

# Planning Proposal

Proposal to amend *The Hills Local Environmental Plan 2019*

21-23 Victoria Avenue, Castle Hill  
On behalf of Spotlight Property Group



### 'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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# Executive summary

This report has been prepared by Ethos Urban on behalf of Spotlight Property Group (Spotlight) to support a Planning Proposal submitted to The Hills Shire Council to facilitate the delivery of a new mixed-use precinct at 21-23 Victoria Avenue, Castle Hill (the Site), with commercial office and retail uses including specialised retail (bulky goods). The Planning Proposal aims to achieve this by amending provisions contained within *The Hills Local Environmental Plan 2019*, specifically to:

- amend Schedule 1 Additional permitted uses to include development for the purposes of 'shop' (up to 3,300 sqm of GFA) to be permissible with consent;
- increase the maximum permissible building height on the Site to allow for buildings up to RL140.5 metres AHD (equivalent to 12 storeys above existing ground level); and
- increase the maximum permissible floor space ratio (FSR) on the Site to 2.3:1.

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and includes the requirements as set out in 'Local Environmental Plan Making Guideline' published by the Department of Planning and Environment (DPE) in September 2022.

This Planning Proposal is supported by a reference design prepared by Bates Smart and informed by a comprehensive Urban Design Report prepared by Ethos Urban. The development concept, although indicative, seeks to demonstrate that the Site is capable of accommodating the proposed controls, and demonstrates how the Site might be developed under the proposed LEP amendments. The reference design and Planning Proposal responds to the desired future character of the Site as noted within the relevant strategic planning documentation, including Hills Shire Council's Local Strategic Planning Statement (LSPS), the draft Norwest Precinct Plan, and correspondence with Council following a formal pre-lodgement meeting (refer to **Appendix D**).

This Planning Proposal is justified for the following reasons:

- the proposal is consistent with the objectives of the EP&A Act, in that it promotes the orderly and economic use and development of land;
- the proposal is consistent with the strategic planning framework for the Site;
- the proposal has site-specific merit, as:
  - the Site is in close proximity to the Hills Showground Metro Station (approximately 650m east of the Site), providing fast frequent connections to other strategic and local centres along the Metro North West Line;
  - it will align with existing and future uses of land in the vicinity of the proposal, with LSPS earmarking Norwest Service sub-precinct for a range of employment generating uses, including specialised retail and commercial office. The reference design has the potential to create 690 direct jobs and 1,200 indirect jobs;
  - it will enhance the amenity and vibrancy of Castle Hill through providing community infrastructure and services, including a linear park and a diverse retail experience; and
  - it will enhance the public domain, including land dedications to Council that will support the widening of Carrington Road, provision of a new publicly accessible open space, and increased setbacks that incorporate quality landscaping to complement existing area;
- the proposal is consistent with the applicable SEPPs and Ministerial Directions.

This site represents a rare opportunity to deliver a true-mixed use precinct within the Hills Showground Precinct with key employment-generating commercial and retail floorspace, as consistent with the LSPS and Showground Station Precinct Plan. Planning and technical investigations support the proposed changes to the existing planning controls, and an indicative reference design has been prepared to demonstrate how the proposal will facilitate the public benefits afforded by the Planning Proposal.

# 1.0 Introduction

This report has been prepared by Ethos Urban on behalf of Spotlight Property Group (Spotlight) to support a Planning Proposal submitted to The Hills Shire Council to facilitate the delivery of a new highly integrated mixed-use precinct at 21-23 Victoria Avenue, Castle Hill (the Site).

The objective of this Planning Proposal is to deliver a vibrant mixed-use development with commercial office and retail including specialised retail (bulky goods) uses in close proximity to Hills Showground Metro Station (approximately 620m west) in the Norwest strategic centre. This is intended to provide significant public benefit in the form of new employment-generating floorspace that will support growth along the Metro Northwest corridor that will be supported by new community facilities and a high quality public domain. The Planning Proposal aims to achieve this by amending provisions contained within *The Hills Local Environmental Plan 2019*. Specifically, the Planning Proposal seeks to:

- amend Schedule 1 Additional permitted uses to include development for the purposes of 'shop' (up to 3,300 sqm of GFA) to be permissible with consent;
- increase the maximum permissible building height on the Site to allow for buildings up to RL140.5 metres AHD (equivalent to 12 storeys above existing ground level); and
- increase the maximum permissible floor space ratio (FSR) on the Site to 2.3:1.

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and includes the requirements as set out in 'Local Environmental Plan Making Guideline' published by the Department of Planning and Environment (DPE) in September 2022. In particular, this report addresses the following specific matters in the guideline:

- objectives and intended outcomes;
- explanation of provisions;
- justification;
- mapping;
- details of community consultation to be undertaken; and
- project timeline.

This report should be read in conjunction with the relevant supporting technical information appended to the report (refer to Table of Contents). It is requested that Council forward this Planning Proposal to the Minister for Planning for a 'Gateway' determination in accordance with Section 3.34 of the EP&A Act.

## 2.0 Background

### 2.1 Sydney Metro Northwest

Sydney Metro is Australia's largest public transport project, comprising a new standalone rapid transit (metro) system with 31 stations and 66km of railway for Australia's biggest city, revolutionising the way Sydney travels. The first phase of the project comprises Sydney Metro Northwest (previously known as the North West Rail Link whilst under construction), comprising 13 stations across 36km of track. The project has fundamentally transformed public transportation in the Hills District of Sydney, with its convenience and high standard of service providing significant opportunity for uplift and urban growth along its rail corridor.

Since its opening, the new Metro corridor has continued to catalyse the urban transformation in Sydney's northwest, opening up new connections and economic benefits for the region in what was previously a low density and suburban area of Sydney, providing opportunities for new attractive and vibrant town centres around the stations. Therefore, a focus on place-making has underpinned the planning for a number of Planned Precincts around the new stations nominated by The Hills Shire Council and approved by the NSW Government in 2014: the Showground Station Precinct, Bella Vista Station Precinct, and Kellyville Station Precinct.

### 2.2 Showground Station Precinct Plan

To identify the desired future character and assist with the delivery of the Showground Station Precinct, the *Showground Station Precinct Finalisation Report* (Showground Station Precinct Plan) as released by the Department of Planning and Environment (DPE) in December 2017, which subsequently informed amendments to *The Hills Local Environmental Plan 2012* (HLEP 2012) on 14 December 2017 as the *State Environmental Planning Policy Amendment (Showground Station Precinct) 2017* (refer to **Section 4.1** below).

The Showground Station Precinct Plan aims to deliver a new town centre focused on the station, providing for more homes and more housing choice close to the station, and a range of business uses, with better connections to transport, as well as additional key community open space. The precinct is forecast to deliver approximately 5,000 new homes and 2,300 jobs over the next 20 years, transforming the area around Showground Station into a vibrant local centre and contributing to Castle Hill as a key strategic centre within Greater Sydney.

Land to the west of Cattai Creek (which includes the subject site) was deferred under the Showground Station Precinct SEPP amendments to the LEP at the time, as the Department recommended that a more detailed planning process be undertaken through a detailed masterplan and investigation of associated planning controls, that would be subject to further community consultation. The Cattai Creek West Masterplan is currently being prepared by Council.

### 2.3 Draft Norwest Precinct Plan

The Draft Precinct Plan establishes the framework for Norwest to emerge as a thriving mixed use Strategic Centre and highly competitive employment precinct. The vision for Norwest builds on previous work by Council and the NSW Government, including technical investigations focused on the Hills Shire's Strategic Centres that provide insight into their unique feature, role and function in the Greater Sydney Region. The Draft Plan represents the next phase of planning the finer grain, site-specific detail to inform potential changes to the planning controls and infrastructure framework.

The Norwest Strategic Centre is envisaged to be a prime location for knowledge intensive businesses focused on health, education, science, technology, finance and advanced manufacturing. Over the next 20 years it will continue to evolve into a location valued by workers, residents and visitors for its vibrancy and amenity. It will transform from its sprawling, low scale origins to a more walkable centre with taller, well-designed buildings at its core, as well as offering retail, cultural and leisure experiences. The precinct is forecast to have capacity for a total of 64,000 jobs, 50,000m<sup>2</sup> of additional retail floor space, 11,400m<sup>2</sup> of additional specialised retail (bulky goods) floorspace and approximately 18,130 new homes by 2041.

The site forms part of the Cattai Creek West Sub-Precinct, where Council is seeking to increase the opportunity for higher density commercial outcomes. The Draft Plan recommends floor space and height controls be increased in the Cattai Creek West Sub-Precinct through a Council initiated planning proposal in the future to allow for increased employment development outcomes and viability.

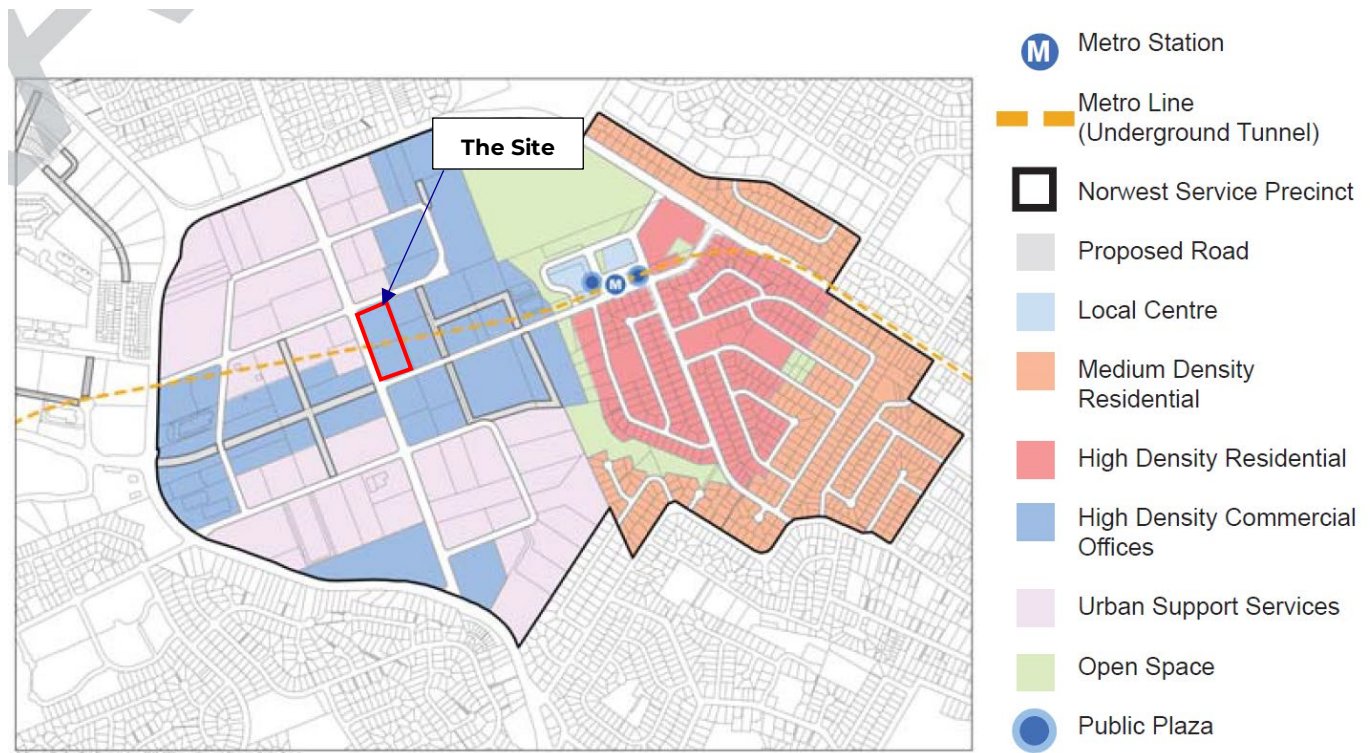
The specific recommended planning controls identified in the Draft Plan for the site are as follows:



- Land use – high density commercial office (refer to **Figure 1**)
- Floor Space Ratio – 2.3:1 (refer to **Figure 2**)
- Building height (in storeys) (refer to **Figure 3**) –
  - Up to 12 storeys on southern portion of site
  - Up to 6 storeys northern portion of the site.

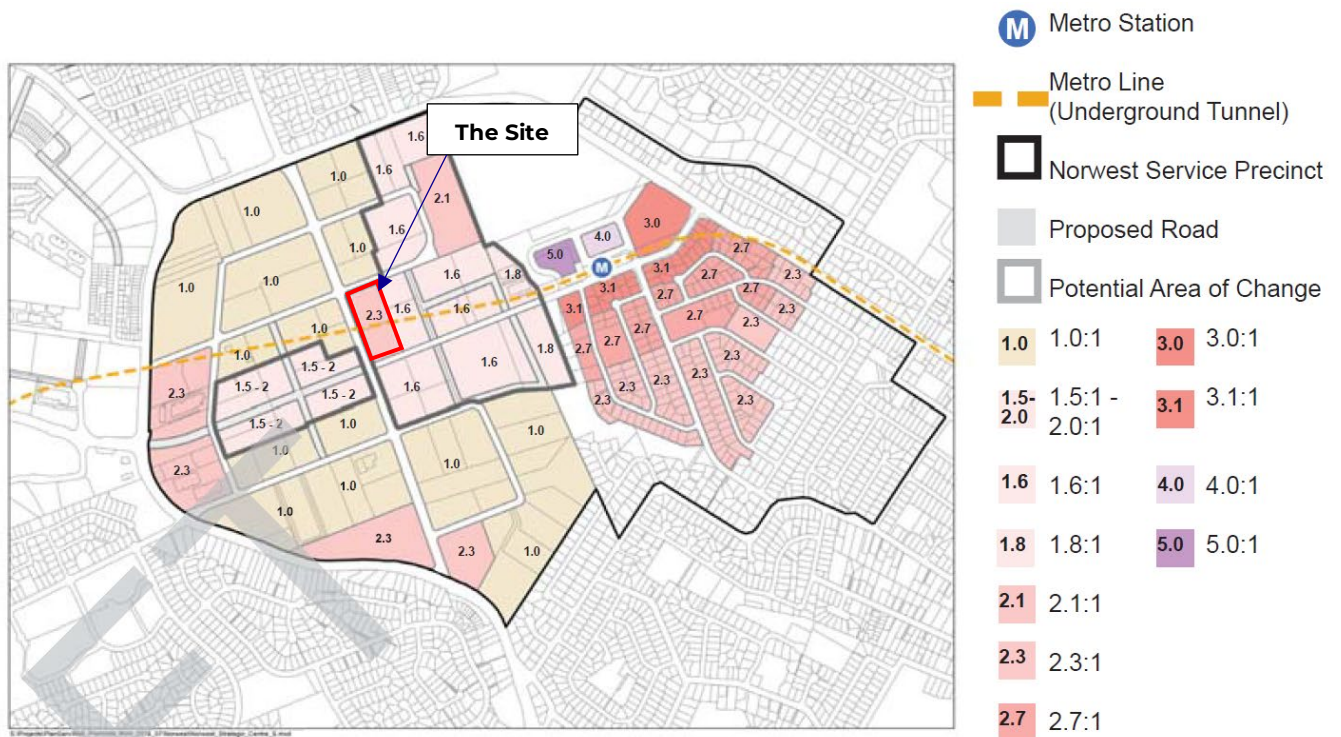
In addition, to the recommended planning controls, the Draft Precinct Plan identifies the following directions regarding connectivity and water management for the site:

- **Connectivity** – a mid-block east-west through site link be provided across the site. The through site link extends east to the neighbour property and connects to a future local road intersection (refer to **Figure 4**).
- **Water Management** – to be consistent with Council's position that where an overland flow path is located on private land, future development must be designed to avoid the flow path and where possible, through site links and future road will be strategically located to align with these flow paths so that stormwater pipes can be located with the road reserve.



