoning of land as well as state government planning for infrastructure and utilities, including new schools and open space.

The NWRL Corridor Strategy includes individual structure plans for each station location and its surrounds. The NWRL Corridor Strategy anticipates a growth in dwellings of 4,350 by 2036 and targets a growth of 13,200 jobs in Norwest by 2036.

The NWRL Corridor Strategy anticipates commercial developments to have floor space ratios ranging between 2:1 and 4:1.

The NWRL Corridor Strategy seeks to reinforce Norwest as a Specialised Precinct and the largest employment centre for Sydney's North West.

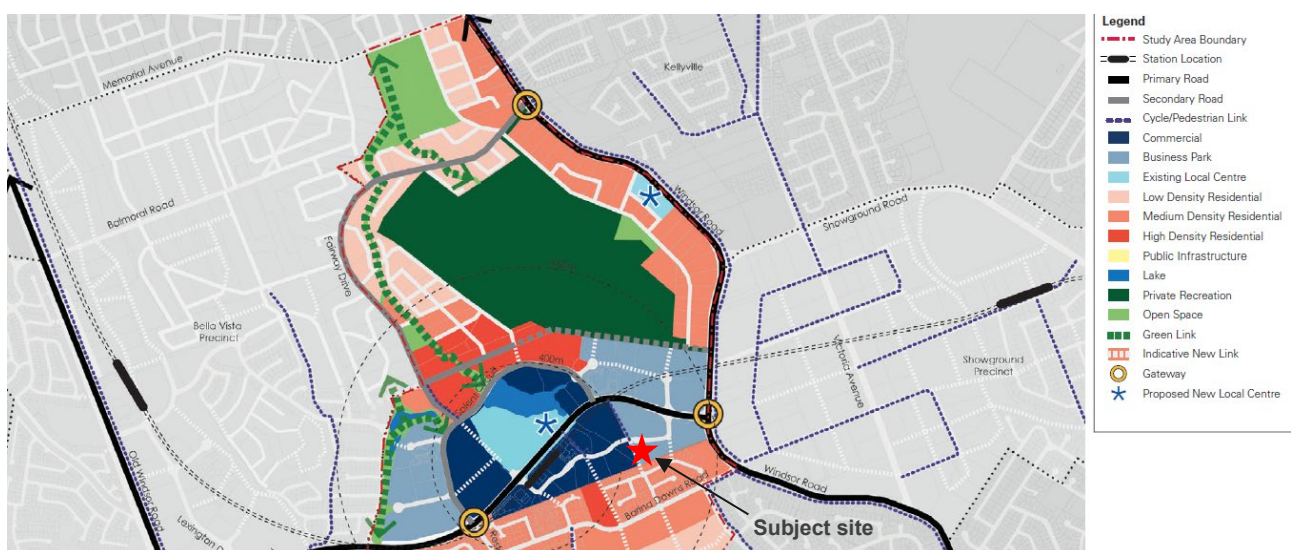
The **Norwest Structure Plan**, part of the NWRL Corridor Strategy, identifies that jobs deficit in Western Sydney is expected to increase to 280,000 by 2031. There is an urgent need to reverse Western Sydney's local employment opportunities shortfall.

The Norwest Structure Plan acknowledges that Norwest Business Park has significant employment growth potential. The Plan sets out a vision for Norwest as a Specialised Precinct and the largest employment centre for Sydney's North West.

Within the Structure Plan, the subject site is identified as a Short Term Opportunity Site (available in the short term for development) and recommends that more flexible controls will respond to growing market demands for commercial spaces with large floor plates to encourage the growth of Norwest as a Specialised Precinct.

The Structure Plan concludes that the current development controls constrain land use intensification and should be reviewed.

Figure 7 Norwest Structure Plan



Source: North West Rail Link – Norwest Station Structure Plan

4.5. THE HILLS CORRIDOR STRATEGY

The Hills Corridor Strategy (HCS) was adopted by Council in November 2015 and presents Council's vision for land use development over the next 20 years for each of the seven Sydney Metro stations within and adjacent to The Hills Shire LGA.

The HCS's vision for the Norwest Precinct is for the orderly expansion and intensification of the Business Park by delivering a built form that caters for employment activities, while retaining the open business feel.

Opportunities for growth in the Business park include enhanced accessibility associated with Norwest Metro Station, the existing success of Norwest Business Park and access to established services including electricity, telecommunications, and stormwater drainage.

The desired outcomes for the subject site as set out in the Norwest Precinct Plan of the HCS include a **minimum** FSR of 2:1 – no maximum FSR is specified.

Figure 8 Norwest Precinct Desired Outcomes

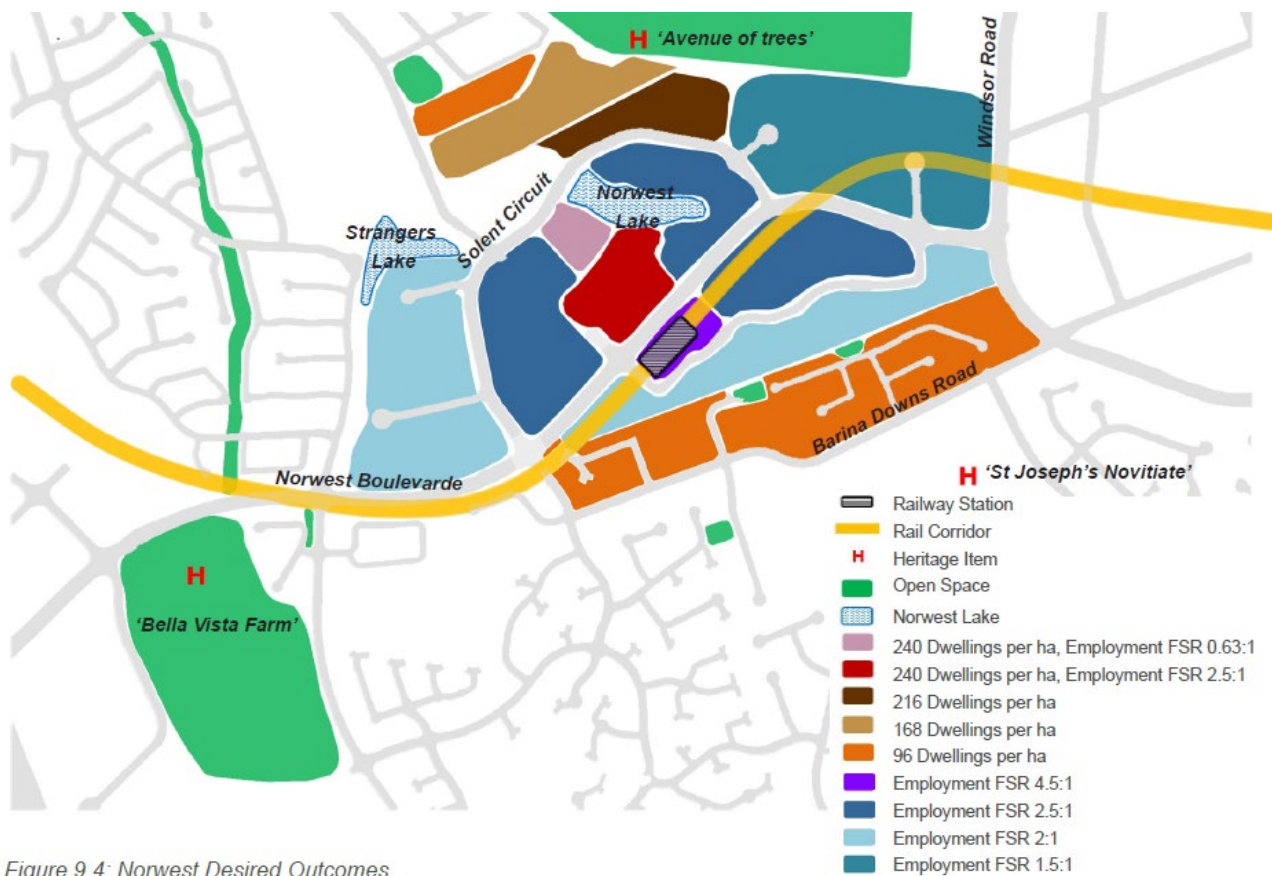


Figure 9.4: Norwest Desired Outcomes
Source: The Hills Corridor Strategy

5. INDICATIVE CONCEPT

This planning proposal seeks to enable the redevelopment of the site to support a high-density commercial development that responds to the site's strategic location and context.

