

28 April 2022

TfNSW Reference: SYD22/00364/01
Council Reference: 2/2021/PLP

Mr Michael Edgar
General Manager
The Hills Shire Council
3 Columbia Court, Norwest NSW 2153
PO Box 7064, Norwest NSW 2153

Dear Mr Edgar,

RE: PLANNING PROPOSAL FOR 14-16 BROOKHOLLOW AVENUE, NORWEST

Transport for NSW (TfNSW) appreciates the opportunity to comment on the above proposal, which was referred to us by Council in correspondence dated 25 March 2022, noting that the Gateway Determination requires consultation to be undertaken with Transport for NSW with respect to the revised traffic assessment, prior to public exhibition of the planning proposal.

TfNSW has reviewed the planning proposal and supporting studies. We note that the proposal for the site seeks to amend *The Hills Local Environmental Plan 2019* (the LEP) to:

- Amend the **Maximum Building Height (HOB)** control for the site from RL116 to RL129.2 metres (approx. 10 storeys).
- Amend the **Maximum Floor Space Ratio (FSR)** from 1:1 to 2.65:1.

In support of the Planning Proposal, we note that it is accompanied by draft amendments to The Hills Development Control Plan 2012 (DCP 2012) which will guide built form outcomes on the site and a draft Voluntary Planning Agreement (VPA). The draft VPA seeks to secure a monetary contribution equating to 2.8% of the cost of development for gross floor area over and above the approved Development Application on the site.

As a result of recent feedback from Council, TfNSW's previous correspondence dated 14 April 2022 should be superseded and replaced with TfNSW's detailed comments provided in **Attachment A**. It is requested that the comments provided are satisfactorily addressed and/or considered by Council *prior* to any amendments to *The Hills Local Environmental Plan 2019* proceeding.

Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Senior Land Use Planner – Andrew Popoff on 0413 459 225 or via email: Andrew.Popoff@transport.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read "Peter Mann".

Peter Mann

A / Senior Manager Strategic Land Use

Land Use, Network & Place Planning, Greater Sydney Division

Attachment A: TfNSW comments on the Planning Proposal at 14-16 Brookhollow Avenue Norwest
(28 April 2022)

Comment – Car Parking:

- 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. Specific to the site, 14-16 Brookhollow Avenue is less than a 600-metre walk from Norwest Station and justifiably triggers consideration for parking to be provided at a rate that accurately reflects its location, the expanding high frequency Sydney Metro services, encouraging the use of more sustainable modes of transport such as walking, cycling and public transport, and the changing demographics of the area more broadly.
- The Transport Impact Assessment report's suggestion of recommending commercial/office parking be provided at a lower rate of 1 space per 60m² is positively welcomed. However, we strongly recommend a further review of the proposed car parking rate so it aligns better with TOD principles to reduce dependency on private cars, particularly around the Metro station. This is supported by the Section 9.1 Ministerial direction 5.9(4)(c) *North West Rail Link Corridor Strategy*. This helps in the reduction of demand for car parking, developer's cost for construction and maintenance, mitigating traffic impacts on the surrounding road network, as well as delivering positive place outcomes that benefit the community as a whole.
- We note that *The Hills Local Environmental Plan 2019 - Additional Local Provisions - 7.22 Development at 25-31 Brookhollow Avenue, Norwest* has adopted a commercial parking rate of 1 space per 100m² (maximum) and the post exhibition response to submissions SCT Consulting Technical Memorandum for the Kellyville and Bella Vista Station Precinct Concept Proposals has also recommended a commercial parking rate of 1 space per 100m² (maximum). Please refer to weblink below:

<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=EXH-2568%2120200728T041325.187%20GMT>

- In addition, Section 6.2 of the Transport Impact Assessment report states the following: *"It is understood that Council recognises the significant change in the travel behaviour within the Sydney metro precincts and is of the view that a reduced parking rate in the range of between one space per 60 and one space per 80 square metres would be appropriate for Norwest"*.

Therefore, based on recent analysis of travel behaviour and parking demand around transit centres and the information above, TfNSW would recommend that commercial/office parking rates for this site be provided within the range of 1 space per 100m² and maximum of 1 space per 75m² GFA.

Recommendation:

- To address the abovementioned concerns, TfNSW recommends that the supporting Planning Proposal reports be amended to reflect the abovementioned car parking rates for the site and that a clause should be implemented within *Part 7 Additional Local Provisions* of *The Hills Local Environmental Plan 2019* for this site regarding commercial/office parking rates being provided within the range of 1 space per 100m² and a maximum of 1 space per 75m² GFA.

Comment – Traffic Generation Assessment:

- Noting the abovementioned changes to the car parking provision, this will subsequently result in some minor changes to the traffic generation impacts within the draft Transport Impact Assessment report.

Recommendation:

- Minor changes will be required to be made within Sections 7.1 and 7.2 of the draft Transport Impact Assessment report to highlight the following information:
 - The total AM / PM peak traffic generation of the Planning Proposal based on the recommended lower parking provision.
 - Information on the estimated AM / PM peak traffic generation of the existing site.
 - The net AM / PM peak traffic generation increase the Planning Proposal will have (i.e. over and above the existing site).
 - The numerical AM / PM peak traffic generation impact (the abovementioned increase) will have on the intersections of Norwest Blvd / Brookhollow Ave / Century Cct and Norwest Blvd / Brookhollow Ave / Columbia Court.