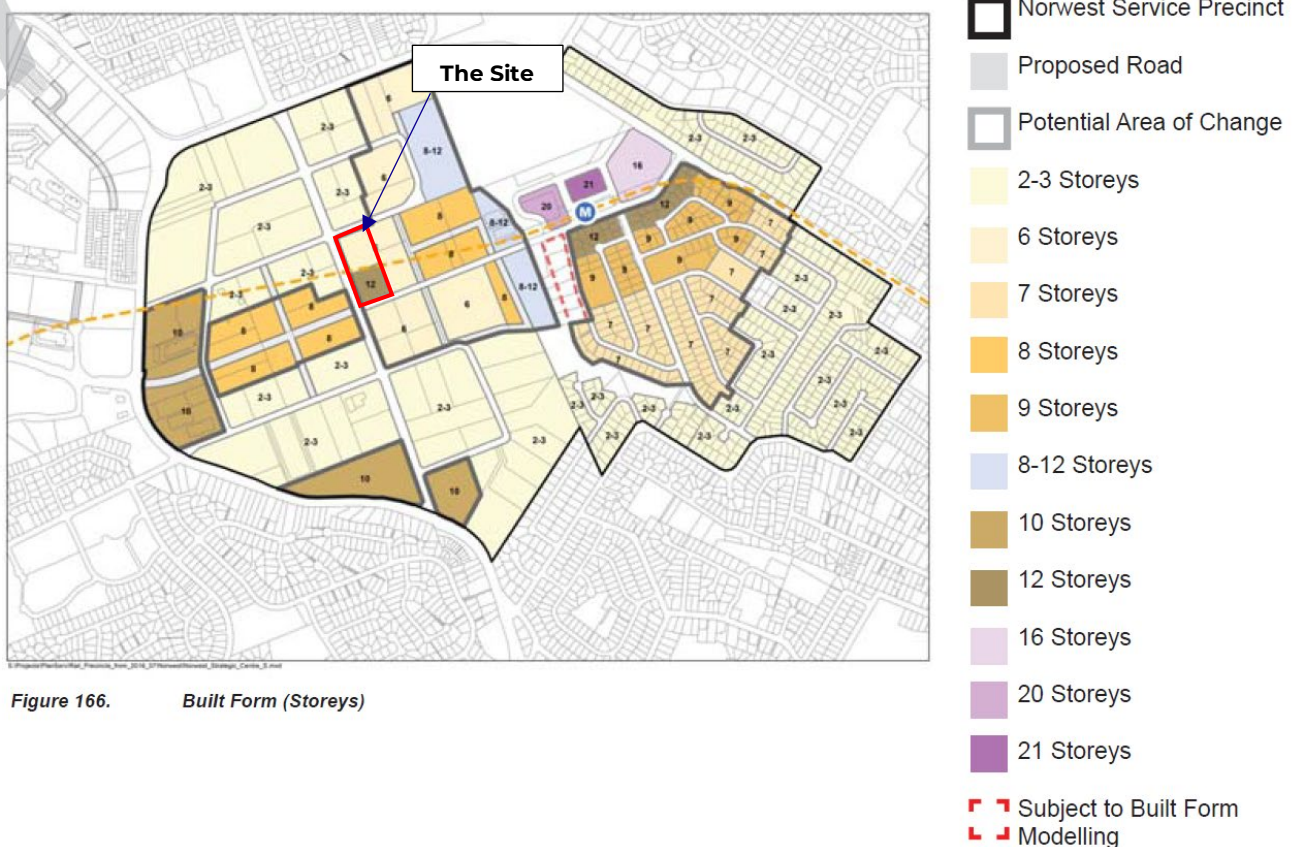
**Figure 1** Recommended land use plan

Source: Hills Shire Council (2022)



**Figure 2 Recommended floor space ratio**

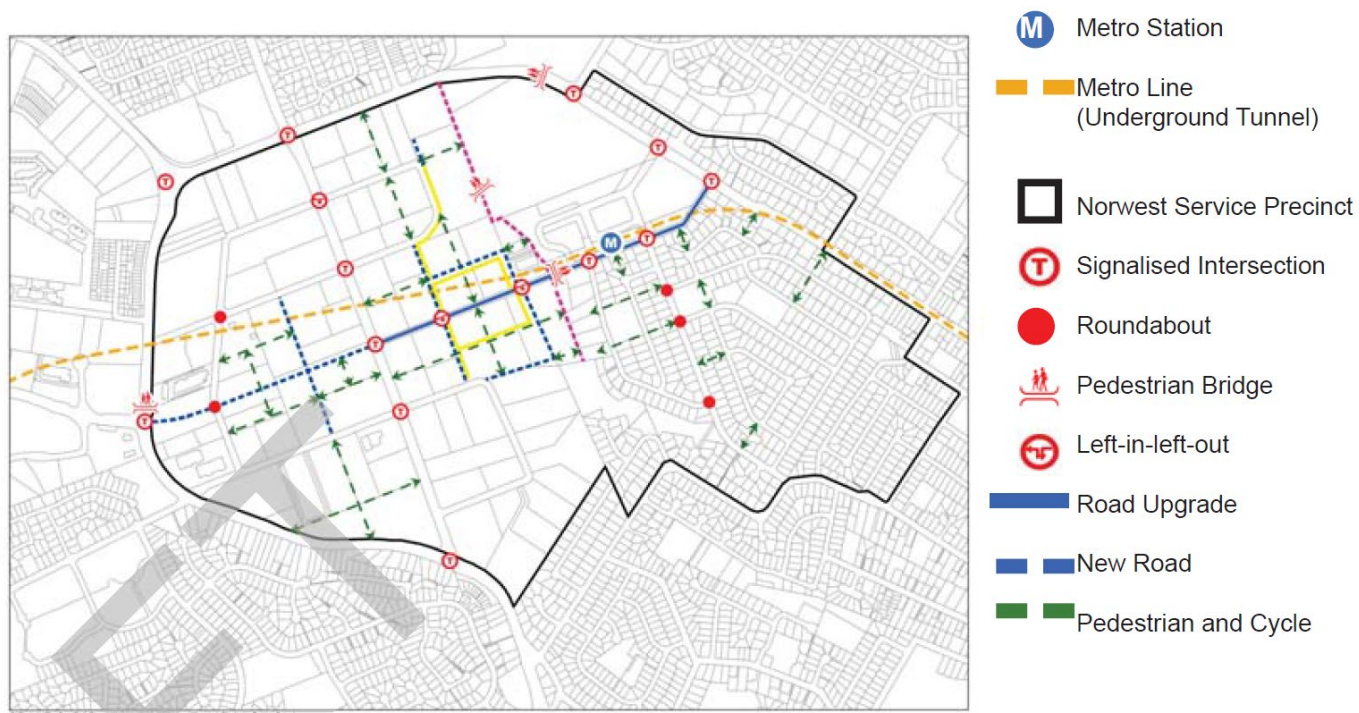
Source: Hills Shire Council (2022)



**Figure 3 Recommended building heights (in storeys)**

Source: Hills Shire Council (2022)





**Figure 4** Connectivity plan

Source: Hills Shire Council (2022)

## 2.4 Consultation with The Hills Shire Council

### 2.4.1 Pre-lodgement consultation

To ensure that the Planning Proposal exhibits a high level of consistency with Council's future envisioned character for the Site and surrounding area, a formal pre-lodgement meeting was held between the proponent and The Hills Shire Council on 27 August 2020. Formal Council Correspondence in response to this meeting has been received, and is attached to this report at **Appendix D**.

A number of planning issues were raised at the pre-lodgement meeting, which included the following:

- **Flooding and Stormwater** – consideration of the overland flow path that traverses Lot 1 DP 657013 in the location of future buildings and consider managing this constraint through water sensitive urban design. The proposal is to demonstrate redevelopment will not result in adverse impacts on surrounding properties.
- **Traffic, Transport and Parking Assessment** – consideration of the potential requirement for a left-turn slip lane as part of planned signalisation of the Carrington Road / Victoria Avenue intersection and upgrade to be undertaken by TfNSW.
- **Pedestrian through site link** – a publicly accessible through-site pedestrian link from Victoria Avenue to the eastern boundary of the site is required. The link is to remain in private ownership with a public easement/ right of access. To facilitate a pedestrian through-site link the position and location of the service road should be explored.
- **Parking** – Consideration should be given to an appropriate quantum and location of parking spaces, acknowledging the provision of substantial basement parking would be impacted by the rail tunnel and overland path. Above-ground parking is generally discouraged however where proposed, it should be carefully integrated into the building design and potentially be adaptable with capability for conversion into commercial floor space over time.
- **Residential development** – The proposal to include residential development (in the form of build-to-rent housing) on the Site is discouraged. The Castle Hill Employment Area is strategically significant employment land within the District, facilitating the encroachment of sensitive uses, such as residential development, into the core of the employment area would likely result in substantial land use conflict and would be difficult to justify in terms of strategic or site specific merit.
- **Density** – The proposed FSR of 3.4:1 is excessive at this location, given the Site is at the outer edge of the walkable catchment to Showground Station. Under The Hills Corridor Strategy, this portion of the Precinct was identified as

accommodating higher density commercial development with a potential FSR of 2.5:1. Removal of the residential component of the development and breaking-up of the built form to improve pedestrian connectivity through the Site would likely assist in placing some downward pressure on the overall density being sought through the proposal.

- **Supermarket floorspace** - An Economic Impact Assessment which demonstrates that there is sufficient demand for a 3,000m<sup>2</sup> supermarket at this location, without compromising the ability for other existing and proposed centres to fulfil their respective roles in Council's hierarchy is to accompany the planning proposal. This would include a justification for the proposed type of retail, the scale and quantum of floor space and identification of the level of existing and projected unmet demand in the locality.
- **Additional permitted uses** – The Planning Proposal should clearly articulate the proposed amendments to LEP 2019. Each land use should be clearly listed along with its corresponding land use term and existing permissibility. All uses which would not be permitted within the applicable land use zone should be clearly identified and supported by justification as to how these uses will be consistent with the applicable zone objectives.
- **Local infrastructure improvements** – It is expected that any site-specific Planning Proposal should contain an assessment of the adequacy of the infrastructure identified within the current Contributions Plan to service the extent of uplift proposed.
- **Information and lodgement** – A Planning Proposal for the subject site would need to be submitted with all the required and relevant information, and any Planning Proposal application should include 1 hard copy of all documentation, as well as electronic copies of all documents on a USB.

The issues outlined above were addressed in the original submission of the planning proposal in 2020 and have been further refined in later resubmissions.

## 2.4.2 Post-lodgement consultation

Furthermore, there have been substantial detailed discussions between the applicant and Council since this planning proposal was first lodged 22 December 2020 to clarify issues and potential avenues for resolution. Based on the feedback from further consultation, amendments have been made to the planning proposal to resolve issues raised by Council. The key amendments of the planning proposal are summarised in the response to Council's Request for Further Information (RFI) provided at **Appendix M**. The revised planning proposal was forwarded to the Hills Local Planning Panel for formal advice and recommendations for the planning proposal.

## 2.4.3 Local Planning Panel Advice

In The Hills Local Planning Panel meeting held on 16 November 2022, the Panel provided advice and recommendations to Council regarding the planning proposal for 21-23 Victoria Avenue, Castle Hill. The Panel's advice highlighted the planning proposal has potential merits, however there are number of outstanding issues related to the excessive bulk and scale and site planning that need to be resolved in order to proceed to gateway determination. The specific outstanding issues that are to be addressed are as follows:

- The excessive bulk and scale should be reduced through a combination of the following:
  - Reduction in car parking rates for commercial and business uses, to reduce both traffic generation and extent of above-ground parking proposed;
  - Investigate opportunities to increase the amount of parking within basement levels, to further reduce above-ground parking;
  - Reduction in floor plate size to deliver more slender tower forms;
  - Reduction in floor space ratio and gross floor area sought;
  - Removal of proposed 'shop' component; and
  - Increase building separation and reduce building length.
- Site planning: reconfiguration of the site to provide a pedestrian through-site link along the overland flow path, with active frontage facing the pedestrian link.
- Additional and updated flooding information to be submitted with the revised planning proposal.

Based on this feedback further revisions were made to the scheme to respond to the key matters. **Table 1** provides comment on how the revised scheme addresses these concerns. Formal issue of the advice was provided by Council in a letter to the applicant dated 21 November 2022 and provided at **Appendix M**.



**Table 1** Summary of outstanding issues raised by the Local Planning Panel

LPP comment and issue	Revised scheme response
<b>Excessive bulk and scale</b>	
i. <i>Reduced car parking rates for commercial and business uses, with a view to reducing traffic generation and the extent of parking proposed within building envelope above ground.</i>	The proposed number of carparking spaces is in accordance with the RTA's <i>Guide to Traffic Generating Developments Version 2.2 October 2002</i> and the extent of the above ground parking has been reduced.
ii. <i>Investigation into opportunities to increase the amount of parking within basement levels, with a view to reducing the extent of proposed parking within the building envelope above ground.</i>	The project team have explored further opportunities to increase the amount of parking within basement levels. The revised scheme responds to this concern through the reduced extent of above ground parking, while allocating a greater proportion of parking within basement levels when compared to the previous reference design.
iii. <i>A substantial reduction in floor plate sizes for commercial or parking levels above the specialised retail uses, to deliver a more slender tower form.</i>	<p>Commercial levels above the specialised retail uses have been removed as part of the revised scheme. This has reduced the building height of the northern building to 6 storeys presenting a reduced building mass and scale to Victoria Ave and Salisbury Rd, when compared to the previous reference design. The reduced height will also align with the proposed height in storeys under the draft Norwest Precinct Plan.</p> <p>Despite parking levels above the specialised retail uses largely retaining their floor plate size, the reduced overall building height achieves the LPP's intended outcome of reducing the bulk and scale of the proposal.</p>
iv. <i>A possible reduction in floor space ratio and gross floor area sought.</i>	The revised scheme has reduced the overall floor space ratio from 2.61:1 to 2.3:1, in line with the draft Norwest Precinct Plan.
v. <i>Removal of the proposed 'shop' component</i>	<p>The Planning Proposal seeks to include shops as a permitted use in order to enable a local convenience offer for local workers, visitors and residential population.</p> <p>The revised planning proposal seeks to limit the amount of Shop GFA to 3,300sqm to manage any adverse impact on existing retail centres in the surrounding area. This is supported by an Economic Impact Assessment which has assessed the amount of shop floor space and confirmed that this will not have any significant impact on existing centres in the surrounding area.</p>
vi. <i>Increased building separation and substantial reduction in building heights.</i>	<p>The revised scheme incorporates a linear park (approximately 20m) along the existing stormwater easement, this has resulted in significant increases to building separation, in particular between the north and south buildings.</p> <p>The proposed building heights of the proposal have also been reduced to 6 storeys on the north portion of the site and 12 storeys on the south portion of the site. This will align with the proposed height in storeys under the draft Norwest Precinct Plan.</p>
<b>Site planning</b>	
vii. <i>Reconfiguration of the site to provide a pedestrian through site link along the overland flow path, with active frontages facing the pedestrian link.</i>	The revised scheme has repositioned the proposed through site link along a proposed linear park (20m-wide) over the existing stormwater drainage easement and overland flow path.
viii. <i>The pedestrian link should be located at grade at both Victoria Avenue and the rear boundary of the site, to seamlessly integrate with the surrounding pedestrian and public domain network.</i>	The reconfigured east-west through site link now traverses through the site at grade to both Victoria Avenue and the rear of the site.
<b>Additional and updated flooding information</b>	
ix. <i>Additional and updated flooding information should be submitted to reflect the revised planning proposal, including the Post-Development Flood Model and Flood Risk and</i>	An updated flood impact assessment has been undertaken to reflect the revised scheme. This has addressed its consistency with the NSW Flood Plain Development Manual and contain information required to the satisfaction of Council.

LPP comment and issue	Revised scheme response
<p><i>Impact Assessment to the satisfaction of Council officers. This information should demonstrate that the proposal is consistent with the NSW Flood Plain Development Manual, that there is no increased flood impacts on adjacent properties and that there will be no reduction in available flood storage on the site. This would be necessary to justify any inconsistency with Ministerial Direction 4.1-Flooding.</i></p>	

Following the incorporation of the recommended changes detailed above, the revised scheme was presented to Council officers on 20 April 2023 for further feedback. Feedback from Council was generally positive and in support of the revised scheme, which has led to a superior concept for the site. Formal Council Correspondence dated 9 May 2023 was provided to the applicant echoing Council's general support for the revised scheme, however, request additional information on the following matters to be addressed in the resubmission of the planning proposal package.

### Additional permitted use

- Council note the planning proposal is to be amended to reflect the Employment Zone Reform changes.
- Council request further justification around the inclusion of 'shop' as an additional permitted use to understand its impact to established and emerging centres and explanation why the already permitted land use of 'neighbourhood shop' is not sufficient to serve on-site worker population.
- Consideration of a floor space cap for the land use of 'shop' to assist in mitigating impacts on the established and emerging retail hierarchy and supported by relevant economic and retail demand studies.

### Pedestrian Link and Service Road

- Council are supportive of the relocation of the through-site link at-grade, as opposed to upper ground level, which has resolved the complication associated with the grade differences and enables the neighbouring site to connect to the link.
- The service road at the rear of the site intersecting with the service link is still not Council's preferred outcome, however it is of sufficient width and is not dominated by loading vehicles.
- The revised planning proposal package is to demonstrate the intended outcomes including proposed future development controls and how the vehicles which will utilise the service link will be managed.
- Aligning the through-site link with the overland path has resolved safety issues, however consideration should be given to the zones of influence of building foundations on existing pipes at the north-eastern and south-western sections of the through-site link
- The updated through-site link must demonstrate compliance with the 9.1 Ministerial Directions related to flooding, which includes compliance with the 1% AEP.
- Habitable floors and entry point located adjacent to the through-site link should be set 500mm above the finished surface level of the adjoining link, where steps/ramp may be required to deal with the level difference.

### Car parking

- A 25% reduction of above ground carparking spaces (from 996 to 720) as it has resulted in a more appropriate massing and bulk in the development, that is more sympathetic to the public domain. The overall bulk and scale of the buildings has reduced, as a result of the increased building separation and reduced building length.
- Further investigation into basement parking may further improve the urban design outcome. The northern portion of the site is unconstrained by the Sydney Metro Northwest easement and has the potential to accommodate basement carparking.
- The proposed carparking rates need to be clearly stated, including whether any shared use arrangements are proposed.