The planning proposal seeks to achieve this outcome through amendments to *The Hills Local Environmental Plan* (LEP) 2019 to allow for the following:

- Amend the maximum Floor Space Ratio control for the subject site from 1:1 to 2.65:1
- Amend the maximum Building Height control for the subject site from RL116m to RL129.2.
- No change is proposed to the existing B7 Business Park zoning for the site.

The LEP amendments above will facilitate the delivery of the concept commercial building illustrated in the accompanying Urban Design Report prepared by PBD Architects.

The intended future development for the site comprises of the following:

- Demolition of the existing building
- Construction of a commercial building with a maximum height of 10-storeys (RL129.2) comprising:
 - 2-storey podium
 - Two towers, a 6-storey tower on the eastern side and a 10-storey tower on the western side.
- 17,539 sqm commercial GFA
- **basement parking for approx 234 spaces.**
- Landscaping and public domain works.

The following sections demonstrate that the proposed height and FSR sought under this Planning Proposal can be accommodated on the site within a built form that does not significantly impact existing and future surrounding development, heritage view corridors or the road network and is therefore suitable for the site.

5.1. BUILT FORM

The proposed built form has evolved in response to the opportunities and constraints of the site and has been informed by the urban context in which the site is located. The site, which is located on the southern periphery of the Norwest Business Park Precinct and adjoins a low-density residential zone to the south, responds to this sensitive interface through a considered design response.

The massing of the built form has been split into two towers of varying heights, being 6 storeys and 10 storeys. The towers sit above a 2-storey podium.

The break in the massing stimulates permeability through the built form and, importantly, reduces overshadowing impacts on the residential dwellings to the south.

The varying heights of the towers, decreasing from west down to east, reflects the transition in density in the business park which gradually increases towards the central core around Norwest Metro Station to the west of the site.

The built form steps down towards the rear of the site in response to the fine-grain residential lots to the south. The stepped built form creates greater separation to the residential dwellings, ensuring the taller building elements are focused closer to Brookhollow Avenue. This design response effectively reduces the built form dominance of the proposal and visual bulk impacts when viewed from the south.

It will also assist in retaining solar access to the dwellings to the south.

Figure 9 Concept proposal showing a split built form, as viewed from Brookhollow Avenue



Source: PBD Architects

Figure 10 The concept proposal transitions appropriately from low density development to the south and east towards the denser commercial core to the west.



Source: PBD Architects

5.2. BUILDING HEIGHT

The planning proposal seeks to facilitate a development outcome incorporating a new 6 and 10-storey building, to a maximum height of RL129.2m. The varied tower height has been designed in response to the

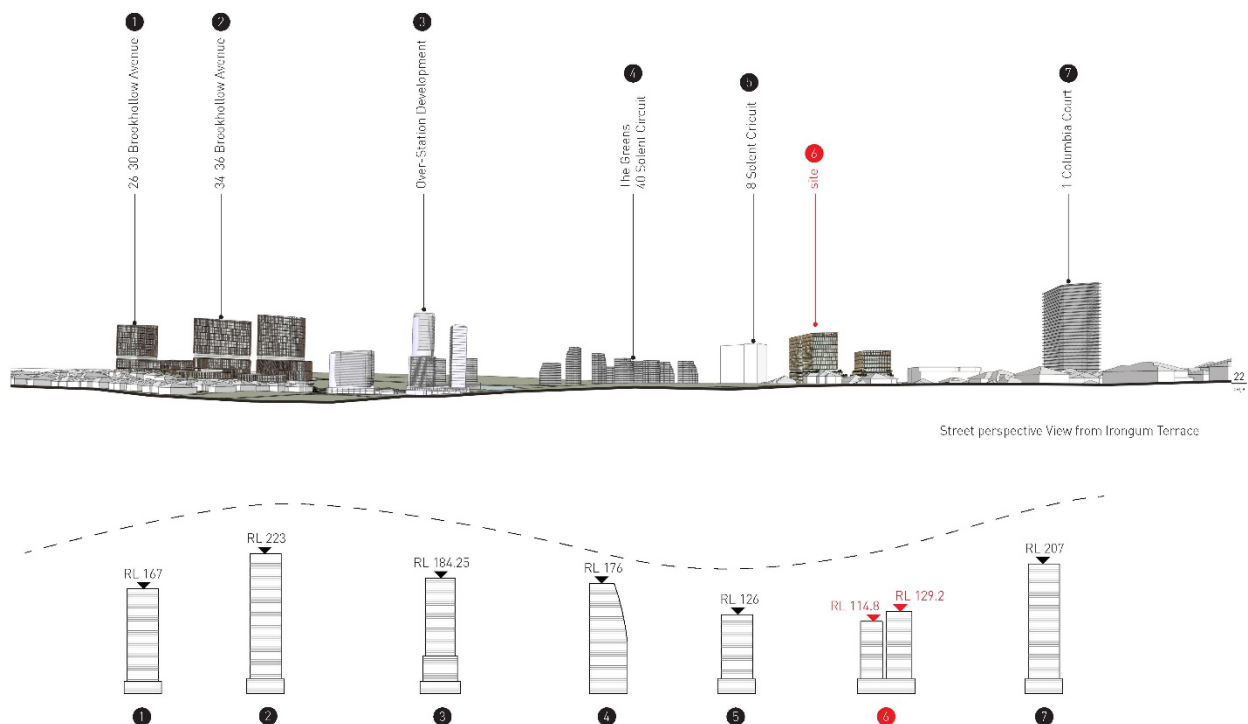
need to mitigate potential overshadowing and visual impacts, particularly to the low-density residential area to the south.

The building height is considered appropriate in the context of:

- The site's strategic context and direction for Norwest Business Park.
- The opportunity to facilitate significant site redevelopment associated with the ability to effectively deliver business development and employment opportunities;
- The demonstrated limited impact on solar access to residential properties at the rear (refer to section 5.5);
- The demonstrated appropriate transition from the residential area to the rear and the limited visual impact on those properties (refer to section 5.6);
- The demonstrated limited impact on existing heritage view corridors (refer to section 5.7).

The below diagram demonstrates how the proposed height of the commercial building will fit comfortably in the emerging context of Norwest Business Park.

Figure 11 Building heights within Norwest Business Park



Source: PBD

5.3. FLOOR SPACE RATIO

The planning proposal seeks to facilitate a development outcome incorporating a total floor space of 17,539 sqm on the site, equating to a floor space ratio (FSR) of 2.65:1. The proposed FSR is considered appropriate in the context of:

- The site's strategic context and direction for Norwest Commercial Centre;

- The opportunity to facilitate significant site redevelopment associated with the ability to effectively deliver business development and employment opportunities through a significant increase in GFA;
- The vision set out in the North West Rail Link Corridor Strategy which anticipates commercial development having FSRs ranging from 2:1 to 4:1;
- The recommendations in the Hills Corridor Strategy which sets a **minimum** employment FSR of 2:1 for the site – no maximum is specified;
- The opportunity to facilitate the growth of employment on the site from approximately 40-50 jobs associated with the existing commercial and warehouse building, to approximately 875 ongoing commercial jobs, thereby contributing to employment targets for the precinct.
- The demonstrated limited impact on solar access to residential properties at the rear (refer to section 5.5).
- The demonstrated appropriate relationship with the residential area to the rear and the limited visual impact on those properties (refer to section 5.6)
- The demonstrated limited impact on existing heritage view corridors (refer to section 5.7).