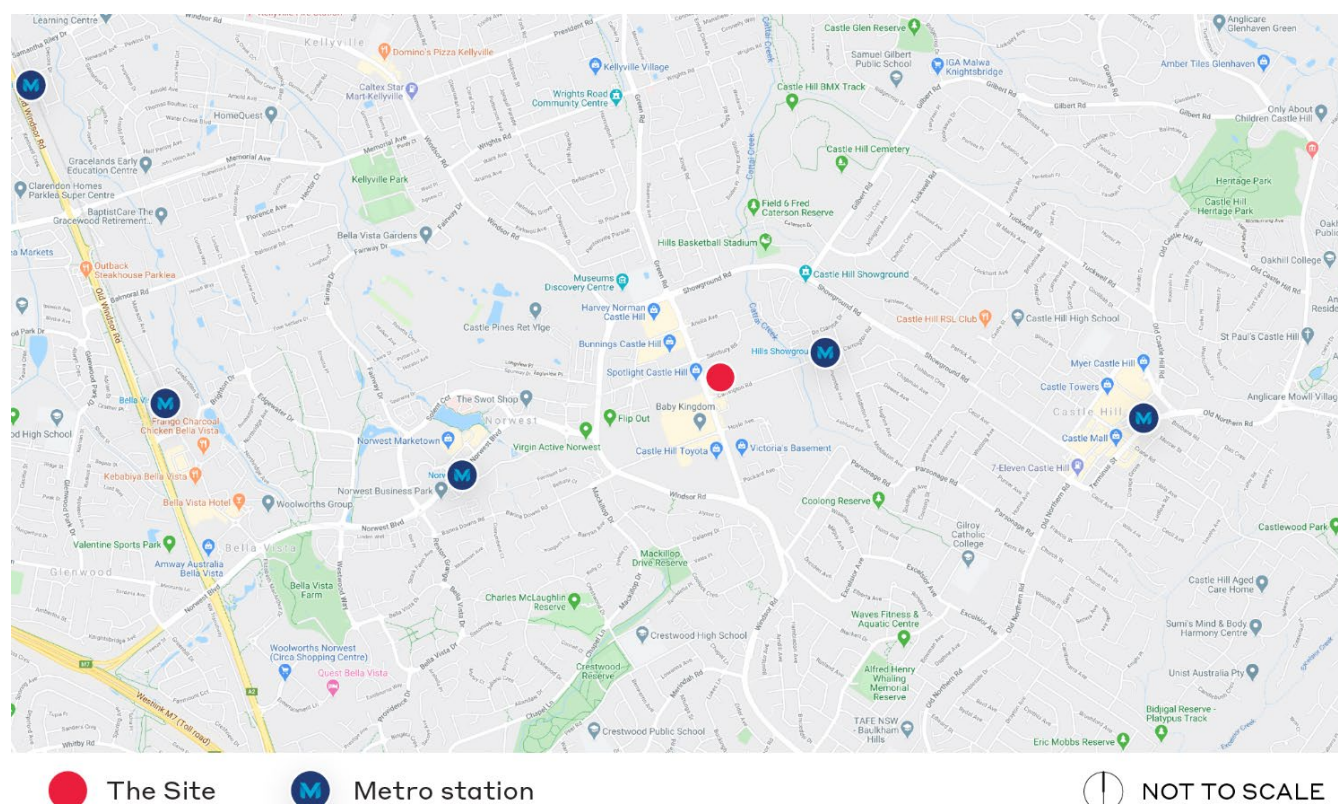
The above matters have been considered in the revised scheme and are addressed throughout this planning proposal.

## 3.0 The Site

### 3.1 Site location and context

The Site is located within the suburb of Castle Hill and borders Victoria Avenue along its western frontage, Salisbury Road along its northern frontage, and Carrington Road to its south. Hills Showground station is located approximately 620m to the east of the Site and is frequently serviced by Sydney Metro Northwest services to the CBD, Epping and Cudgong.

The Site is located within the Hills Showground Station Precinct, which is wholly contained within The Hills Shire Council Local Government Area (LGA). The surrounding built form comprises a predominantly industrial, showroom and commercial typology. The area is of a low density business park character and is considered to be underdeveloped and a priority for redevelopment with the recent opening of Sydney Metro providing significant transportation and connectivity benefits. The Site's locational context is shown below in **Figure 5**.



**Figure 5** Strategic context

Source: Google Maps, edits by Ethos Urban

### 3.2 Site description

The Site comprises two separate, but adjacent allotments located at 21-23 Victoria Avenue, Castle Hill. The combined site is rectangular in shape and has a total area of approximately 21,048m<sup>2</sup>. 21 Victoria Avenue is legally described as Lot 1 in DP657013, whilst 23 Victoria Avenue is legally described as Lot 1 in DP660382. The location of the Site is shown in **Figure 6** below.

The Site generally falls from west to east with a natural depression between the two existing buildings within the southern half of the Site. Existing levels are 87.70m at the south west corner, 89.00m at the south east corner, 90.70 at the north west corner and 87.80 at the north east corner. Levels at the depression of the Site are 85.20 at the eastern boundary, and 85.00 at the western boundary.





 The Site

 NOT TO SCALE

**Figure 6** Site aerial, with 21-23 Victoria Avenue labelled

Source: Nearmap, edits by Ethos Urban

### 3.3 Existing development

Existing development on the Site consists of three separate commercial buildings. 21 Victoria Avenue currently comprises two 2-storey commercial buildings known as 21A and 21B Victoria Avenue which share a common vehicular entrance off Victoria Avenue, and associated parking. 21A Victoria Avenue is currently occupied by two homemaker stores known as Abode Rugs and Flooring and Moda Living (**Figure 7**). 21B Victoria Avenue is currently occupied by The Auto Gallery, an automotive dealership (**Figure 8**).



**Figure 7** 21A Victoria Avenue

Source: Ethos Urban



**Figure 8** 21B Victoria Avenue

Source: Ethos Urban

23 Victoria Avenue consists of a single one-storey retail building currently occupied by Tigress Furniture Castle Hill and Christmas World Castle Hill and associated parking, with vehicular access points from both Victoria Avenue and Salisbury Road (**Figure 9**).



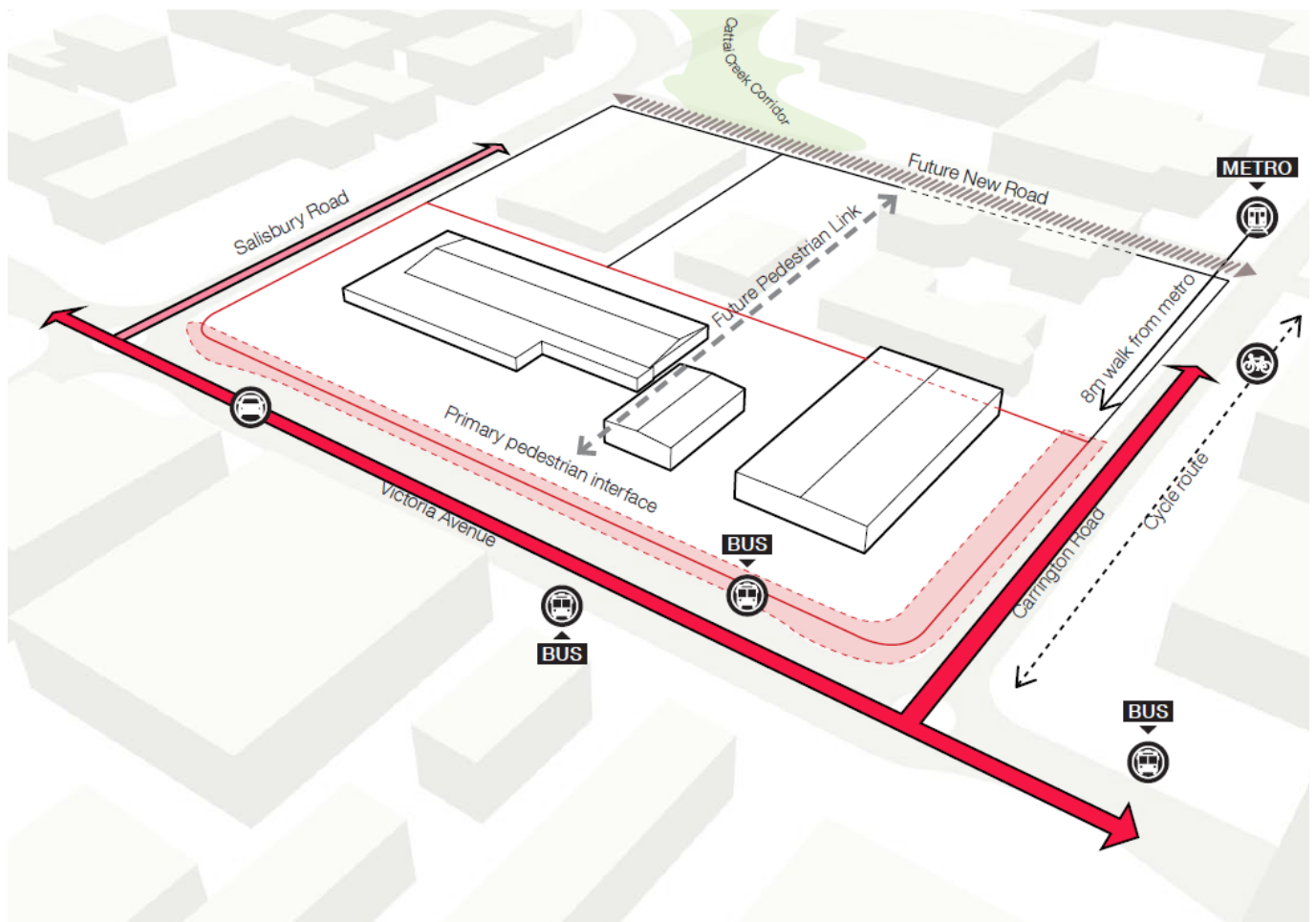


**Figure 9** 23 Victoria Avenue

Source: Ethos Urban

### 3.4 Transport and access

The Site currently has strong public transport and road connections. Victoria Avenue is a major vehicular thoroughfare in the Showground area, whilst Salisbury Road is currently a local road that generally carries traffic servicing its adjacent commercial properties. Carrington Road is a major road that connects the Site to Hills Showground Metro Station which opened in 2019 and is expected to be widened in the near future (**Figure 10**).



**Figure 10** Summary of transport arrangements at and around the Site

Source: Bates Smart

The Site is located approximately 620 metres west of Hills Showground Metro Station, which also contains a substantive carpark offering 'park and ride' facilities. The station is serviced by Sydney Metro Northwest services shuttling between Cudgegong Road and Chatswood Stations, with direct transfers to the Sydney CBD. Metro services run at every 4 minutes during peak hours and 10 minutes otherwise in both directions.

The station also incorporates a bus interchange serviced by a variety of bus routes, including the 601, 604, 610N, 626, 633, 651 and 730 bus services. The Site is also directly served by an adjacent bus stop on Victoria Avenue ('Victoria Avenue before Carrington Road'), which is served by the aforementioned 626, 633 and 651 bus services:

- 626: Pennant Hills Station to Kellyville Station via Cherrybrook, Castle Hill, and Hills Showground – runs every 30 minutes during weekday daylight hours.
- 633: Rouse Hill Station to Pennant Hills via Kellyville, Castle Hill, and Hills Showground – runs every 30 minutes during weekday daylight hours.
- 651: Epping Station to Rouse Hill Station via Castle Hill, Hills Showground, and Kellyville – portion of the route servicing the Site runs every 60 minutes during weekday daylight hours.

### 3.5 Surrounding development

As aforementioned, surrounding developments comprise a predominantly industrial and commercial typology, consisting of a variety of uses including large format retail, showrooms, self-storage, warehousing, automotive services, and smaller retail establishments.

- To the north of the Site across Salisbury Road is the 1 to 2 storey Castle Hill Tavern (**Figure 11**);
- To the south across Carrington Road is the 2-storey '19 Victoria Avenue' shopping centre, with major tenants including Clark Rubber, Fernwood Fitness and Subway (**Figure 12**);
- To the west of the Site across Victoria Avenue lies the 10 Victoria Plaza business park at 10 Victoria Avenue (**Figure 13**), Spotlight retail centre at 12 Victoria Avenue (**Figure 14**), and a substation at the corner of Victoria Avenue and Salisbury Road; and
- To the immediate east of the Site lies the Castle Corporate Park business park at 15 Carrington Road (**Figure 15**), and the DaySpring Church at 15 Salisbury Road (**Figure 16**).



**Figure 11** Castle Hill Tavern to the north

Source: Ethos Urban



**Figure 12** 19 Victoria Avenue to the south

Source: Ethos Urban





**Figure 13** 10 Victoria Plaza to the west

Source: Ethos Urban



**Figure 14** Spotlight to the west

Source: Ethos Urban



**Figure 15** Castle Corporate Park to the east

Source: Ethos Urban



**Figure 16** DaySpring Church to the east

Source: Ethos Urban

## 4.0 Existing planning controls

### 4.1 The Hills Local Environmental Plan 2019

The *Hills Local Environmental Plan 2019* (HLEP 2019) is the principal environmental planning instrument that applies to the Site. The relevant provisions of the HLEP 2019, and the key development controls as they apply to the Site, are outlined below.

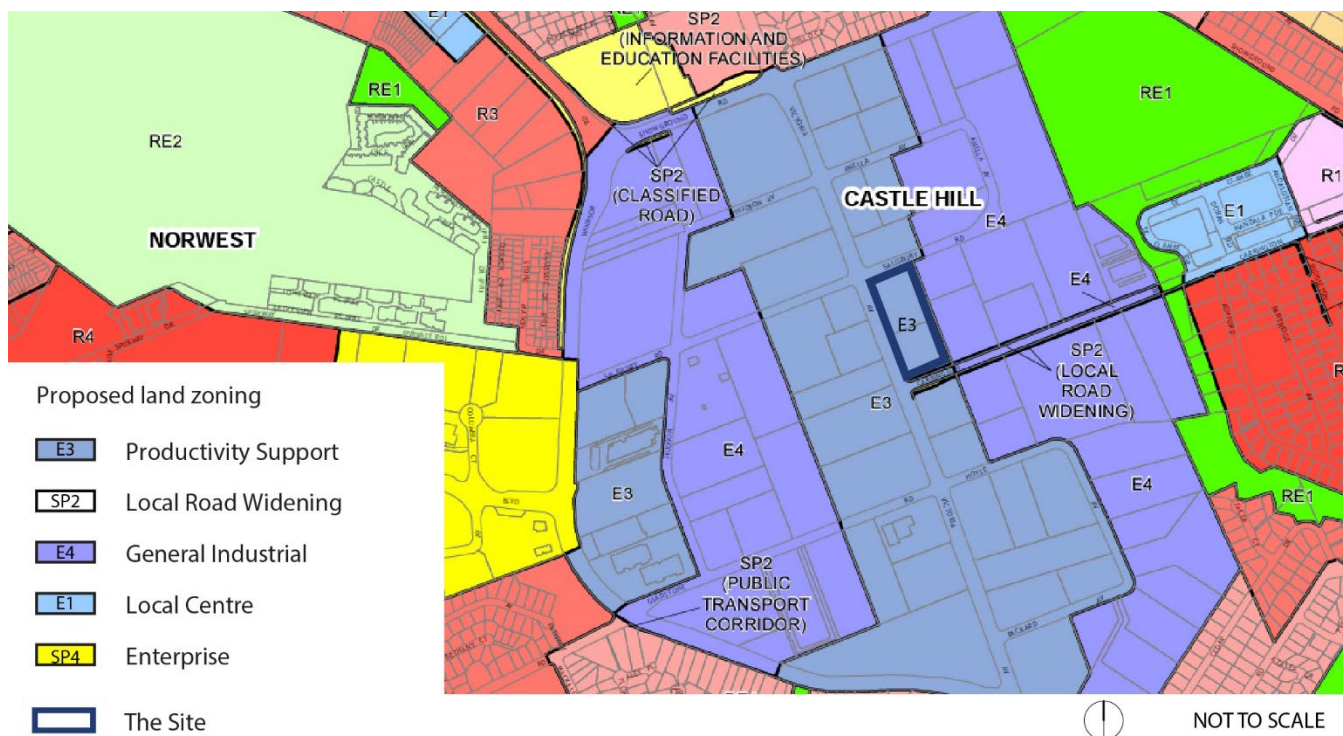
#### 4.1.1 Land zoning

The Site is currently zoned for E3 Productivity Support (**Figure 17**), with a small narrow southern strip along Carrington Road being zoned SP2 Infrastructure (Local Road Widening) to facilitate the future widening of Carrington Road (refer to **Section 5.7**) under the HLEP 2019.

The objectives of the E3 Productivity Support zoning are as follows:

- To provide a range of facilities and services, light industries, warehouse and offices.
- To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.
- To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.
- To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.
- To provide opportunities for new and emerging light industries.
- To enable other land uses that provide facilities and service to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell good manufactured on-site.
- To provide for specialised retail premises that meet community demand.

Business premises, food and drink premises, Hotel and motel accommodation are permitted with consent under the E3 zoning, however, commercial premises (which includes office premises, business premises and retail premises) and Medical Centres are prohibited uses.



**Figure 17** Zoning of the Site under the HLEP 2019

Source: HLEP 2019, edits by Ethos Urban



4.1.2 Height of buildings

As with most of the Hills Showground Station Precinct, the Site has an applicable building height limit of 20 metres under the HLEP 2019, although certain sites in the Precinct have height limits of up to 27 metres. Furthermore, the Showground Station Precinct includes the Showground Metro Area with height limits of up to 68 metres. The height of buildings limit for the Site and surrounding area is shown in **Figure 18** below.

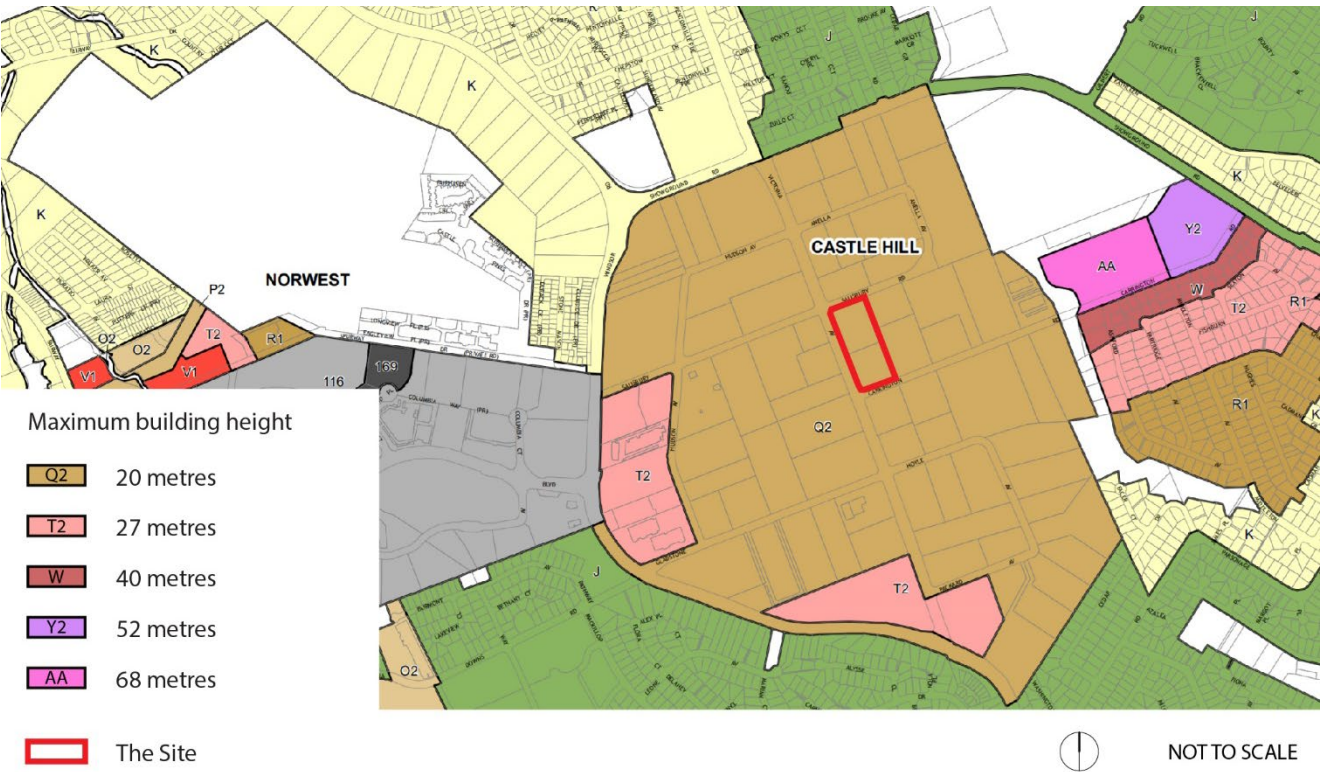
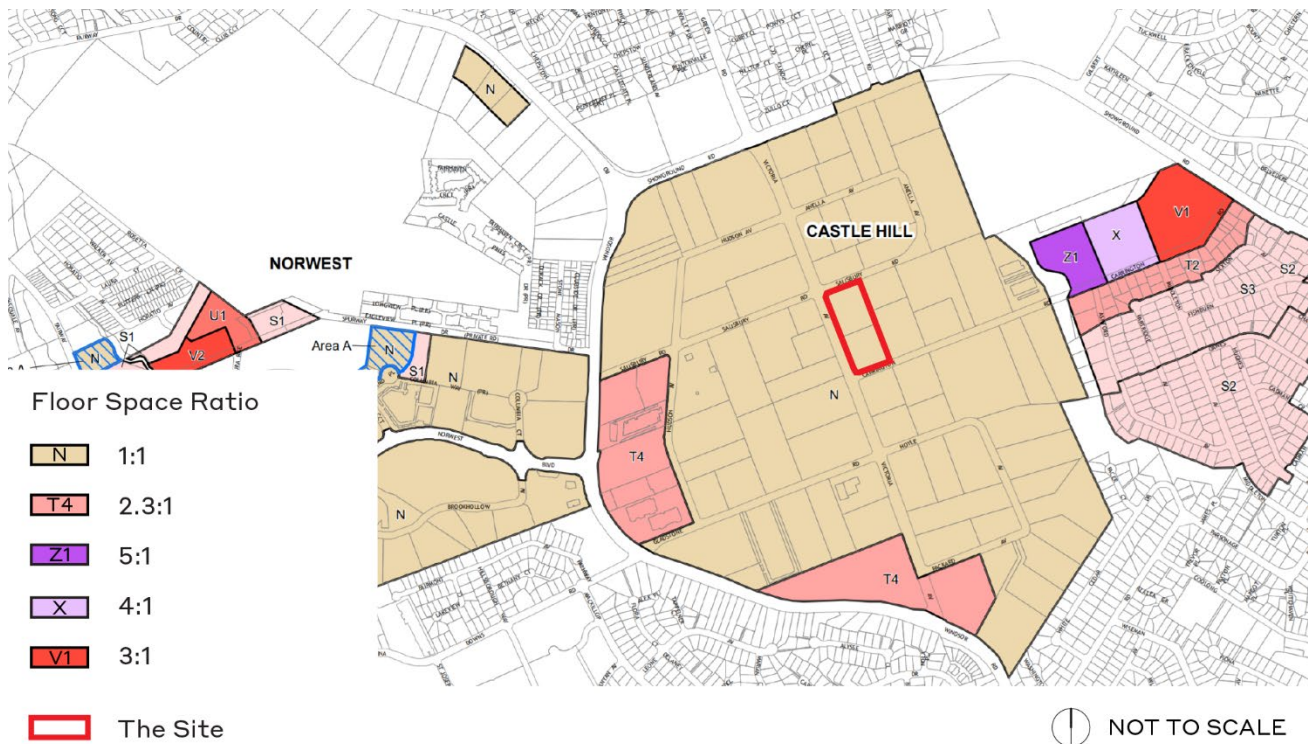


Figure 18 Height of building limit under the HLEP 2019

Source: HLEP 2019, edits by Ethos Urban

4.1.3 Floor space ratio

As with most of the Hills Showground Station Precinct, the Site has an applicable floor space ratio of 1:1, although certain sites in the Precinct have a maximum floor space ratio of up to 2.3:1. Furthermore, the Precinct includes the Showground Metro Area that has a maximum floor space ratio of up to 5:1. The floor space ratio limit for the Site is shown in **Figure 19** below.



**Figure 19** Floor space ratio limit under the HLEP 2019

Source: HLEP 2019, edits by Ethos Urban

#### 4.1.4 Showground Station precinct

As the Site is located within the Showground Station precinct, area-specific controls apply under Part 9 of the HLEP 2019. The relevant controls under Part 9 that apply to the Site is summarised below:

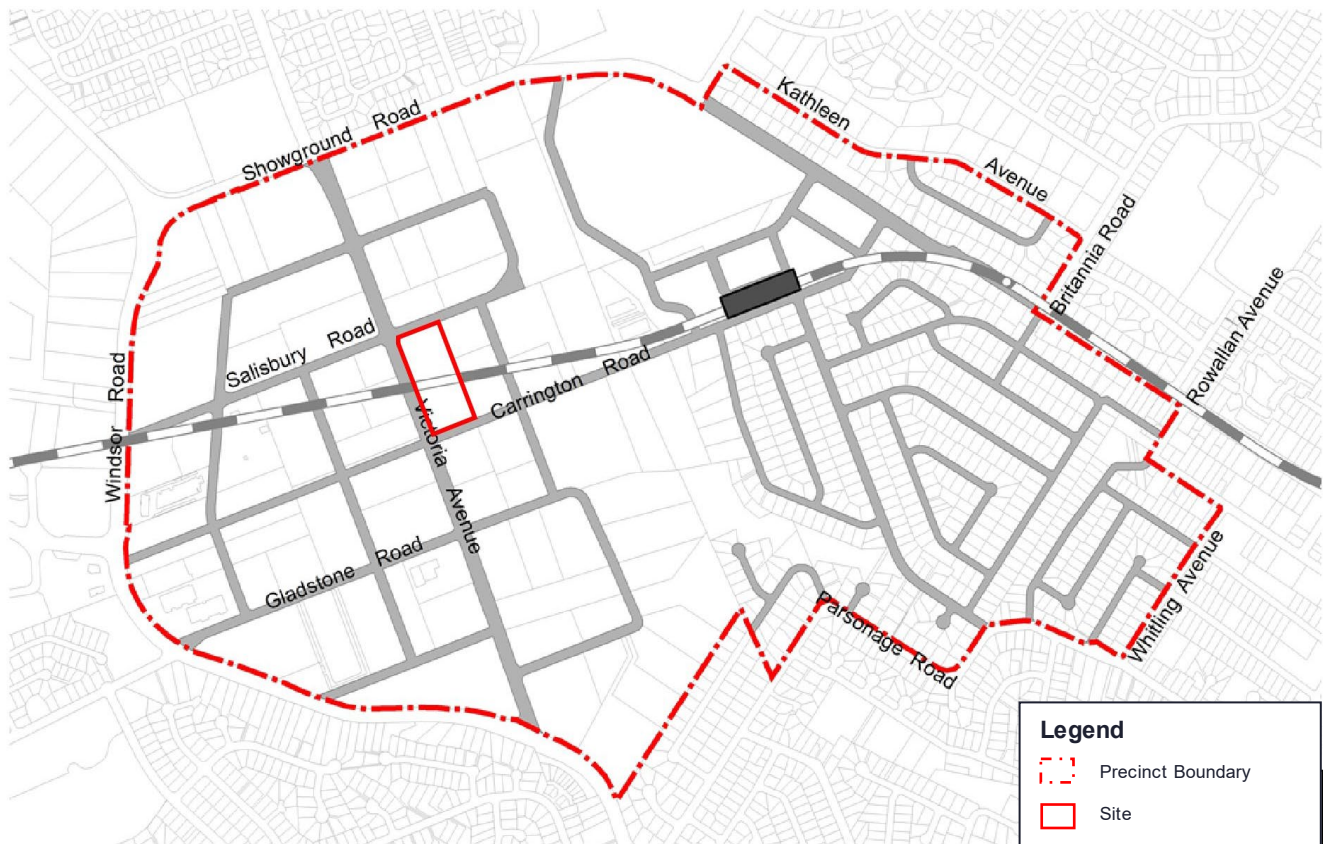
- Under Clause 9.2 of the HLEP 2019, the calculation of FSR for the Site includes land to be dedicated to Council for a public purpose. Therefore, the southern strip of land zoned SP2 to be dedicated to Council as part of the subject site (see **Section 4.1.1** above) has been included in the calculation of site area and site FSR.
- Under Clause 9.4 of the HLEP 2019, development on land within the Showground Station Precinct with a site area of >3,600m<sup>2</sup> (which includes the subject site) must not be approved without the preparation of a site-specific Development Control Plan (DCP). The proponent intends to prepare a site-specific DCP following Gateway determination of the proposal, as further discussed in **Section 6.4** below.
- Under Clause 9.5 of the HLEP 2019, development consent must not be granted for development within the Showground Station Precinct involving the erection of a new building unless the consent authority is satisfied that the proposed development exhibits design excellence. Design excellence matters will be addressed as part of a future DA on the Site.
- Clauses 9.7 and 9.8 refer to the residential development yield, including a cap of no more than 5,000 residential dwellings within the Showground Station precinct. As the reference design does not involve residential floorspace, it is consistent with the outcomes of these controls whilst providing crucial employment-generating floorspace to support residential uplift in the area in the future.

## 4.2 The Hills Development Control Plan 2012

The Hills Development Control Plan 2012 (HDCP 2012) provides detailed planning and design guidelines to support the planning controls in the HLEP 2019. Part D, Section 19 of the HDCP 2012 specifically applies to the Showground Precinct (**Figure 20**) and establishes the intended vision and principles for the Precinct, including the following general principles:

- To ensure that development occurs in a coordinated manner consistent with the Precinct vision and the development principles of housing diversity, employment opportunities, transit oriented development, quality infrastructure and open space and place making;
- To provide a mix of housing, retail, employment and services in appropriate and logical locations within the Precinct;

- To locate higher scale residential apartments and commercial uses close to the station, the Castle Hill Showground and Cattai Creek corridor to optimise access to station facilities as well as outlook and natural amenity; and
- To develop a local centre and main plaza in the area immediately surrounding the station to provide local shopping, employment opportunities and other services to support the incoming population and establish a vibrant and well-used public domain.



**Figure 20** Showground Station Precinct under the HDCP 2012

Source: Hills DCP 2012



# 5.0 Reference Design

## 5.1 Overview of reference design

This Planning Proposal is supported by a reference design (refer to **Appendix B**) (**Figure 21**) and informed by a comprehensive Urban Design Report which seeks to deliver a superior urban design outcome for the site (refer to **Appendix A**).The development concept, although indicative, seeks to demonstrate that the Site is capable of accommodating the proposed controls, and demonstrates how the Site might be developed under the proposed LEP amendments.

This section provides an overview of the reference design, with a preliminary assessment of the reference design against the relevant planning issues is further provided in Section 8.0 below. The numerical overview of the reference design provided in **Table 2** below.

**Table 2** Numerical overview of reference design

Component	
Site area	21,048m <sup>2</sup>
Proposed GFA / FSR	48,410m <sup>2</sup> (2.3:1)
Maximum overall height	RL 140.5m
Maximum overall height (storeys)	12 storeys
Parking spaces	1,331 spaces



**Figure 21** Artist's impression of the reference design

Source: Bates Smart

## 5.2 Urban design principles

The Planning Proposal and reference design has been informed by a series of urban design principles aimed at providing a high-quality built form at the Site that exhibits design excellence. It is envisioned that the proposed development would support a vibrant mixed-use development with an integrated composition of commercial office, retail and specialised retail uses in close proximity to Hills Showground Metro Station in the new rejuvenated Showground Station Precinct and the broader Norwest strategic centre.

Under the proposed scheme, the renewal of the Site will support new employment and retail floorspace whilst enhancing the public domain, that will strengthen connections to public transport and responds to community needs into the future. Active uses are organised along a network of outdoor laneways and courtyards that deliver a diverse range of spaces for people. The following principles have been applied in developing the reference design:

- 1. Establish a safe, habitable ground plane** – The site presents a unique opportunity to incorporate the overland flowpath into the overall design of the public domain and to further reduce bulk and scale of massing. It is recommended that no development is to occur on the overland flowpath to allow for servicing of existing stormwater infrastructure and drainage. A minimal level change is required surrounding the overland flow to ensure development will be safe from the effects from flooding and remain a resilient and active place.
- 2. Height and density on a key corner** - This principle establishes the proposed approach to height and density on the Site. Locating the portion of greatest height and density on the corner of Victoria Avenue and Carrington Road will create a marker and form a clear bookend to the western edge of Carrington Road. Moving away from the prominent corner along Victoria Avenue, built form is to transition downward in scale balancing the density across the site and bookending each corner of the site.
- 3. Diversity of uses and activation** – This principle seeks to respond to the desired land uses in the precinct which specifically envisions a mix of specialised retail and new commercial/office. This will celebrate a mix of employment uses such as office, specialised retail as well as thoughtful and complimentary amenity uses such as food and beverage premises positively contributing to the future character of the Norwest Services precinct.
- 4. Increased pedestrian amenity and public domain** - This principle puts forward an approach to improve pedestrian amenity and public domain on and around the site. Due to the Site's long frontage along Victoria Avenue, a central east-west link in alignment with the overland flow path should permeate throughout the site. The east-west link should be a generous arrival plaza connected to Victoria Avenue.
- 5. Catalyst for connectivity of block and to Cattai Creek** – This principle highlights how the site can establish new connections which reach beyond the site boundary and feed into a wider vision for the Norwest Precinct. The Proposal has the potential to act as a catalyst for a positive transformation of the entire block, creating a walkable and well-connected precinct that considers the Cattai Creek Masterplan, as well as through block links and new streets identified in the DCP.
- 6. Enhanced urban greening** – This principle seeks to contribute to the 'Garden Shire' image through enhanced urban greening. This will look to retain large existing trees on the Site and implement additional measures such as landscaped setbacks at street level, particularly along Victoria Avenue to facilitate deep soil planting, the introduction of native vegetation and green walls to buildings and the greening of rooftops.