5.4. LANDSCAPING AND URBAN DESIGN

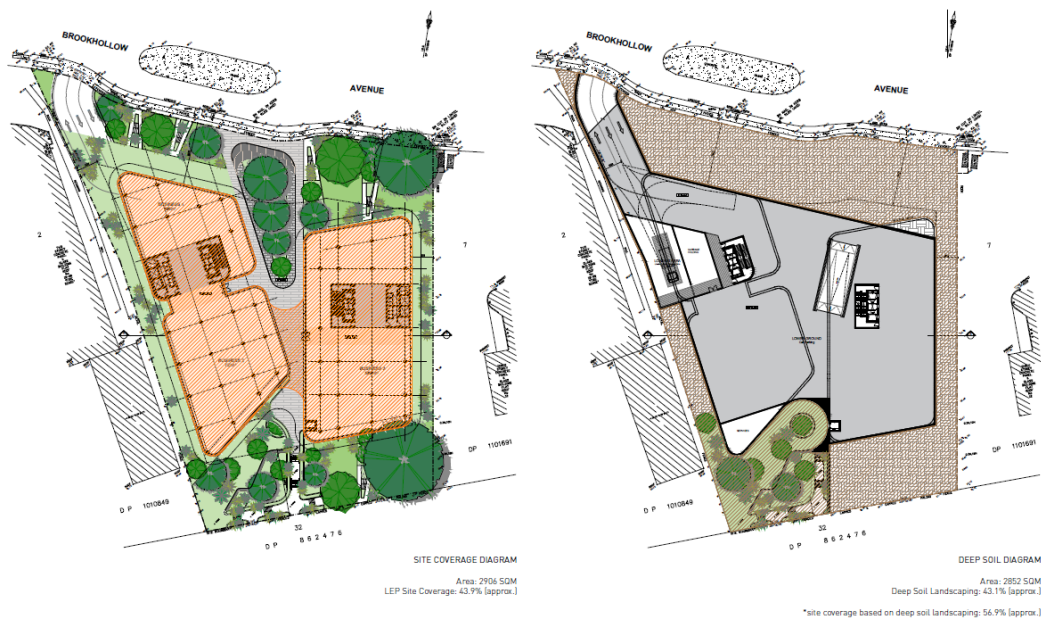
The proposed built form will be sited towards Brookhollow Avenue to maximise separation to the residential dwellings at the rear and maintain a green buffer at the rear of the site. Where possible, existing trees will be retained along the rear boundary.

The basement car park has been set in from the front and rear boundary to further facilitate the retention and planting of substantial trees at the front and rear of the site and provide for large areas of deep soil planting. The green buffer at the rear of the site will soften the visual impact of the concept proposal when viewed from Fairmont Avenue and the dwellings to the south.

The proposed siting of the commercial building allows for compliance with the 15m rear setback general control required by Part B6 of The Hills Development Control Plan 2012, having rear setback that varies between 16m and 20m. It is acknowledged that may be potential to bring the development on the site further forward to 9m and further increase the rear setback, through the draft site-specific DCP. The relationship and interface of the proposed built form with its surrounds shall provide a high-quality streetscape and public domain outcome, and high levels of amenity, aesthetics, functionality and feasibility.

The proposed urban design concept is for a permeable low-rise podium of commercial uses and public spaces with slender residential towers above and basement parking below. The proposed landscape and urban design response retains the open landscape design of the broader Norwest Business Park. In this regard, approximately 45% of the site area is landscaped at ground level, with further opportunities for landscaping through the building design.

Figure 12 The siting of the built form creates a buffer zone between commercial uses on the site and residential uses to the south.



Source: PBD Architects

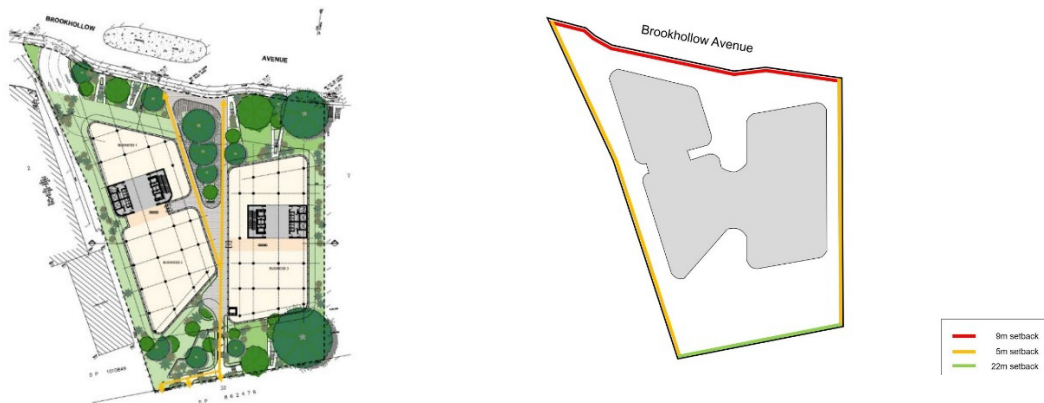
A draft site-specific DCP has been prepared for the site in parallel with the planning proposal, which among other matters seeks to establish recommendations for future development on the site, including:

- Minimum requirements for landscaping, deep soil areas and retention of existing vegetation;
- Updated parking rates - prescribing a minimum parking rate of 1 space per 100m² and a maximum parking rate of 1 space per 75m² of commercial GFA.
- A focus on pedestrian movements through the site.
- Ensuring that site setbacks facilitate built form and scale that appropriately integrates with the site context and surround.

The development concept in the urban design report seeks to facilitate a 15m front setback and a 16m+ setback at the rear. This accords with the general requirements of the Hills DCP.

The draft site-specific DCP identifies an opportunity to reduce the front setback, from 15m to 9m. In turn the rear setback may be increased to 22m. Such recommendations would effectively allow the development to be moved further forward on the site. Notwithstanding, the development outcome and associate design principles would remain fundamentally the same. As part of detailed design development, any future DA would need to demonstrate a suitable response to the DCP as applicable and adopted at that time.

Figure 13 – extracts from draft DCP



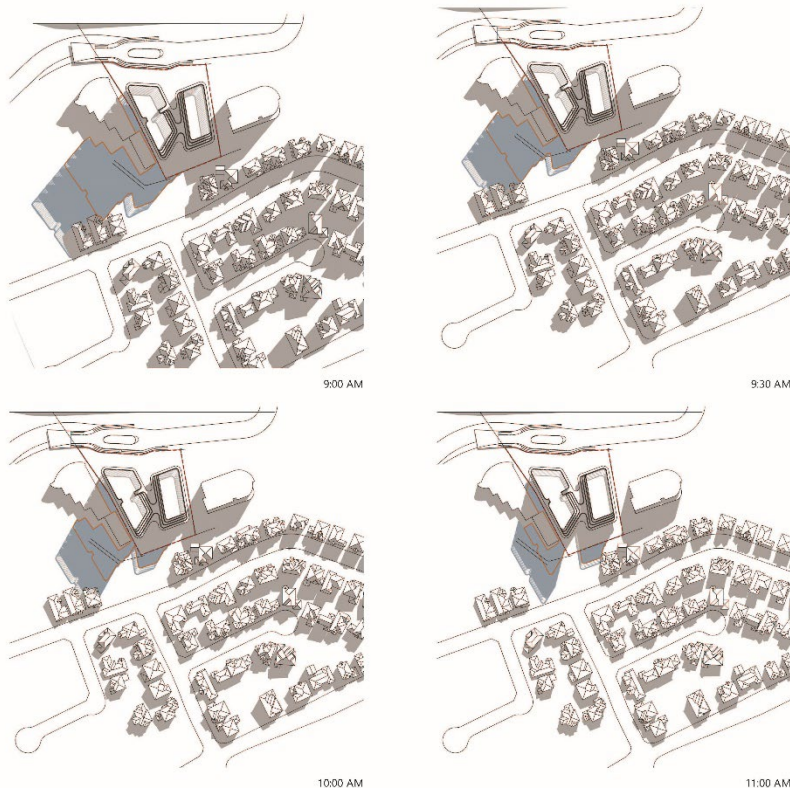
5.5. SOLAR ACCESS

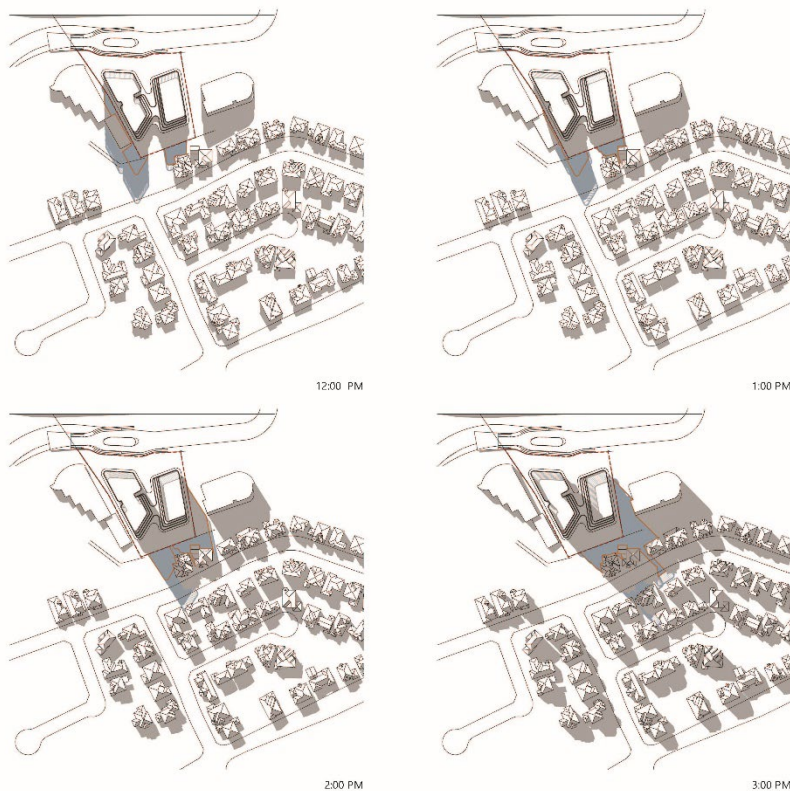
As discussed in Section 5.3 and 5.4 above, the concept development has carefully considered the site's relationship with the low-density residential development to the south. The concept proposal has been designed and sited to ensure solar access is maximised to the residential dwellings to the south.