## 5.3 Land use composition

The reference design comprises a vibrant mixed-use development precinct containing a variety of commercial and retail uses, with ancillary above and below ground vehicular parking. An indicative land use breakdown of the development is provided in **Table 3** below.

**Table 3** Indicative land use breakdown

Component	Development concept
Office	34,470m <sup>2</sup>
Business Premises	205m <sup>2</sup>
Gym, Medical, Childcare	1,440m <sup>2</sup>
Specialised retail	7,920m <sup>2</sup>
Shop	3,300m <sup>2</sup>
Food and Beverage Premises	950m <sup>2</sup>
End of Trip	125m <sup>2</sup>
<b>Total GFA</b>	<b>48,410m<sup>2</sup></b>

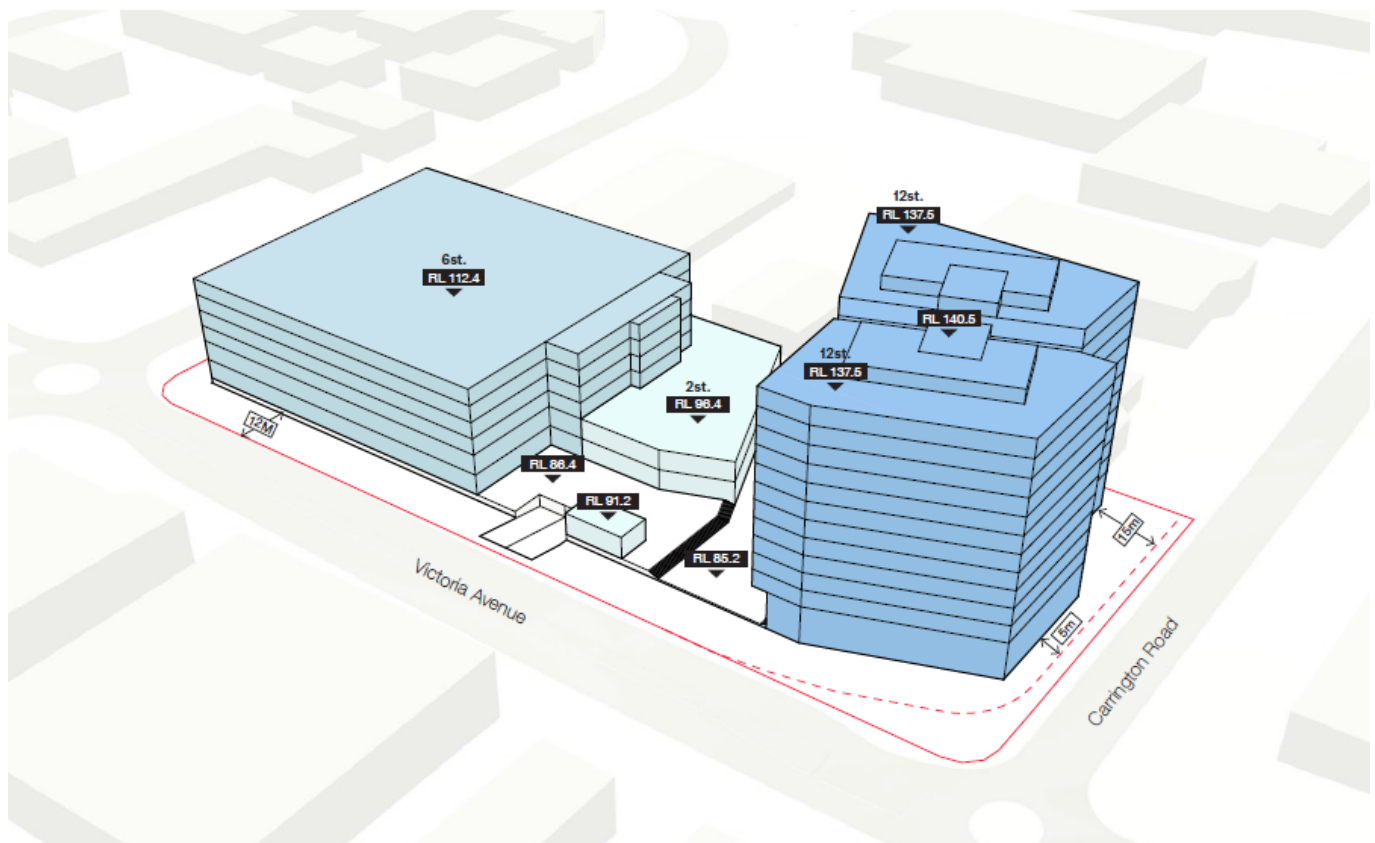
## 5.4 Built form

The proposed built form aims to respond to the findings of the context analysis and urban design principles as described within the Urban Design Report prepared by Ethos Urban at **Appendix A**, and Concept Design Report prepared by Bates Smart at **Appendix B**.

The reference design comprises a diversity of building typologies that will accommodate a range of land uses, including specialised retail premises, commercial office, shops and above-ground car parking. The rooftop of buildings will include significant site landscaping, including communal gardens and rooftop terraces. Height is focused along Carrington Road, with the provision of two 12 storey commercial towers and commercial plaza 'welcoming' commuters to the Site and serving as an urban marker that symbolises the renewal of the Hills Showground Precinct at the corner of Carrington Road and Victoria Avenue.

The provision of a 20-25m wide linear park and east-west through-site link will reduce perceived bulk and scale and improve pedestrian permeability, facilitating the delivery of a vibrant mixed-use precinct, supported by a laneway connecting the commercial plaza and the centralised retail plaza, resulting in the creation of high-quality spaces, opportunities, and experiences for activation. This allows for a high level of ground level activation supported through an active and vibrant retail precinct, with a mix of active retail tenancies, and commercial lobbies.

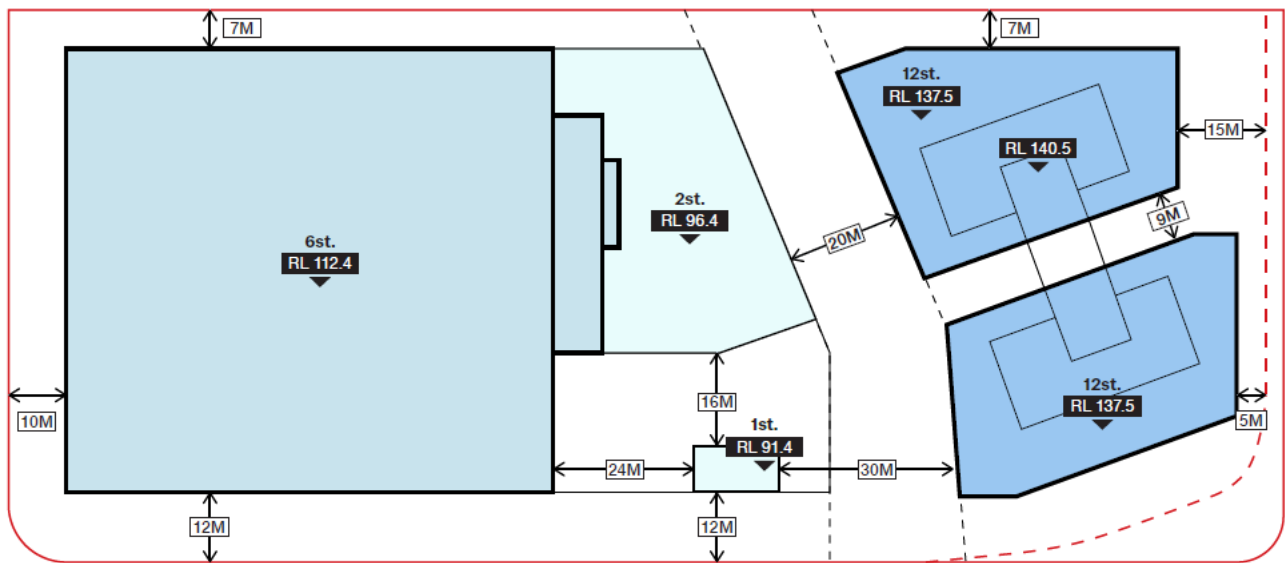
Vehicular access and loading access will be provided from Victoria Avenue, Carrington Road, and Salisbury Road. Vehicular parking will be provided in both the basement and upper levels of the mid-rise building due to site constraints, with above-ground parking concealed by a high quality naturally ventilated façade (refer to **Section 5.7**). Medical, childcare and gym uses will be provided on level 1 of the mid-rise building where they front retail open spaces, to improve visual amenity. A description of the components of the proposed built form is provided further below, with the indicative building envelopes shown on **Figure 22** and **Figure 23**.



**Figure 22** Indicative building envelopes (perspective view)

Source: Bates Smart





**Figure 23** Indicative building envelopes (plan view)

Source: Bates Smart

### 5.4.1 Building setbacks

The reference design proposes the following building setbacks:

- A 12m building setback is proposed for the Victoria Avenue frontage.
- Along the eastern boundary the main building forms are setback 7m.
- A 10m setback is proposed along Sailsbury Road.
- Along Carrington Road a part 5m setback is proposed to the west to define the commercial plaza and a part 15m setback is proposed to the east.

### 5.4.2 Low-mid rise built form for specialised retail

#### Ground Level

An activated ground plane is provided on the ground floor to create a bustling commercial and retail precinct. The proposed ground plane design is bisected by a 20m wide east-west through-site link and linear park which provides pedestrian connectivity and overland flow path. Food and beverage tenancies are also provided on both sides of the linear park for activation and north of the linear park, a centralised retail plaza is flanked by active edges and additional tenancies. On the western edge, along the Victoria Avenue frontage, a single storey food and beverage pavilion is located between the linear park and the carpark entry, framing the centralised retail plaza. The north-west corner of the centralised retail plaza provides a level connection to Victoria Avenue and access to the northern end of the site that contain large format retail tenancies buried into the hillside that can be accessed at-grade midway along the Victoria Avenue frontage.

To respond to the localised valley running east-west across the site, resulting in falls along the Victoria Avenue frontage, the low point on Victoria Avenue has been made the lower ground parking access and entry. Whilst the at-grade portion of Victoria Avenue provides pedestrian access to the site and centralised plaza. All other vehicle access points are along the eastern boundary to avoid disruption to active frontages, addressing primary streets and separating pedestrians from service vehicles.

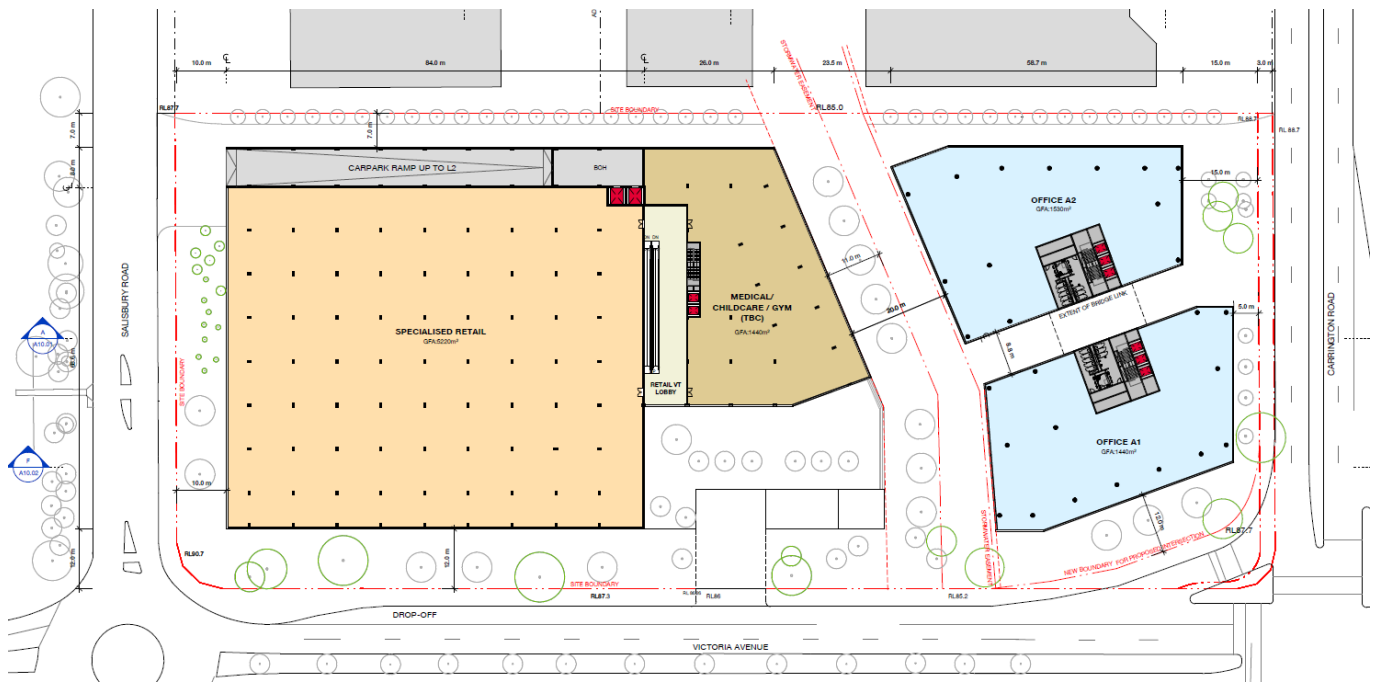
On the southern portion of the ground plane, the Carrington Road landscaped setback is averaged to create a protected commercial entry plaza at the important corner that acts as a welcoming gesture for pedestrians arriving

[illegible]

Source: Bates Smart

The upper levels of the reference design (levels 1-6) will comprise active lifestyle land uses where the built form overlooks the linear park to enhance the quality and energy of open spaces. At the north end of the site on level 1 a single larger specialised retail tenancy is accessed via a central circulation core, and immediately to the south there is a mid-size tenancy that will accommodate a childcare, gym or medical uses. Commercial uses are also provided on the podium levels at the corner of Victoria Avenue and Carrington Road, with floorplates arranged to optimise amenity, connectivity and solar access to open spaces. An excerpt from the Indicative Architectural Plans depicting these levels is provided in **Figure 25** below.

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**Figure 25** Indicative level 1 floor plan

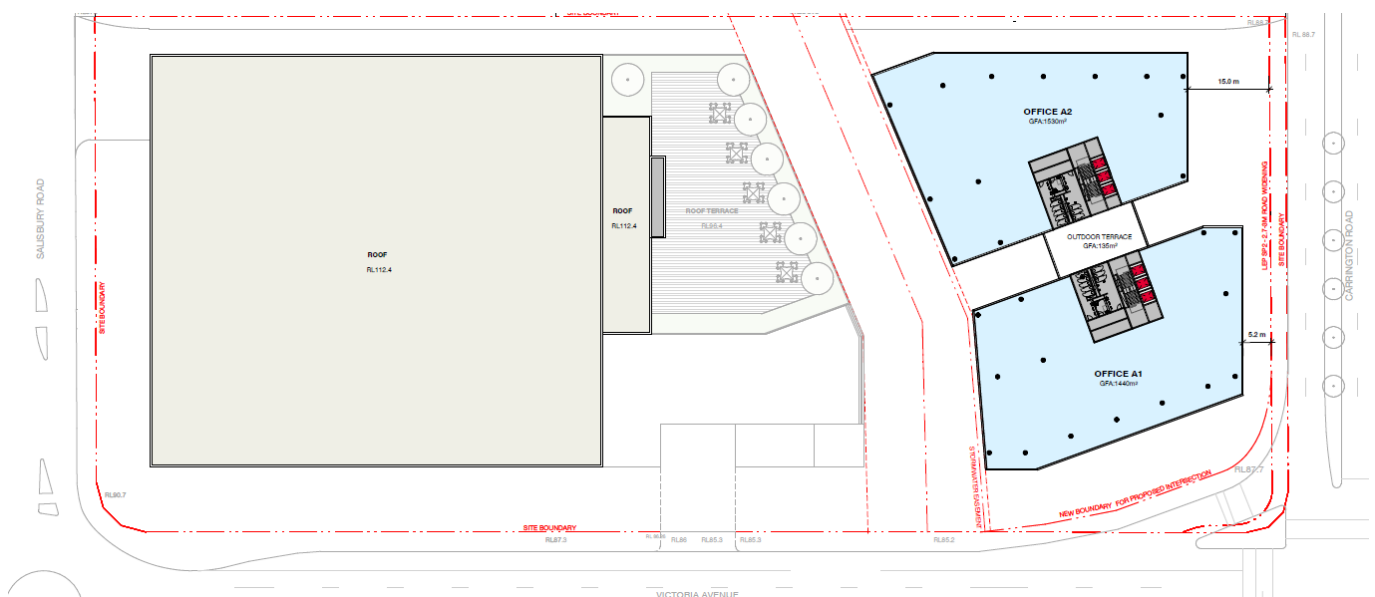
Source: Bates Smart

### 5.4.3 Commercial office levels

Commercial office floorspace is intended to be provided across two 12 storey buildings fronting Carrington Street. There is opportunity for the two side cores to be linked by bridging balconies or mixed mode spaces to provide greater connectivity.

These office levels will provide a range of floorplate sizes to accommodate a range of commercial tenants. The commercial building located at the important corner of Victoria Avenue and Carrington Road comprises a floorplate size of approximately 1,530 sqm per floor, the other commercial tower fronting Carrington Street comprises a floorplate size of approximately 1,440sqm per floor.

The floorplates of both towers comprise large contiguous zones providing clear sightlines across the floorplate; nevertheless, the levels can be subdivided easily to form 2-3 smaller tenancies for flexibility. A typical floorplate of these commercial levels is shown in **Figure 26** below.



**Figure 26** Indicative typical commercial level floorplate

Source: Bates Smart



**Figure 27** Indicative perspective from centralised plaza looking south with Victoria Avenue to the right

Source: Bates Smart

## 5.5 Public domain and landscaping

The overarching vision presented by the landscape concept plan is to create a vibrant public realm that supports commercial and retail activities on the Site, with principles of sustainable development underpinning the design. Integration of public, commercial and private realms across plazas, living laneways and active rooftops enhances the experience for workers and visitors to the development and surrounding precinct.

The reference design provides opportunities for landscaping and new public open spaces, which seek to facilitate a high standard of amenity for future workers and visitors of the Site. A central plaza is proposed at the ground plane to improve permeability and create space, opportunities and experiences for concentration and activation. A new linear park aligned with the overland flowpath is proposed on the ground plan and will serve as a catalyst and visual marker for the new pedestrian link proposed at the site. The composition and function of the proposed public spaces of the landscape concept plan are summarised below and spatially illustrated on **Figure 28** and **Figure 29**.

### 1. Upper Plaza

- A dynamic place featuring:
  - A catenary system overhead for spatial definition
  - Catenary also used for lighting / art
  - Temporary installations on catenary for events
  - Centrally aligned fixed furniture to maximise retail breakout/ flexibility
  - Informal seating / amphitheatre steps to linear park stage

### 2. Entry Plaza

- A welcoming and green space featuring:
  - Covered circulation framed by breakout seating and green buffer to the street
  - Clear sight lines to building entries
  - Generous movement space with capacity for pop-up retail/ temporary stalls
  - Existing trees retained within setback zone
  - Landscaped bank resolves levels transition from street.



### 3. Linear Park

- A new green destination comprising:
  - Minimum clear width along tenancy frontages to allow for food and beverage breakout and clear movement/ sightlines
  - Seating steps frame space for informal seating/ flood mitigation
  - Continuous canopy of trees along east-west open space
  - No trees proposed within stormwater easement
  - Rain gardens provided to collect stormwater along overland flow
  - Water feature aligned with Carrington Lane axis
  - Stage element for informal gathering and performances
  - Interactive art / play element at eastern end with night presence.

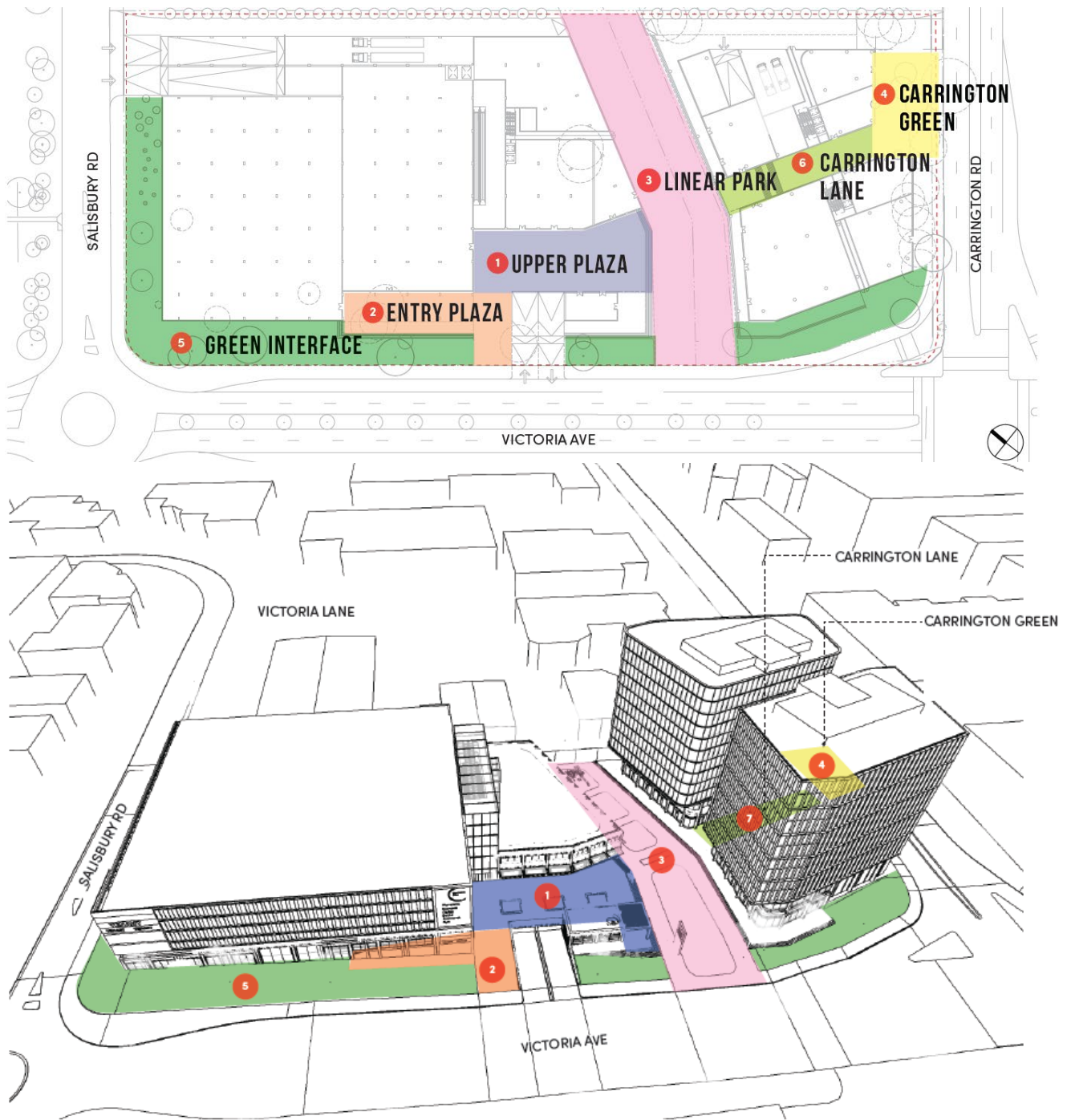
### 4. Carrington Green

- A place to pause
  - Contributing a local park to the Carrington Road streetscape.
  - Generous open law frontage to commercial entry creates green, welcoming interface with the street;
  - Feature tree on axis with Carrington Lane creates key focal point for commercial frontages

### 5. Green interface

- Street amenity
  - The 12m setback along Victoria avenue provides a continuous deep soil corridor to accommodate large canopy trees, it also creates an opportunity for retaining the existing trees within the site boundary.
  - Distribution of these large trees provides shade to the street and footpath, and retain clear views between the street and new development.
  - Open views of the built form will be provided at street corners to maximise street presence and signage visibility.

As noted above, the proposed development will feature a linear park that will facilitate a pedestrian through-site link and overland flow path that is activated on both sides by food and beverage tenancies. Adjacent to the norther edge of the linear park is a central retail plaza comprising an upper plaza and entry plaza near its frontage to Victoria Avenue, and a new commercial plaza fronting onto Carrington Road, providing key activated spaces for the local community and welcoming users of the Site into the precinct, as well as improving vibrancy and opportunities for passive surveillance. There is potential for the retail plaza to accommodate outdoor dining and café uses as it is located adjacent to a retail food and beverage pavilion and dining premises. The proposed development proposes 10% of the site area for deep soil to accommodate significant opportunities for landscaping and on-site vegetation to improve sustainability and mitigate against the urban heat island affect.



**Figure 28** Landscape concept strategy

Source: Turf



**Figure 29** Landscape concept plan

Source: Turf



**Figure 30** Artist's impression of proposed central plaza and linear park from Victoria Avenue frontage

Source: Bates Smart

## 5.6 Vehicular access and parking

Vehicular access is proposed to be provided from Victoria Avenue, Carrington Road, and Salisbury Road. Basement retail parking is proposed to be accessed at the low point of Victoria Avenue and from Salsbury Road. Access to commercial basement parking will be provided from Carrington Road. All service and loading vehicles are proposed to access the service lane along the eastern boundary from Salsbury Road to avoid disruption to active frontages addressing primary streets and separating pedestrians from service vehicles.

Up to 4 levels of above-ground parking will complement the provision of two basement parking levels. The basement envelope of the Site is constrained by the Sydney Metro tunnel and Council stormwater assets which directly pass under the Site, thereby limiting opportunities for basement parking. Vehicular access and egress to/from the above ground parking levels is only provide from Salsbury Road, with vehicular ramps also connecting the levels, as shown in **Figure 24**, **Figure 25** and **Figure 26** above. The provision of parking in the proposed 6 storey mid-rise building located on the northern portion of the site will be concealed from public view by a high quality naturally ventilated façade (refer to **Section 5.4.2**). It is expected that a total of 1,331 off-street parking spaces are to be accommodated on site to adequately service the various components of the reference design.

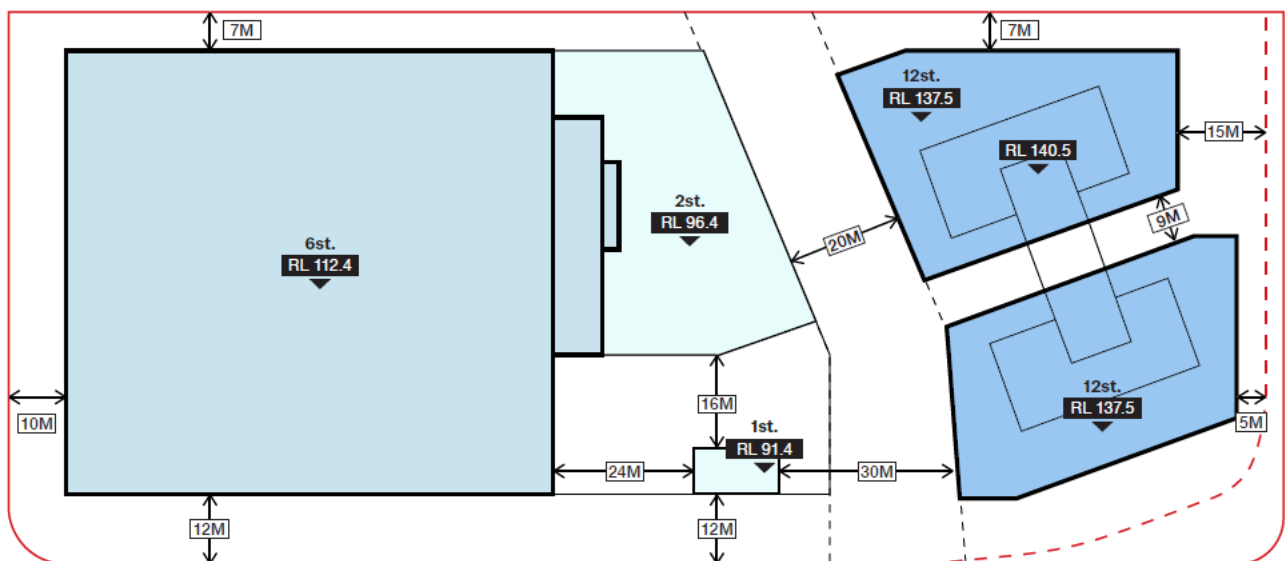
With regards to site servicing, a north-south service laneway will flank the eastern edge of the Site, with trucks entering from Salisbury Road and exiting onto Carrington Road. Notably, the north-south service laneway will traverse at-grade and will interact with the revised through-site link at the mid-point. Mitigation measures have been included in the Site-Specific DCP to manage pedestrian and vehicle conflicts and to ensure the shared zone is pedestrian priority to guarantee safety.

## 5.7 Road widening and intersection upgrade

As shown in the dotted line in **Figure 31** below, the reference design has allowed for the proposed widening of Carrington Road, as currently zoned SP2 Infrastructure (Local Road Widening), and the intended intersection upgrade of Carrington Road and Victoria Avenue for the purposes of future land acquisition.

It is understood that the proposed intersection design and road widening is still in its preliminary stages and is subject to change. It is anticipated that any future revisions to road widening alignment can be adopted as the Planning Proposal progresses through Gateway review and public exhibition and should not be prevented progressing to these stages.

It is noted that this land has been included in site area for the purposes of calculating the proposed FSR of this Planning Proposal (refer to **Section 4.1.4**).



**Figure 31** Road widening indicated by dotted line

Source: Bates Smart



## 6.0 Planning Proposal

This Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and 'Local Environmental Plan Making Guideline' prepared by the NSW Department of Planning and Environment, which requires the following matters to be addressed:

- The objectives and intended outcomes of the amendment to the LEP;
- Explanation of provisions;
- Justification, including:
  - relationship to strategic planning frameworks;
  - environmental, social and economic impact;
  - State and Commonwealth interests;
- Maps;
- Project timeframe; and
- Community consultation.

The following section outlines the objectives and intended outcomes of this Planning Proposal and an explanation of provisions in order to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in **Section 7.0** of this report.

### 6.1 Objectives and intended outcomes

The objectives or intended outcomes of the proposed amendments to *The Hills Local Environmental Plan 2019* as follows:

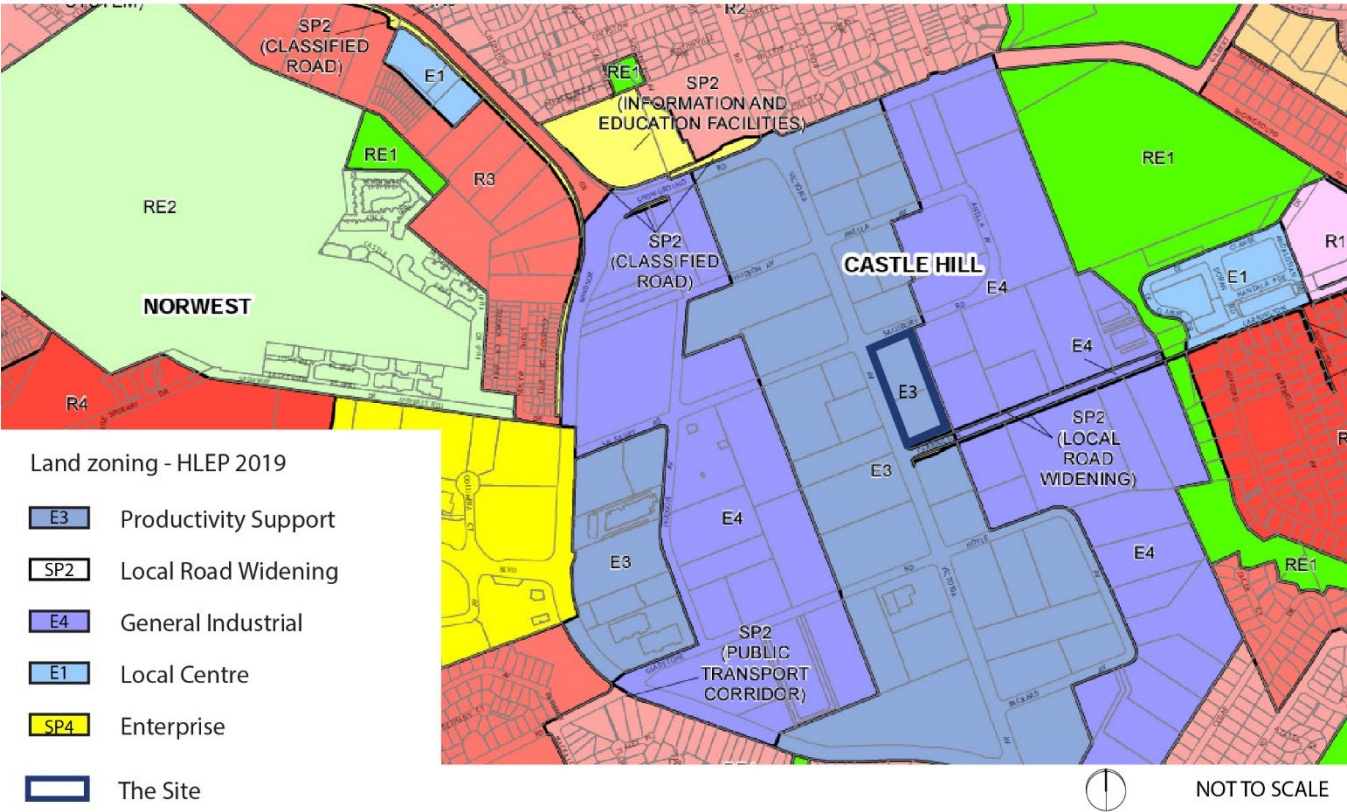
- To grow investment, business, and job opportunities in Norwest strategic centre, specifically for the Norwest Service sub-precinct, thus allowing the area to meet its envisioned desired future character;
- To catalyse the long-term regeneration and enhancement of Norwest Service sub-precinct;
- To deliver new commercial/office development along Carrington Road and a specialised retail (bulky goods) spine along Victoria Avenue to service urban growth in the area;
- To support a range of retail uses that will support the needs of the local workers, community and meet residents' needs, including specialised retail (bulky goods);
- To provide key employment floorspace in a fast-growing area of Sydney, thereby improving the provision of local jobs as consistent with the '30 minute city';
- To design and create a great space at the Site that responds to local amenity and integrates with the current and future surroundings at the Site;
- To provide uplift at a key site in close proximity to significant public transport infrastructure, including Sydney Metro Northwest, thereby promoting public transportation and reducing car dependency;
- To improve opportunities for urban canopy tree cover at the Site, thereby bolstering sustainability and reducing the urban heat island effect at the Site and surrounding areas;
- To provide a key meeting area that serves as the 'heart' of the local community, with the provision of high quality passive and active open spaces, including retail and commercial plazas and a linear park combined with overland flow path and through-site link; and
- To enable the Site to meet its highest and best use, as consistent with the relevant strategic planning documentation including the Showground Station Precinct Plan.