In this regard, the accompanying shadow diagrams demonstrate that the concept proposal will overshadow the dwellings at 46-50 Fairmont Avenue, south-west of the site, between 9am and 11am on June 21st. The concept proposal will not impact these properties for the rest of the day.

The dwellings directly to the rear of the site at 45 and 47 Fairmont Avenue will be overshadowed between 2pm and 3pm on June 21st. Shadows will be fast-moving and of limited duration for individual properties, ensuring that there will be no significant impacts.

Figure 14 Shadow Diagrams – June 21st





Source: PBD Architects

The above shadow diagrams demonstrate that the residential dwellings to the south will still receive at least 4 hours solar access on June 21st, thereby complying with Council's solar access and overshadowing requirements.

Sun View Diagrams have been prepared to further illustrate the limited overshadowing impact that the proposal will have on development to the south.

This has been achieved by splitting the building massing in to two towers to allow sunlight through the site, and by stepping the height of both the towers, and the overall built form down towards the rear.

5.6. VISUAL CONTEXT AND IMPACT

The visual context and impact of the concept proposal has been carefully considered, particularly in relation to the residential properties addressed to Fairmont Avenue to the south. As discussed in section 5.3 and 5.4 above, the built form has been designed and sited to minimise impacts on existing residential development to the south.

Visual impacts to those properties have been minimised by:

- Siting the built form towards the front of the site to maximise separation
- Maintaining a landscape buffer at the rear of the site
- Splitting the massing of the built form into two towers
- Stepping the height of the towers from 6 storeys (east) to 10 storeys (west)
- Setting in the lower levels of the towers above the podium

The accompanying perspectives within the Urban Design Report demonstrate the limited visual bulk impact associated with the concept proposal when viewed from Fairmont Avenue to the south.

Figure 15 Render of proposed development as viewed toward Fairmont Avenue.



Source: PBD Architects

Visual privacy to the residential dwellings has also been considered. The proposed commercial development can be designed to incorporate privacy measures such as horizontal blade louvres which will limit the extent of down overlooking from the commercial tenancies. The landscaped buffer zone at the rear will also facilitate privacy between the residential dwellings and lower levels of the commercial development. Relevant cross-sections are provided in Figures 15 and 16 overleaf.

Figure 16 Design response to minimise privacy impacts for adjoining properties.

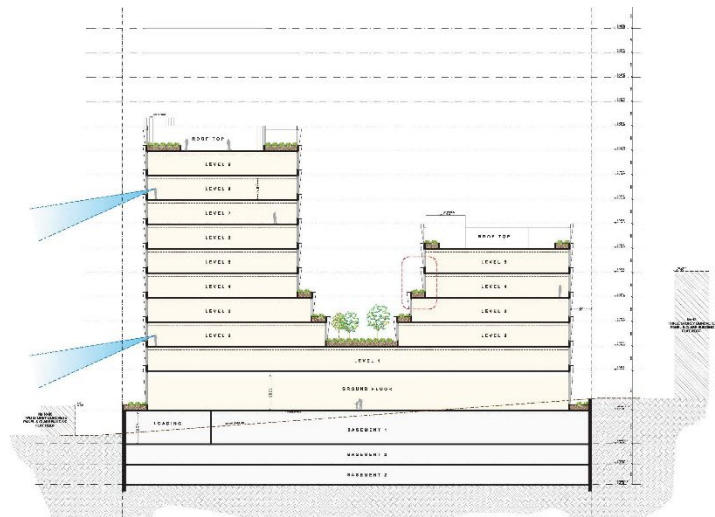
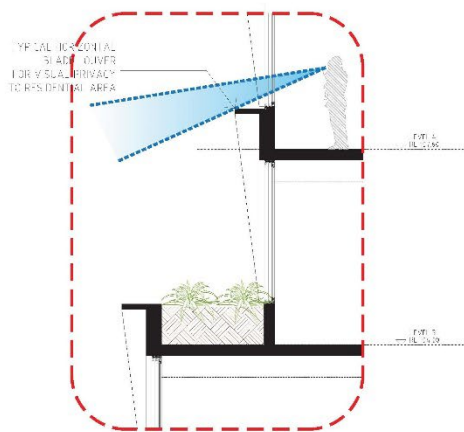
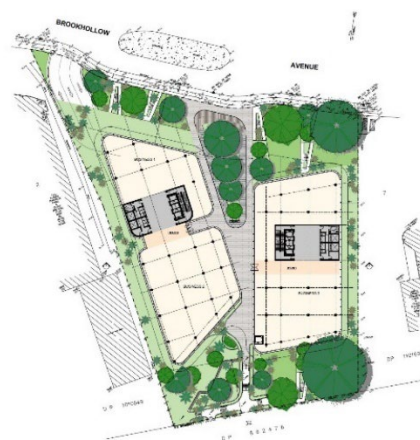
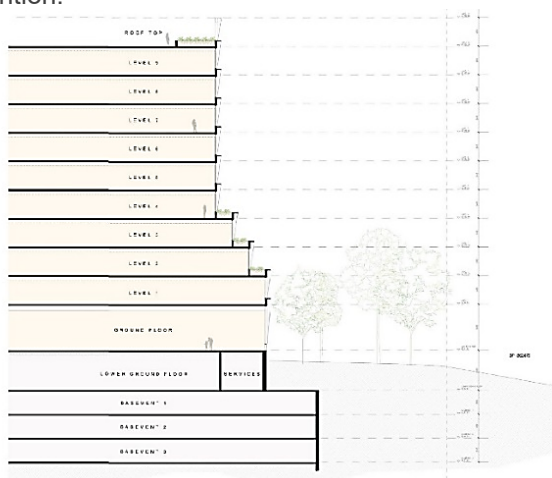


Figure 17 Design reports for interface to the North (inc Fairmont Reserve), with significant vegetation retention.



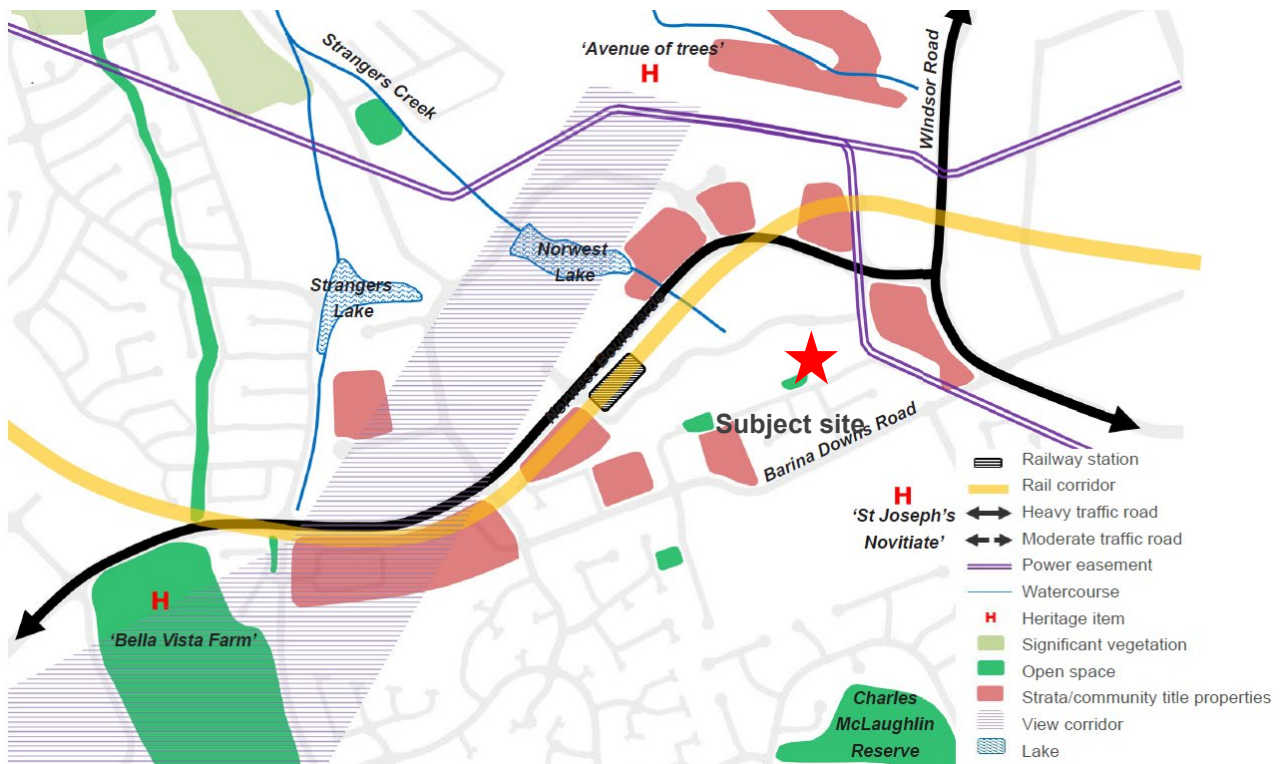
Source: PBD Architects

5.7. HERITAGE IMPACT ASSESSMENT

The subject site is not identified under The Hills LEP 2019 as having heritage significance, either as an individual place or as part of a heritage conservation area. More broadly, the site is also identified as being well clear of the identified view corridor extending from Bella Vista Farm Park towards Norwest Lake in the north-east.

The proposed increase in height and density as sought under this Planning Proposal will not have any impact on the heritage view corridor that Council has identified to inform future planning in Norwest.

Figure 18 Bella Vista Farm Heritage View Corridor



Source: The Hills Corridor Strategy

5.8. TRAFFIC AND PARKING

The concept proposed does not seek to make any alteration to the existing road network and associated intersection treatments in the vicinity of the site. All vehicular access to the site is currently from Brookhollow Avenue and will continue to be in the future, although the points of access may be amended.

Traffic consultants GTA have completed a Transport Impact Assessment of the proposed development (**Appendix B**).

From the assessment completed, the following may be noted in respect of potential traffic considerations.

- The introduction of Sydney Metro to Norwest and the greater northwest Sydney region is likely to continually shift travel behaviour of both existing and future workforce. This will result in a significant shift in traffic congestion that has been a common issue in the area for several years.
- The net increase in traffic is not expected to materially impact the surrounding road network.
- Considering existing traffic volumes on Brookhollow Avenue and the function of the road, it is expected that the site access would operate well with minimal delay. The site access arrangements would be consistent with all other commercial buildings in the immediate vicinity.

With respect to parking, the analysis completed by GTA identified the following conclusions:

- The parking requirements in the existing planning controls for the site are high and do not take into consideration the significant improvements in public transport provision surrounding the site. This includes Metro service and on demand buses.

- An empirical assessment has been completed based on the requirements for other similar precincts around Sydney, with a parking provision of around 220-292 spaces recommended for the site.
- The planning proposal initially includes provision of around 292 spaces, equating to a rate of around one space per 60 square metres and is considered consistent with other growth precincts around Sydney and is appropriate for the site.

Council at its meeting of 14 June 2022 considered a further report on the planning proposal, as required by the conditions of the Department of Planning and Environment's Gateway Determination and the subsequent consultation with Transport for NSW (TfNSW). In accordance with the resolution of Council, the planning proposal moving forward is required to include an include an LEP provision prescribing a minimum car parking rate of 1 space per 100m² of commercial gross floor area and a maximum car parking rate of 1 space per 75m² of commercial gross floor area for the site, as required by Transport for NSW.

An updated traffic and parking impact assessment (GTA Stantec – June 2022), accordingly accompanies the planning proposal. It should also be noted that the reduced parking rate can be accommodated in the proposed development as it would effectively result in 58 fewer spaces – and there would not be any significant impact on the above ground-built form by virtue of the basement parking arrangements for the site. Based on the updated parking rates, a maximum of 234 spaces is expected to be delivered.

5.9. FLOOD IMPACT ASSESSMENT

As part of preliminary engagement with the Hills Shire Council, it has been confirmed that there is a need to address Ministerial Direction 4.3 Flood Prone Land along with consideration of Council's Flood Controlled Land DCP. To that end, with any future development it shall be required that the FFL shall accord with the requirements set out in the Hills Shire Development Control Plan Precinct C Section 6 – Flood Controlled Land.

Based on the information currently available, it is not expected that the requirements for flood planning will create any significant constraints to the development of this site. Similarly, further specific requirements for any future development may also be outlined in the site specific DCP should it be deemed required.

Notwithstanding the above, a preliminary flood review has been completed for the project – as provided at **Appendix C**. The assessment confirms that flooding considerations do not present an impediment to the future development of the site.

5.10. ECONOMIC AND SOCIAL CONSIDERATIONS

The Planning Proposal seeks to create a framework for a future development on the site which will deliver significant economic and social benefits including:

- The creation of jobs during both the construction phase and ongoing operation of future development on the site. In this regard it is estimated that the proposal would generate approximately 220 construction jobs and 875 ongoing commercial jobs, thereby contributing to employment targets for the precinct;
- Optimisation of the State Governments investment of over \$8.3 billion into a rail project by providing an adequate population base to support the new infrastructure;
- Increasing the amount of commercial space permissible within the site, thereby facilitating the growth of highly skilled jobs within the Global Economic Corridor, in close proximity to public transport which will reinforce Norwest Business Park as a Strategic Centre; and
- Facilitating the intensification of employment-generating uses.

5.11. PUBLIC BENEFIT

The Planning Proposal will deliver significant public benefit, including:

- Significant new employment opportunities, with an overall increase in commercial floor space in line with strategic direction and intended role of Norwest, as a strategic centre; and

- A VPA-related contribution, based on 3% of Capital Investment Value (CIV) of the proposed development of approximately \$50-60 million, in the order of \$2.5m towards the provision or improvement of amenities or services in the locality.

A VPA has been established and continues to be advanced in parallel with the planning proposal.

6. PLANNING PROPOSAL ASSESSMENT

The Planning Proposal request has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and the Department of Planning, Industry and Environment guidelines '*Planning Proposals: A guide to preparing planning proposals*' dated December 2018.

This section addresses each of the matters to be addressed as outlined in the guidelines, including:

- Objectives and intended outcomes
- Explanation of provisions
- Justification including need for proposal, relationship to strategic planning framework, environmental, social and economic impacts and State and Commonwealth interests.
- Draft LEP maps which articulate the proposed changes
- Likely future community consultation

6.1. OBJECTIVES AND INTENDED OUTCOMES

The primary objectives of the Planning Proposal are to amend the 'Height of Buildings' and 'Floor Space Ratio' provisions that apply to the site under The Hills LEP 2019. This will facilitate the orderly and economic redevelopment of the site to accommodate and high-quality commercial development that successfully integrates with the emerging context of the Norwest Precinct and town centre.

The planning proposal will enable the achievement of a range of State, regional and local strategic planning objectives that have identified the site and its immediate context as an opportunity for increased employment floor space to reinforce Norwest as a Specialised Precinct and the largest employment centre for Sydney's North West.

The outcome would be the renewal of an identified precinct for commercial uplift to provide increased high-quality and flexible commercial floor space in a highly accessible area which exhibits design excellence.

The development would be at an appropriate scale, transitioning from the lower-density residential development to the south, towards the higher-density commercial core around Norwest Metro Station. The proposal would also create new public domain connections and open space to facilitate pedestrian connectivity and streetscape amenity.

6.2. EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the Planning Proposal will be achieved by establishing planning controls that would enable the redevelopment of the site. The proposed planning controls would create the flexibility to accommodate a high-quality, premium grade commercial building that successfully integrates with the emerging context of the Norwest Precinct. This is proposed through the following changes to The Hills LEP 2019:

- **Amend Height of Buildings (Sheet HOB_016) Map:**

Amend the Height of Building Map to show a maximum building height of RL129.2m applying to the site.

Note: Sheet HOB_016 currently shows a maximum building height of RL116m applying to the site.

- **Amend Floor Space Ratio (Sheet FSR_016) Map:**

Amend the Floor Space Ratio map to show an FSR of 2.65:1 applying to the site.