## 6.2 Explanation of provisions

### 6.2.1 Land use zoning

As noted in **Section 4.1.1**, the majority of the Site is currently zoned E3 Productivity Support under the HLEP 2019, except for the southern strip on the Carrington Road frontage zoned SP2 Infrastructure (Local Road Widening) under the HLEP 2019. to facilitate the widening of Carrington Road in the future (refer to **Section 5.7**).

This land use zone is proposed to be retained for the Site as shown in Figure 32 below.



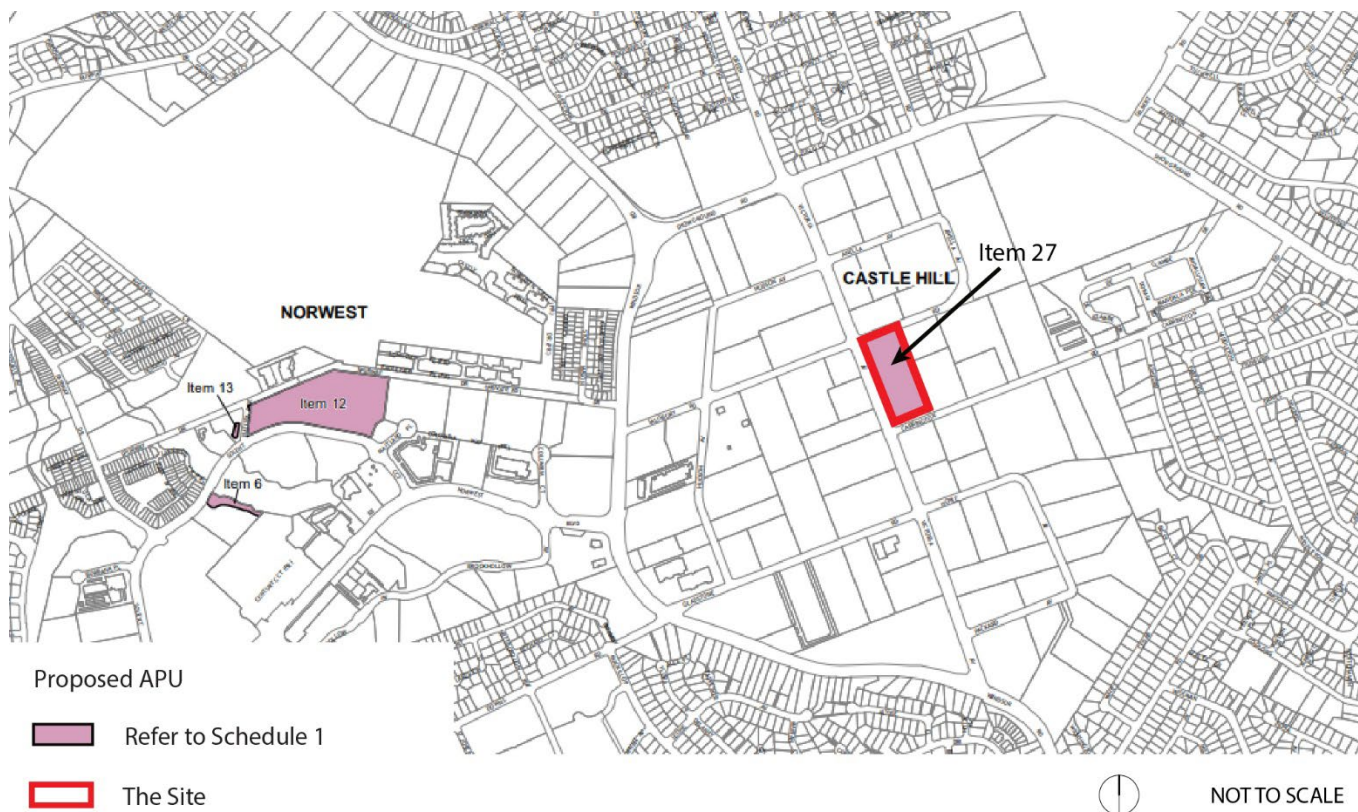
**Figure 32** Proposed land zoning map – HLEP 2019

Source: HLEP 2019, edits by Ethos Urban

## 6.2.2 Additional permitted uses

Under the HLEP 2019, 'shop' is a prohibited use in the E3 Productivity Support zone. In order to implement the intended outcomes of this Planning Proposal, amendments to Schedule 1 – Additional permitted uses of the HLEP 2019 are proposed to include development for the purposes of shop (up to 3,300sqm of GFA) to be permissible with consent.

This clause would be supported by an amended Additional Permitted Uses Map to identify the Site, as reference design as shown in **Figure 33** below.



**Figure 33** Proposed additional permitted uses map – HLEP 2019

Source: HLEP 2019, edits by Ethos Urban

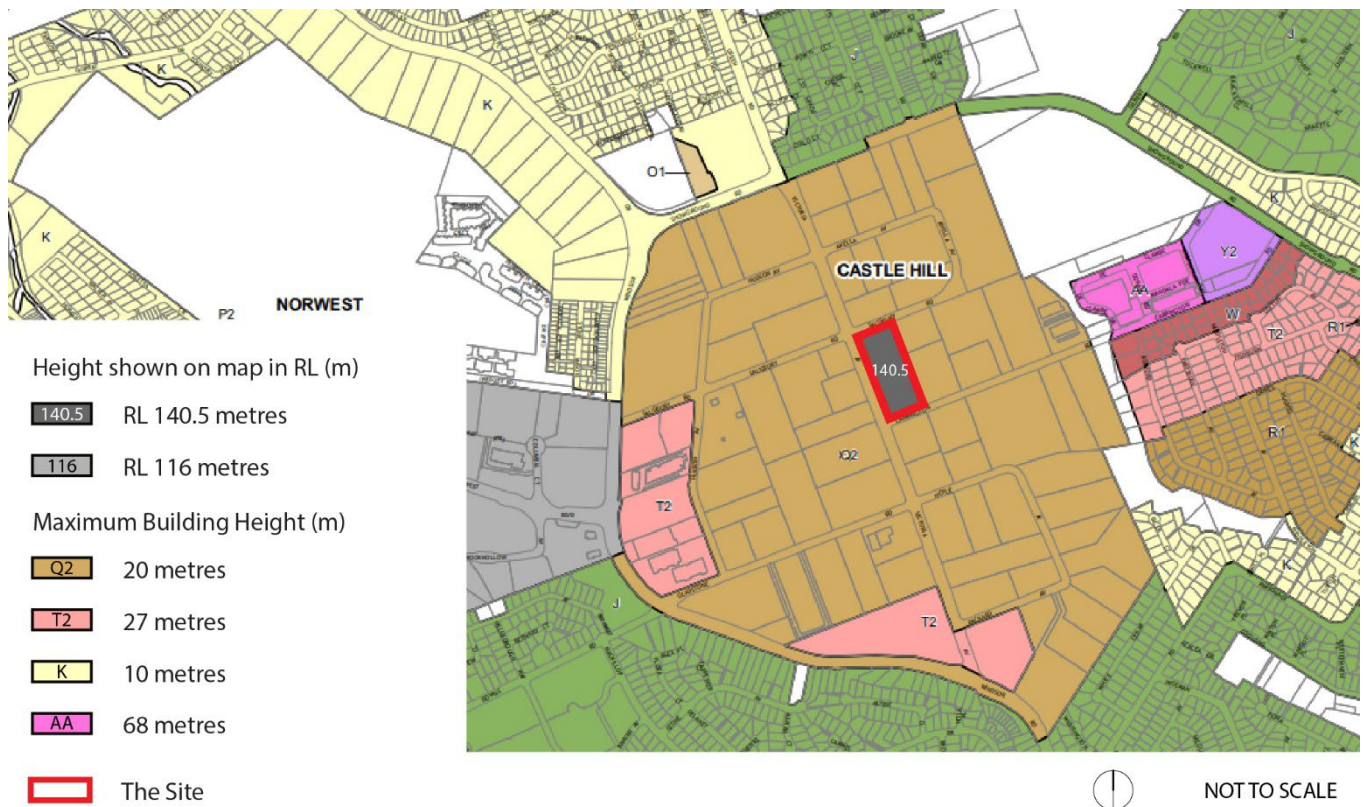


### 6.2.3 Height of buildings

Maximum building heights on the Site are proposed to be increased to RL140.5 metres (equivalent to 12 storeys) to allow for a built form that is commensurate with the reference design prepared by Bates Smart and Ethos Urban. The proposed building height envelopes have been defined on the basis of assumed typical floor-to-floor heights of the proposed uses, including:

- Commercial office – 4.0 metres
- Retail (incl. specialised retail premises) – 5.0 metres

The height of buildings map for the Site, as proposed, is shown in **Figure 34** below.



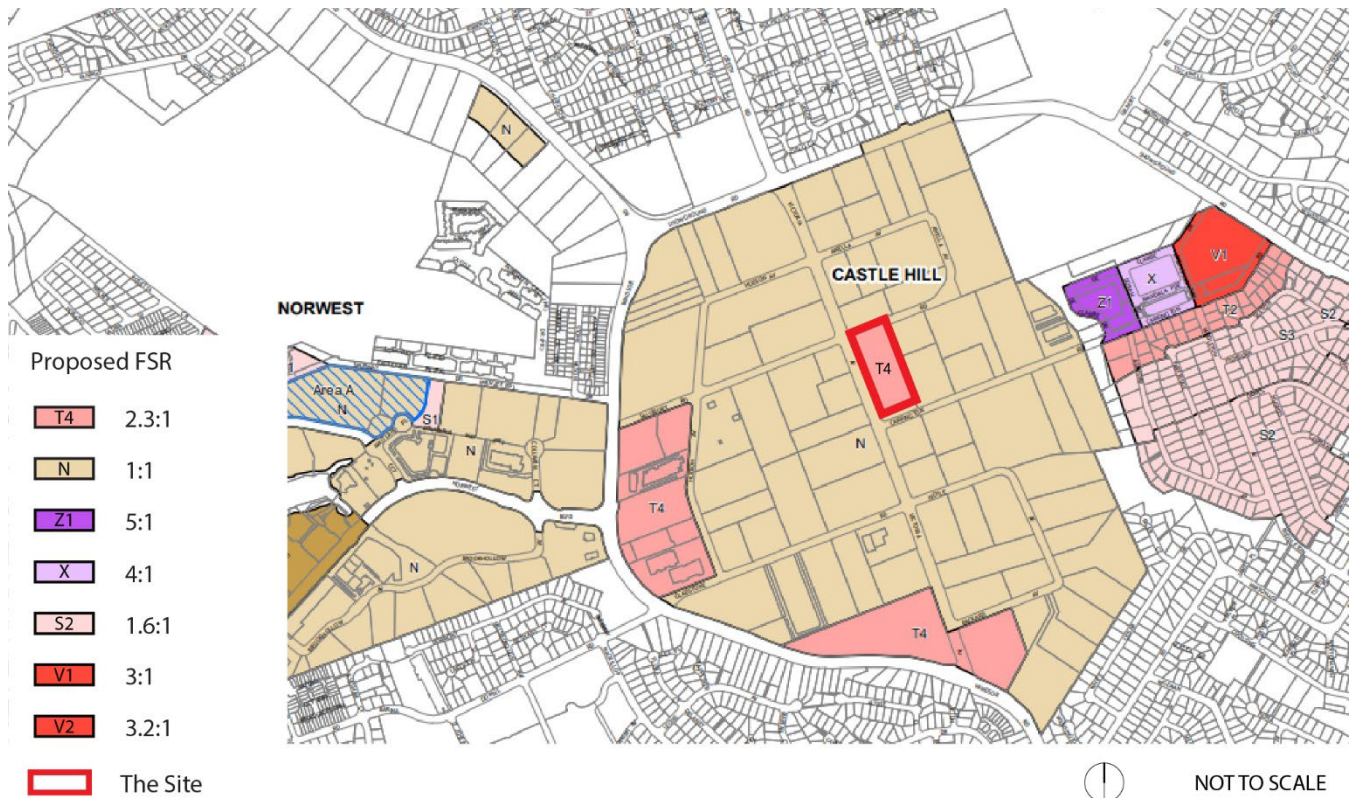
**Figure 34** Proposed height of buildings map – HLEP 2019

Source: HLEP 2019, edits by Ethos Urban

## 6.2.4 Floor space ratio

This Planning Proposal seeks to amend the Floor Space Ratio Map to 2.3:1 for the Site. The floor space ratio map for the Site, as proposed, is shown in **Figure 35** below.

It is noted that the strip of land zoned SP2 Infrastructure has been included in site area for the purposes of calculating the proposed FSR of this Planning Proposal (refer to **Section 4.1.4**).



**Figure 35** Proposed floor space ratio map – HLEP 2019

Source: HLEP 2019, edits by Ethos Urban

## 6.3 Mapping

To facilitate the proposed amendments as described above, this Planning Proposal seeks to amend the following maps of the HLEP 2019:

- Additional Permitted Uses Map – Sheet APU\_016;
- Height of Buildings Map – Sheet HOB\_016; and
- Floor Space Ratio Map – Sheet FSR\_016.

The proposed amended LEP maps are provided in **Section 6.2** above.

## 6.4 Site-specific Development Control Plan

A draft site-specific Development Control Plan (DCP) has been prepared to outline proposed amendments to The Hills Shire Development Control Plan 2012. The draft site-specific DCP aims to provide more detailed guidance to reinforce and ensure delivery of the key development outcomes of the reference scheme and planning proposal material. Specifically, the draft DCP addresses the following:

- Building height
- Building Setbacks
- Building design
- Active frontages

- Public domain
- Landscaping and deep soil
- Parking loading and access
- Stormwater management

Other relevant sections of The Hills DCP 2012 are intended to apply to development on the site. In the event of any inconsistency between the site-specific DCP and other sections of DCP 2012, this section will prevail to the extent of the inconsistency.



## 7.0 Strategic justification

### 7.1 Section A - The need for a Planning Proposal

#### **Q1 – Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?**

This Planning Proposal seeks to give effect to Hills Future 2036 – Local Strategic Planning Statement (LSPS) and Draft Norwest Precinct Plan, specifically their vision for the ‘Norwest Service sub-precinct’ to support a mix of specialised retail and new commercial/office development along Victoria Avenue and Carrington Road in taller building forms, while delivering quality landscaping to complement existing areas.

In this regard, the Planning Proposal aligns with this vision, with its ability to deliver additional employment floorspace capacity, including specialised retail and commercial office that will support the establishment of new jobs in industries that assists Norwest strategic centre's transition into a higher-order employment centre. The proposal will also significantly improve the availability of public open space and community space in the area, including that of public plazas and laneways. Therefore, it will be transformative in giving effect to the vision and planning priorities of the Hills Future 2036 LSPS.

A detailed assessment of the Planning Proposal's consistency with the LSPS and other regional, district and local plans and strategies is further described in **Section 7.2**.

#### **Q2 – Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The Planning Proposal is considered to be the best way of achieving the objectives and intended outcomes.

In preparing this Planning Proposal, three options were considered to facilitate the intended outcomes as set out in **Section 6.1**. These are listed and discussed below:

- Option 1: Do nothing;
- Option 2: Lodging a Development Application that is compliant with the existing controls; or
- Option 3: Prepare a Planning proposal to amend the HLEP 2019.

##### **Option 1: Do nothing**

Doing nothing represents a missed opportunity to revitalise the Site and provide a higher quality built form that is more commensurate with the intended vision of Norwest Service sub-precinct and the Norwest Strategic Centre more broadly. This option will not provide the key additional employment floorspace as envisioned under the reference design, including commercial office and specialised retail in addition to the significant community benefits, including the public plazas, laneways and associated landscaping. Therefore, doing nothing will realise none of the benefits envisioned by this Planning Proposal.