Note: Sheet FSR_016 currently shows an FSR of 1:1 applying to the site.

- **Establishing an LEP provision** prescribing a minimum car parking rate of 1 space per 100m² of commercial gross floor area and a maximum car parking rate of 1 space per 75m² of commercial gross floor area for the site

The Planning Proposal is expected to be advanced in parallel with a site-specific Development Control Plan which provides the detailed guidelines and controls for the delivery of the indicative concept. It is anticipated the draft DCP will be further developed in consultation with Council, post-gateway determination.

6.3. JUSTIFICATION

Section A – Need for the planning proposal

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

Yes – this Planning Proposal is a result of the Hills Future 2036 Local Strategic Planning Statement.

The Hills Future 2036 Local Strategic Planning Statement (Draft LSPS) provides details upon which to base planning decisions and drive future land use planning and the management of growth over the next 20 years. The Draft LSPS sets out planning priorities and corresponding actions to be delivered over the next 5 years that will provide for more housing, jobs, parks and services for the growing population within The Hills Shire LGA.

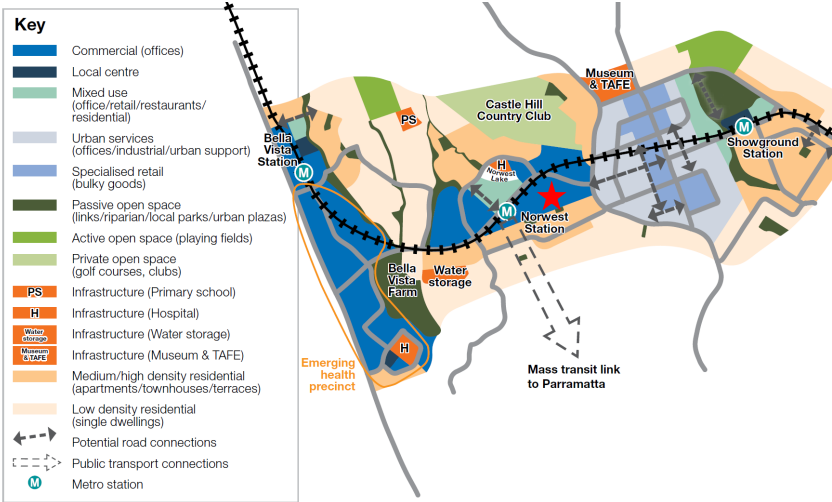
The future development supports a range of the overarching planning priorities contained in the Draft LSPS. These comprise:

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

These are further discussed in Table 4 below:

Table 5 Relationship to Hills LSPS

Planning Priority	Consistency
<i>Planning Priority 1 – Plan for sufficient jobs, targeting to suit the skills of the workforce</i>	<p>As the Hills Shire's population continues to increase, it is important to maintain jobs through protecting existing and planned business land. This will enable the delivery of an anticipated 50,000 jobs by 2036, noting there will be an increased need for health, education and knowledge intensive jobs. When more residents can work locally, commute times and congestion will lessen, helping to meet the vision of Greater Sydney as a 30-minute city. This will encourage a better work-life balance, increased local spending and stronger local communities.</p> <p>The proposal will enable the delivery of a high-quality commercial development and associated jobs within an identified Strategic Centre. The development's proximity to the Norwest metro station will ensure the use of public transport is promoted, delivering on the need to carefully plan and locate jobs.</p>
<i>Planning Priority 2 – Build strategic centres and realise their potential</i>	<p>The Greater Sydney Region Plan and Central City District Plan identify Norwest, Castle Hill and Rouse Hill as strategic centres – flexible, diverse places targeted to attract high levels of private sector investment that will co-locate a range of activities. Suitable areas in these centres will transition to greater commercial activity and functions, helping to provide an appropriate number and mix of jobs.</p> <p>While there is a trend towards mixed use development where traditional commercial or retail development is co-located with apartment developments, commercial office precincts such as Norwest are essential clusters of higher-order employment where businesses can agglomerate. Residential uses can detract from commercial functions and decrease the</p> <p>potential for agglomeration, which in turn decreases the viability and desirability of future commercial investment.</p>

Planning Priority	Consistency
	<p>Given that large parts of the Shire's strategic centres are already considered suitable for high density residential development, we see no need for further residential development in significant employment land. Instead, there needs to be a focus on building employment and economic activity in strategic centres. The Central City District Plan sets jobs targets for strategic centres, which will be essential to achieving the overall jobs target of 50,000.</p> <p>Structure Plans are included with the Draft LSPS and indicate where council will focus jobs and housing in strategic centres over the next 20 years. It is important to acknowledge that these have been directly informed by the Principles for Greater Sydney Centres in the region and district plans. Further, the structure plans have been designed to capitalise on opportunities resulting from public transport infrastructure investment, such as the Norwest metro station.</p> <p>The Norwest strategic centre structure plan is included below, with the site represented by a red star:</p>  <p>Sites surrounding the mixed-use core area will offer office and business uses to contribute to job targets.</p> <p>As envisaged under the structure plans, the proposal seeks to provide a high-grade commercial office development. Importantly, the proposal will ensure private investment is attracted to develop the site above that which could be obtained under current planning controls.</p>
<p>Planning Priority 12 – Influence travel behaviours to promote sustainable choices</p>	<p>The Hills Shire has historically high levels of car ownership due to fewer public transport options and relatively long distances to employment locations such as Parramatta, Sydney CBD and Macquarie Park. Council acknowledges that <i>Future Transport 2056</i> does not identify any major new road connections to or through the Hills within the next 20 years, therefore supporting the need to influence demand via transit orientated development is located close to Sydney Metro stations such as that in Norwest. This will significantly reduce the dependence on private cars and encourage public transport. The proposal will promote the use of public transport through the location a large quantum of employment generating floor space within walking distance of high frequency public transport. In addition to this, the proposal will provide for the appropriate</p>

Planning Priority	Consistency
	<p>level of car parking, along with bicycle parking and associated end of trip facilities.</p> <p>The proposal is intended to reduce the need for private vehicle usage, through capitalising on a unique location within a strategic centre.</p>

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

Yes – 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, particularly noting the surrounding current proposals seeking similar or high uplifts.
- Delivery of an envisaged land use within an existing strategic centre identified for commercial uplift and private investment.
- Provide an appropriate built form outcome which is considerate of surrounding land uses, particularly the low-density residential development to the south, while encouraging design excellence.
- Will capitalise on the State Government's investment into public transport upgrades, notably the new Norwest 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.

Section B – Relationship to strategic planning framework.

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

Yes – the Planning Proposal is consistent with the provisions of the relevant regional and district planning policies and strategies as outlined in **Section 4** and as discussed in the following table.

Table 6 Relationship to Strategic Planning Framework

Strategic Plan	Consistency
<i>Greater Sydney Region Plan: A Metropolis of Three Cities</i>	<p>Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</p> <p>The productivity outcomes for a Metropolis of Three Cities includes the need to drive opportunities for investment and business across Greater Sydney. Critical in achieving this, is the delivery of a well-connected city which can enhance business access to a greater number of skilled workers, increasing employment opportunities and productivity. The development of a network of 34 strategic centres, such as Norwest, in conjunction with the delivery of public transport network upgrades such in the new metro network, will establish a metropolitan transport network which reinforces the metropolis of three cities. Particularly, this will deliver a 30-minute city where most residents in each city can access their metropolitan centre or cluster within 30 minutes by public transport.</p>

Strategic Plan	Consistency
	<p>Objective 19 – Greater Parramatta is stronger and better connected</p> <p>Greater Parramatta is at the core of the Central River City, encompassing Parramatta CBD, Parramatta North and the Westmead health and education precinct, connected via Parramatta Park. Today, Greater Parramatta has close to 82,000 jobs with a diversity of activities including significant government and civic administration, businesses, major health and education institutions and significant lifestyle activities such as restaurants and theatres.</p> <p>Greater Parramatta's role as a metropolitan centre is entering a period of transformational change, driven by an unprecedented level of government and institutional investments. The investment and business opportunities of a location are enhanced when its accessibility to a wider labour pool and other economic agglomerations are improved. For Greater Parramatta, mass transit connection improvements are already underway to strategic centres such as Norwest, which will significantly boost economic opportunities.</p> <p>The proposal will capitalise on this improved accessibility through providing employment generating floor space in the existing commercial office precinct of Norwest to further grow and drive change of surrounding metropolitan centres such as Parramatta. The proposal will work in conjunction with the growth of not only the Norwest area, but of the greater Central River City.</p> <p>Objective 22 – Investment and business activity in centres</p> <p>As Greater Sydney's population continues to grow over the next 20 years, there will be a need for additional office developments and employment generating floor space to accommodate a significant increase in office jobs. For Greater Sydney to remain competitive, the market needs to be able to deliver this floor space in an efficient and timely manner. This means there will be a need to grow existing centres such as Norwest, which not only forms a Strategic Centre, but also a commercial office precinct. Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. The retention and growth of existing and new commercial office precincts is essential to grow jobs and Greater Sydney's global competitiveness into the future.</p>
Our Greater Sydney 2056: Central City District Plan	<p>Planning Priority N7 – Growing a stronger and more competitive Greater Parramatta</p> <p>To reinforce Greater Parramatta as one of Greater Sydney's metropolitan city centres, planning must deliver land use and infrastructure that enhances accessibility to a larger and more diverse labour pool and improves business to business interactions and access to other job agglomerations. Major transport projects like Sydney Metro will deliver faster business to business links and provide easier and quicker connections. Strategic planning must leverage of these projects</p>

<p>Strategic Plan</p>	<p>Consistency</p> <p>to attract new investments and economic development to realise the vision for Greater Parramatta.</p> <p>Planning Priority C9 – Delivering integrates land use and transport planning and a 30 minute city</p> <p>Delivering a metropolis of three cities will require the integration of land use and transport planning to create walkable and 30-minute cities. To achieve this, Future Transport 2056 and A Metropolis of Three Cities propose the concept of a 30-minute city. The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan and strategic centre, such as Norwest. The proposal will deliver premium grade employment-generating floor space within walking distance to a new metro station, within an existing strategic centre and commercial business park. This will improve accessibility and connectiveness of the Central River City, by providing access to jobs via a high frequency rail network.</p> <p>Planning Priority C10 – Growing investment, business opportunities and jobs in strategic centres</p> <p>The growth, innovation and evolution of centres will underpin the economy of the Central City District. Centres continue to be a key organising element of the urban structure of Greater Sydney and provide access to jobs, goods and services. Well planned centres help stimulate economic activity and innovation through the colocation of activities, provide jobs closer to where people live, and use infrastructure more efficiently.</p> <p>To manage the growth and change of the Central City's District centres, a centres hierarchy has been established, with Norwest being considered a strategic centre. All strategic centres will be the focus of public transport investment, such as the Sydney Metro Network, which seek to deliver the 30 minute city objectives. Strategic centres all have similar expectations, which seek high levels of private investment, and well planned commercial floor space. Employment growth is the principal underlying economic goal; however consideration needs to be given to balancing the impact of this growth on surrounding communities. The proposal will deliver a large quantum of employment generating floor space, in a built form cognisant of its surrounding land uses, particularly those to the south. Key built form considerations have been incorporated into the design in an approach which balances the need for economic growth of the strategic corridor of Norwest, with the need to be consider existing sensitive land uses.</p>
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Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Yes – the Planning Proposal is consistent with the provisions of the several council strategic plans, which encourage the development of higher density commercial developments within strategic centres reinforcing the role of the Norwest business park.

The local strategic plans outlined in Section 4 which advocate for commercial developments in appropriate locations have therefore information this planning proposal, and include:

- Hills Future 2036 Local Strategic Planning Statement
- North West Rail Link Corridor Strategy
- The Hills Corridor Strategy
- Norwest Structure Plan

These have been summarised in Table 7 below.

Table 7 Consistency with Council Strategy/Plan

Local Strategy/Plan	Consistency
Hills Future 2036 Local Strategic Planning Statement	Refer to 'Section A' above.
North West Rail Link Corridor Strategy	Refer to Section 4.3. above.
The Hills Corridor Strategy	Refer to Section 4.4 above.
Norwest Station Structure Plan	Refer to Section 4.6 above.

Q5. *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

Yes – the Planning Proposal is consistent with relevant SEPPs as identified and discussed in the following table.

Table 8 Consistency with SEPPs

SEPP	Consistency
State Environmental Planning Policy No.55 – Remediation of Land	<i>State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)</i> provides a state-wide planning approach for the remediation of land and aims to promote in the remediation of contaminated land to reduce the risk of harm to human health or the environment. Clause 7(1) requires the consent authority to consider whether land is contaminated prior to consent of a DA.
State Environmental Planning Policy (Infrastructure) 2007	<p><i>State Environmental Planning Policy (Infrastructure) 2007</i> (Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure across NSW by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure such a classified roads and prescribing consultation requirements for certain development.</p> <p>A Traffic Impact Assessment has been prepared by GTA Consultants and is attached at Appendix B. The Traffic Impact Assessment has assessed the intended future development concept and its potential impacts on the surrounding road network.</p> <p>The results of the Traffic Impact Assessment determined that the planning proposal is supportable on traffic and parking grounds. The existing traffic</p>

SEPP	<p>Consistency</p> <p>conditions in Norwest are in transition and not representative of future conditions. As such, an assessment based on current conditions and intersection configurations would not provide meaningful results to inform the planning proposal. It is understood that transport agencies are in the process of completing traffic modelling for the precinct to better understand future traffic conditions, with the applicant and other landowners also committed to collaboration in this regard.</p>
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Q6. *Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?*

Yes – the Planning Proposal is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and summarised in the following table.

Table 9 Consistency with Section 9.1 Directions

Direction	Consistency
1. <i>Employment and Resources</i>	
1.1 Business and Industrial Zones	<p>The proposal will facilitate future commercial development at the site with the capacity to positively contribute to the required additional jobs within The Hills Shire and Norwest Strategic Centre.</p> <p>The proposed indicative concept design for the site demonstrates an ability to achieve a design standard and form that will deliver well designed and integrated employment generating floor space will being sensitive to the surrounding land uses.</p>
2. <i>Environment and Heritage</i>	
2.3 Heritage Conservation	N/A
3. <i>Housing, Infrastructure and Urban Development</i>	
3.4 Integrating Land Use and Transport	<p>The planning proposal is consistent with the intent of the direction as it will enable a form of development that will:</p> <ul style="list-style-type: none"> ▪ Improve access to housing, jobs and services by walking, cycling and catching public transport. ▪ Increase the choice of available transport whilst reducing dependence on private vehicles. ▪ Support the efficient and viable operation of public transport services. ▪ Positively respond to the delivery of greater jobs within proximity and ease of access to high frequency public transport.

Direction	Consistency
4. Hazard and Risk	
4.3 Flood Prone Land	<p>With any future development it shall be required that the FFL shall accord with the requirements set out in the Hills Shire Development Control Plan Precinct C Section 6 – Flood Controlled Land.</p> <p>Based on the information currently available, it is not expected that the requirements for flood planning will create any significant constraints to the development of this site. A flood assessment is provide as Appendix C.</p>
5. Regional Planning	
5.9 North West Rail Link Corridor Strategy	This planning proposal achieved the intent of the Norwest Structure Plan which identifies that there is an urgent need to increase Western Sydney's local employment opportunities. The proposal will act on the short-term opportunity recommendation for the site which seeks that more flexible controls are required to respond to growing market demands for commercial spaces with large floor plates, particularly within Norwest as a Specialised Precinct.
5.10 Implementation of Regional Plans	This planning proposal achieves the overall intent of the Greater Sydney Region Plan – A Metropolis of Three Cities and the Central City District Plan, and does not undermine the achievements of their vision, land use strategy, goals, directions and actions.
6. Local Plan Making	
6.3 Site Specific Provisions	<p>This planning proposal refers to an indicative design concept only. The design concept has the role of displaying what is potentially achievable with the proposed amendments to the THLEP 2019.</p> <p>Detailed design will be subject to a future DA.</p>
And 7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	<p>A Plan for Growing Sydney has been superseded by the Greater Sydney Region Plan – A Metropolis of Three Cities.</p> <p>This planning proposal is consistent with the Region Plan, as discussed previously.</p>

Section C – Environmental, social and economic impact

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?*

No. No sensitive flora or fauna will be adversely affected as a result of this planning proposal. This is because the site is largely clear of any significant vegetation, as the site is currently occupied by four two storey structures operating as a commercial business park.

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 5 of this Planning Proposal. There are not likely to be any environmental impacts associated with the future development of the site that cannot be suitably mitigated through detailed design development.

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

Yes – the social and economic impact of the proposal are addressed in Section 5.

Section D – State and Commonwealth interests

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

Yes – Sydney Metro Norwest commenced services in May 2019 for commuters travelling between Schofields and Chatswood via Castle Hill and Epping. Services operate at four-minute frequencies during peak periods, vastly improving the level of public transport availability for the site.

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

Discussions have not been held with the DPIE. The DPIE's role in Planning Proposals is now however limited given the added determination responsibility granted to the Planning Panels. The views of the relevant State and Commonwealth agencies will be known after a Gateway determination.

The site is served by existing utility services and further investigations will be undertaken in support of a future development application, to determine if any infrastructure upgrades are required.

The site has good access to existing public infrastructure, and it is expected that the developer contributions in accordance with Council's development contribution policy, will go towards providing further infrastructure to support the population growth in the Norwest area.

6.4. MAPPING

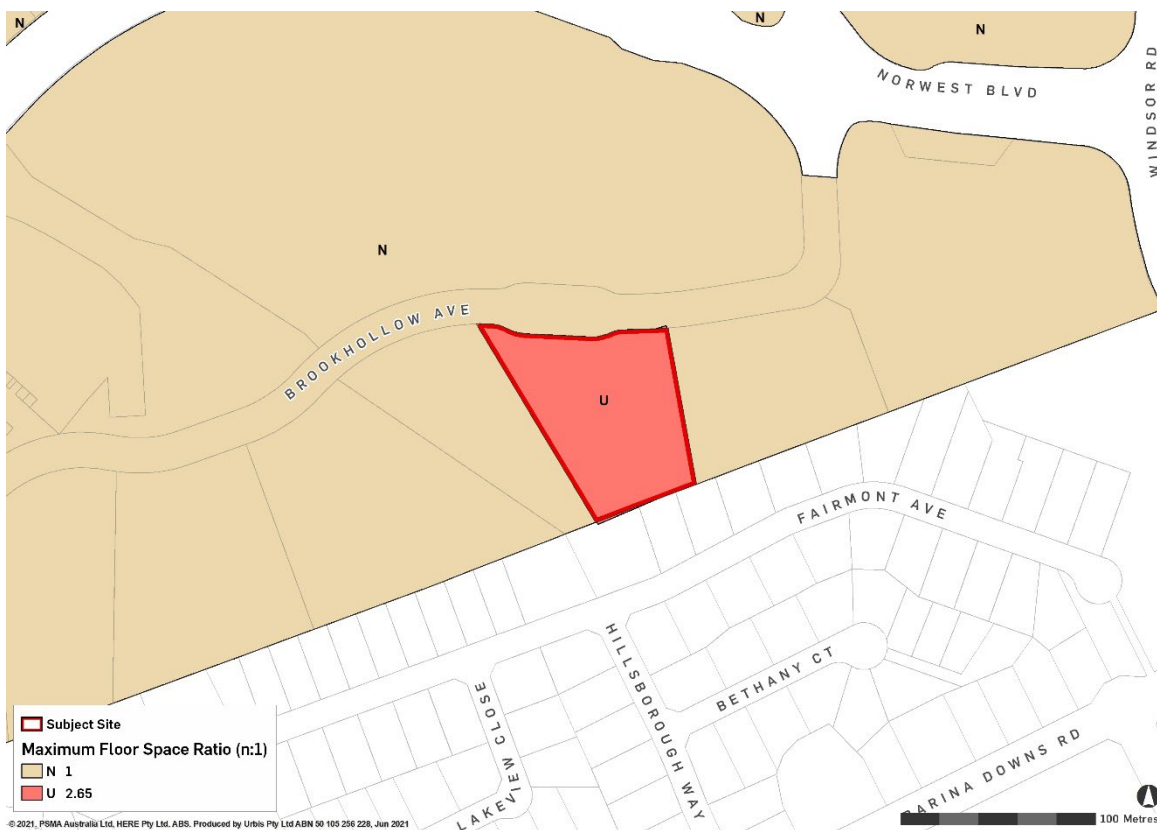
Maps have been prepared which show the proposed changes to the LEP Height of Buildings and Floor Space Ratio maps for the site (refer to **Figure 14** to **Figure 15** below). The proposed maps are consistent with the intended outcomes for the Planning Proposal as identified in **Section 6.2**.

Figure 19 Proposed LEP Height of Buildings Map



Source: Urbis

Figure 20 Proposed LEP Floor Space Ratio Map



Source: Urbis

6.5. COMMUNITY CONSULTATION

Schedule 1, Part 1, Division 1 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the Gateway determination. It is anticipated that the planning proposal would be publicly exhibited for 14 or 28 days dependent on the outcome of the Gateway determination. This exhibition would be conducted in accordance with Council's policies for community consultation.

6.6. PROJECT TIMELINE

The following table sets out the anticipated project timeline in accordance with the DPIE guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPIE.

Table 10 Anticipated Project Timeline

Process	Estimated Timeframe
DPIE issue Gateway Determination	November 2021
Public exhibition and agency consultation	4 weeks
Post exhibition review of submissions	6 weeks
Submission for finalisation	April 2022
Legal drafting of LEP	June 2022
Gazettal of LEP	July 2022.

7. CONCLUSION

This Planning Proposal request has been prepared by Urbis Pty Ltd on behalf of ICH Corp Pty Ltd (the Applicant) in support of a proposed amendment to The Hills Local Environmental Plan 2019 in relation to the site at 14-16 Brookhollow Avenue, Norwest (the site), which is located within Norwest Business Park.

The objective of the planning proposal is to facilitate the construction of a new office building on the site to provide additional premium grade office floor space in an accessible area, less than 600m walking distance from Norwest Metro Station. The planning proposal seeks to achieve the desired outcome by:

- Amending the maximum Floor Space Ratio control applicable to the site under The Hills Local Environmental Plan 2019 from 1:1 to 2.65:1.
- Amending the maximum height control applicable to the site from RL116 metres to RL129.2 metres AHD.
- Prescribing a minimum parking rate of 1 space per 100m² and a maximum parking rate of 1 space per 75m² of commercial GFA.

These propose changes to the Hills LEP 2019 as part of this planning proposal seeks to enable the redevelopment of the site to support a high-density commercial development that responds to the site's strategic location and context. The proposal represents an opportunity to deliver on a number of key strategic planning objectives as identified under the Greater Sydney Regional Plan, and the Central City District Plan. Accordingly, we consider the proposal displays clear strategic and sit-specific merit and should be supported.

The strategic planning merit is achieved as follows:

- The proposal is consistent with the Greater Sydney Regional Plan, and the Central City District Plan through providing employment generating floor space within the strategic centre of Norwest. The proposal will capitalise on State Government investment into public transport by locating jobs within walking distance to the new Norwest Metro Station.

The site-specific planning merit is achieved as follows:

- The intensification of residential development at the site is consistent with the following strategic document and policies that apply to the site:
 - NSW State Priorities
 - The Greater Sydney Regional Plan – A Metropolis of Three Cities
 - Central City District Plan
 - Hills Future 2036 Local Strategic Planning Statement

For Greater Sydney to remain competitive, the market needs to be able to deliver this floor space in an efficient and timely manner. This means there will be a need to grow existing centres such as Norwest, which not only forms a Strategic Centre, but also a commercial office precinct. Strategic centres are expected to accommodate high levels of private sector investment, enabling them to grow and evolve. The proposal will enable future development which will ensure the retention and growth of the Norwest strategic centre.

- The growth, innovation and evolution of centres will underpin the economy of the Central City District. Centres continue to be a key organising element of the urban structure of Greater Sydney and provide access to jobs, goods and services. The proposal will enable the further progression of a well-planned centre which will help stimulate economic activity and innovation and provide jobs closer to where people live.
- Strategic centres all have similar expectations, which seek high levels of private investment, and well-planned commercial floor space. Employment growth is the principal underlying economic goal; however, consideration needs to be given to balancing the impact of this growth on surrounding communities. The proposal will deliver a large quantum of employment generating floor space, in a built form cognisant of its surrounding land uses, particularly those to the south. Key built form considerations have been incorporated into the design in an approach which balances the need for economic growth of the strategic corridor of Norwest, with the need to be consider existing sensitive land uses.
- The proposal will deliver commercial office space as envisaged under the Norwest strategic centre structure plan contained in the Draft LSPS.

For the reasons set out above and throughout this planning proposal, it is considered the proposal should be progressed and presented to Council for endorsement and forwarded for a Gateway determination.

DISCLAIMER

This report is dated 24 June 2022 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 ICH Corp 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.

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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 – URBAN DESIGN REPORT

APPENDIX B – TRANSPORT IMPACT ASSESSMENT

APPENDIX C – FLOOD ADVICE