##### **Option 2: Lodging a Development Application that is compliant with the existing controls of the HLEP 2019**

Lodging a Development Application that is compliant with the existing controls is also considered to represent a poor outcome for the Site that does not take advantage of its strategic potential. The current E3 Productivity Support zoning will not deliver the intended outcome of this Planning Proposal, with commercial premises being a prohibited use. Furthermore, the current development standards, including maximum FSR and building height controls will not facilitate the proposal, being below what is necessary to deliver the reference design concept.

##### **Option 3: Prepare a Planning proposal to amend the HLEP 2019.**

The effective result of this is that the preparation of a Planning Proposal remains the only option to realistically deliver the desired outcome for the Site, which will see the amendment of the relevant planning controls under the HLEP 2019 that will enable to realisation of the reference design.

## 7.2 Section B - Relationship with the strategic planning framework

### Q3 – Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

The DPE's 'Local Environmental Plan Making Guideline' sets out that in order to answer this question, a Planning Proposal needs to justify that it meets the 'Strategic Merit Test'. The consistency of this Planning Proposal with the assessment criteria is set out below.

#### A) Does the proposal have strategic merit?

Yes. The consistency of the Planning Proposal with the relevant State and Regional strategic framework is set out below.

#### Greater Sydney Region Plan

The Greater Sydney Region Plan – A Metropolis of Three Cities (GSRP) is the current strategic plan for the Greater Sydney metropolitan area, having been last updated in March 2018. It represents the most up to date strategic framework and sets out the NSW Government's vision for Sydney to 'enhance its status as one of the most liveable global cities' through the provision of 40 Planning Objectives. These objectives have been broken down into the following five themes:

- Infrastructure and collaboration;
- Liveability;
- Productivity;
- Sustainability; and
- Implementation.

An assessment of this Planning Proposal's consistency with the Planning Objectives identified in the GSRP is provided in **Table 4** below.

**Table 4** Consistency of the Planning Proposal with the Greater Sydney Region Plan

Objective	Commentary
<b>Infrastructure and collaboration</b>	
Objective 2: Infrastructure aligns with forecast growth – infrastructure growth compact	<p>The Site is located in close proximity to Hills Showground Metro Station, being approximately 620 metres to the east which has established additional transport capacity for residents and workers to travel to and from north-west Sydney. Furthermore, the Central City District Plan has identified an indicative jobs target between 16,600 – 20,600 for Norwest Strategic Centre by 2036.</p> <p>This Planning Proposal seeks to unlock the opportunity to deliver additional employment generating uses, with over 2,145 full-time equivalent (FTE) jobs estimated to be supported on the Site that will be commensurate with the delivery of key transport infrastructure as part of Sydney Metro Northwest, providing a direct response to recent infrastructure delivery in the Hills LGA.</p>
Objective 4: Infrastructure use is optimised	<p>This Planning Proposal optimises the use of the Sydney Metro line and other transport infrastructure. The reference design proposes a development comprising a mix of employment uses in close proximity to Hills Showground Station, and the interchange between Metro services and several local buses serving the local and surrounding area, as delineated in <b>Section 3.4</b> above.</p>
<b>Liveability</b>	
Objective 6: Services and infrastructure meet communities' changing needs	<p>Norwest strategic centre and Hills Showground Station Precinct is expected to accommodate a significant amount of growth in workers, residents, and visitors over the next 20 years. This will create an ongoing need to accommodate new services and infrastructure to meet these changing needs. In this regard, the Planning Proposal responds to local need, through providing key employment floorspace (including retail and commercial office) enabling people to work locally, in addition to providing much needed communal space, such as the plazas, laneways and linear park combined with pedestrian through-site link.</p>
Objective 7: Communities are healthy, resilient, and socially connected	<p>The reference design will assist in improving the health, resilience, and social connections of the local community. The provision of significant retail floorspace under the reference design ensures continuous ground level activation and increases the vibrancy of the local area and will also help bolster a distinct sense of community and identity in the area. This will also be supported by the</p>

Objective	Commentary
	provision of a medical centre, child care centre and a gym to meet the daily service needs of workers on the site and the broader employment precinct.
Objective 12: Great places that bring people together	This Planning Proposal will facilitate high quality built form improvements at the Site, while proposing the delivery of a new publicly accessible plaza for workers and visitors alike to gather and interact. The new publicly accessible plaza will be complemented by a range of retail uses that will foster activity within this space.
<b>Productivity</b>	
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	As aforementioned, the Site is located in close proximity to Showground and Norwest Metro Stations, in addition to several local bus routes. The Site is therefore highly accessible by public transport, providing convenient access for future workers and visitors to the Site, being well aligned with the notion of a 30-minute city.
Objective 22: Investment and business activity in centres	The Norwest strategic centre is targeted to attract high levels of private sector investment that will co-locate a range of employment generating activities, including commercial office and retail. Specifically, for the Norwest Service sub-precinct, the future vision for this area sees a specialised retail (bulky goods) spine along Victoria Avenue and new commercial/office development along Carrington Road. This will align with the reference design for this Planning Proposal, which seeks to deliver upon these employment generating uses that will support over 2,145 FTE operational jobs on the Site.
<b>Sustainability</b>	
Objective 30: Urban tree canopy cover is increased	This Planning Proposal provides an opportunity to increase the tree canopy coverage at the Site. The indicative landscape concept plan demonstrates how this will assist in mitigating the urban heat island effect.
Objective 31: Public open space is accessible, protected and enhanced	The reference design includes an opportunity to deliver new publicly accessible spaces, including a centralised retail plaza and linear park ground. This will contribute a range of additional public spaces as part of the broader public open space network for workers and visitors to enjoy.
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The renewal of the Site for a transit-oriented mixed use development will contribute to a low-carbon city by reducing the reliance on private motor vehicles to access the Site. In addition, an ESD framework that addresses the management of water, energy, resources, and waste of any future development at the Site will be incorporated into the future detailed design of the buildings, ensuring the holistic and comprehensive application of Ecologically Sustainable Design principles.

## Central City District Plan

Our Greater Sydney 2056 – Central City District Plan (the District Plan) details a range of opportunities, priorities and actions relevant to the Central City District (comprising the Blacktown, Cumberland, Parramatta and The Hills LGAs) that assists and facilitates the implementation of the GSRP's vision, through the provision of 22 Planning Priorities that respond to the objectives raised in the GSRP.

The Planning Priorities and Actions that are relevant to the Planning Proposal have been assessed for consistency in **Table 5** below.

**Table 5** Consistency of the Planning Proposal with the Central City District Plan

Planning Priority	Commentary
<b>Infrastructure and collaboration</b>	
C1 – Planning for a city supported by infrastructure	<p>The Site is located in close proximity to Hills Showground Metro Station, being approximately 620 metres to the east, which has established additional transport capacity for residents and works to travel to and from north-west Sydney. Furthermore, the Central City District Plan has identified an indicative jobs target between 16,600 – 20,600 for Norwest strategic centre by 2036.</p> <p>This Planning Proposal seeks to unlock the opportunity to deliver additional employment generating uses that will support over 2,145 FTE operational jobs on the Site that will commensurate with the delivery of key transport infrastructure as part of Sydney Metro Northwest.</p>



Planning Priority	Commentary
<b>Liveability</b>	
C3 – Providing services and social infrastructure to meet people's changing needs	The Showground Station Precinct is expected to undergo significant uplift, thereby changing the needs of the local community. As Sydney's population continues to grow and age, the GSRP identifies that services will need to be tailored to meet the varying needs of population growth, and there exist opportunities to co-locate social infrastructure and provide mixed uses at the heart of neighbourhoods. In this regard, the Planning Proposal responds to local need, through providing key employment floorspace (including retail and commercial office) enabling people to work locally. Furthermore, the reference design provides an opportunity to deliver new accessible spaces, including a centralised retail plaza and linear park on the ground level that will contribute toward supporting the recreational needs of workers on the Site and the broader Norwest Services sub-precinct.
C4 – Fostering healthy, creative, culturally rich and socially connected communities	The reference design will assist in improving the health, resilience, and social connections of Norwest and the broader LGA. The provision of significant retail floorspace under the reference design ensures continuous ground level activation and increases the vibrancy of the local area. New public spaces including a centralised retail plaza and linear park on the ground level will help foster a distinct sense of community and identity in the area.
C5 – Providing housing supply, choice and affordability, with access to jobs, services and public transport	Although no residential floorspace is proposed under the reference design, the diverse range of retail uses proposed will help meet the growing needs of future residents of Norwest Central and the Showground Station Precinct. The increase of employment generating uses on the Site will also contribute toward Norwest Service sub-precinct's transition to a high-order employment precinct while improving the level of access to jobs for residents in the Hills LGA.
C6 – Creating and renewing great places and local centres, and respecting the District's heritage	This Planning Proposal will help facilitate high quality built form improvements at 21-23 Victoria Street and will contribute toward establishing a clear coherent boulevard along Carrington Road towards the Hills Showground Metro Station. The proposed public spaces include a centralised retail plaza, commercial entry plaza and linear park on the ground level are expected to become key communal meeting space that provides an opportunity for workers and residents of the Hills to congregate.
<b>Productivity</b>	
C9 – Delivering integrated land use and transport planning and a 30-minute city	As aforementioned, the Site is located in close proximity to Hills Showground Metro Station, in addition to several local bus routes, which make the Site highly accessible by public transport. This Planning Proposal seeks to unlock the opportunity to deliver additional employment generating uses on the Site that is commensurate with the delivery of key transport infrastructure as part of Sydney Metro Northwest, establishing a direct response to recent infrastructure delivery in The Hills LGA.
C10 – Growing investment, business opportunities and jobs in strategic centres	The Central City District Plan has identified an indicative jobs target between 16,600 – 20,600 additional jobs for Norwest strategic centre by 2036. This Planning Proposal seeks to unlock the opportunity to deliver a range of employment generating uses on the Site that will support that will over 2,145 full-time equivalent (FTE) jobs on the Site. This will directly give effect to this planning priority which seeks to grow business and job opportunities in strategic centres.
<b>Sustainability</b>	
E17 – Increasing urban tree canopy cover and delivering Green Grid connections	This Planning Proposal provides a significant opportunity to increase the tree canopy coverage at the Site. The indicative landscape concept plan demonstrates how this will assist in mitigating the urban heat island effect. Future provisions for tree canopy coverage are intended to be incorporated as part of a site-specific Development Control Plan which will be prepared post-Gateway Determination.
E18 – Delivering high quality open space	The reference design includes an opportunity to deliver new publicly accessible spaces, including a centralised retail plaza and linear park on the ground level. This will contribute a range of additional public spaces as part of the broader public open space network for workers and visitors to enjoy.

## Future Transport 2056

Future Transport Strategy 2056 is a 40 year strategy to achieve the Government's vision for the city's transport system, supported by the Greater Sydney Region Plan and relevant District Plans. The Planning Proposal is consistent with the Strategy as it will:

- Integrate land use and transport by increasing density in close proximity to Hills Showground Metro station;

- Improve liveability by providing key retail services, community facilities and employment floorspace within the Hills Showground Precinct which has been earmarked for growth, thereby allowing residents to work locally and meet the objectives of the '30 minute city'; and
- Improve sustainability by reducing reliance on private motor vehicles and increasing vegetative cover at the Site.

#### **B) Does the proposal have site-specific merit?**

Yes. The Proposal demonstrates site-specific merit for the following reasons:

- The Site is in close proximity to the Hills Showground Metro Station (approximately 650m east of the Site), providing fast frequent connections to other strategic and local centres along the Metro North West Line.
- The Site is a large scale regular parcel of land in excess of 2ha with high visibility to three street frontages.
- The Site is located at the primary intersection of Victoria Avenue and Carrington Road in the middle of Norwest Service sub-precinct.
- It will align with the existing and future uses of the land in the vicinity of the proposal, with the LSPS earmarking Norwest Service sub-precinct for a range of employment generating uses, including specialised retail and commercial office. The proposed uses on the Site will align with these uses providing key employment-generating commercial office and retail floorspace, including specialised retail (bulky goods).
- The proposal is in proximity to the other sub-precincts of Norwest strategic centre, including Norwest Central and Norwest Innovation which will also deliver new floorspace in commercial, health and innovation-related sectors.
- It will enhance the amenity and vibrancy of Castle Hill through providing community infrastructure and services, including a new linear park and a diverse retail experience.
- The proposal will enhance the public domain, including land dedications to Council that will support the widening of Carrington Road and increased setbacks that incorporate quality landscaping that complements the existing area.
- The Site is readily serviced by utilities and infrastructure with capacity to support the proposed density.
- The proposal will not compromise the amenity of nearby residential areas.
- There are no outstanding environmental or ecological impacts that would preclude its delivery and operation.

Given the above, this Planning Proposal achieves the assessment criteria as it demonstrates both strategic merit and site-specific merit. Further discussion on environmental effects of the proposal is provided in Section 8.

#### **Q4 – Will the Planning Proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

##### **Hills Future Community Strategic Plan**

The Community Strategic Plan for The Hills Shire Council, 'Hills Future', sets the long term strategic direction for the LGA and, in addition to the LSPS, provides direction on the desired future for the area as expressed by the local community. The framework for the plan is structured into five themes, reflecting the highest priority issues raised by the community: 'Building a Vibrant Community & Prosperous Economy', 'Proactive Leadership', 'Shaping Growth', 'Delivering & Maintaining Infrastructure', and 'Valuing our Surroundings'. Each theme is then broken down into various outcomes that reflect what the community wanted. The Planning Proposal is consistent with the themes, as it will:

- foster a connected and inclusive community through thoughtful community infrastructure including public plazas and laneways;
- improve business and employment opportunities in the region through the facilitation of key commercial office and retail uses;
- assist in making the Hills Showground Station Precinct a well-planned and liveable neighbourhood that meets growth targets and provides a high standard of amenity;
- locate growth in close proximity to safe, convenient, and accessible public transport brought upon by the Site's location near the Sydney Metro Northwest corridor and various bus services.

Therefore, the Planning Proposal is consistent with and will help facilitate the desired outcomes of The Hills Community Strategic Plan.

## Hills Future 2036: Local Strategic Planning Statement

The Hills Local Strategic Planning Statement (LSPS), Hills Future 2036, is the primary local strategic planning document for the Hills, defining the long-term vision for land use and infrastructure provision in the LGA and giving guidance to its future character. The LSPS was endorsed by Council on 22 October 2019, received support from the Greater Sydney Commission Assurance Panel on 4 March 2020, and was formally implemented on 6 March 2020.

Importantly, the LSPS will shape future updates to Council's local environmental plan and development control plans over time and is a formal matter for consideration for any Planning Proposal.

An assessment of the Planning Proposal against the relevant Planning Priorities is provided in **Table 6** below.

**Table 6** *Consistency of the Planning Proposal with the Hills LSPS*

Planning Priority	Commentary
P1 – Plan for sufficient jobs, targeted to suit the skills of the workforce	<p>The LSPS notes that as the population of the LGA continues to increase, the current ratio of jobs per resident worker should be retained. In this regard, the Planning Proposal will ensure that adequate employment floorspace will continued to be provided within the Hills Showground Station Precinct, which has recently been earmarked for growth with the opening of Sydney Metro Northwest. This includes a diverse range of employment generating uses including commercial office and a diverse range of retail uses.</p> <p>While the Hills LGA has a highly educated and skilled workforce, the LSPS highlights how the current mix of local jobs in the LGA does not match the need for accessible knowledge-intensive jobs. In this regard, the proposed commercial office floorspace across two towers is expected to accommodate this need and will help attract new investment and jobs to Norwest Strategic Centre. Overall, the proposal will support over 2,145 FTE operational jobs on the Site.</p>
P2 – Build strategic centres to realise their potential	<p>The LSPS highlights Norwest's capacity to accommodate jobs beyond the forecast of 16,600 – 20,600 for Norwest strategic centre by 2036. This Planning Proposal seeks to unlock the opportunity to deliver a range of employment generating uses on the Site, including commercial office and a diverse range of retail uses that will support 2,145 FTE operational jobs on the Site.</p> <p>Notwithstanding its ability to contribute toward realising the potential of Norwest as a strategic centre, the Planning Proposal will align with the LSPS's vision for Norwest Service sub-precinct which envisions a specialised retail (bulky goods) spine along Victoria Avenue and new commercial/office development along Carrington Road that could include taller office style buildings, with setbacks that incorporate quality landscaping.</p>
P6 – Plan for new housing to support Greater Sydney's growing population	<p>Although no residential floorspace is proposed under the reference design, the diverse range of retail uses proposed will help meet the growing needs of future residents of Norwest Central and the Showground Station Precinct. The increase of employment generating uses on the Site will also contribute toward Norwest Service sub-precinct's transition to a high-order employment precinct while improving the level of access to jobs for residents in the Hills LGA.</p>
P7 – Plan for new housing in the right locations	
P9 – Renew and create great places	<p>This Planning Proposal will help facilitate high quality built form improvements at 21-23 Victoria Street and will contribute toward establishing a clear coherent boulevard along Carrington Road toward the Hills Showground Metro Station. The proposed public spaces including a centralised retail plaza and linear park on the ground are expected to become key communal meeting space that provides an opportunity for workers and residents of the Hills to congregate.</p>
P10 – Provide social infrastructure and retail services to meet residents' needs	<p>The LSPS notes that social infrastructure and retail services are vital in contributing towards activation and furthering social connections in the local community. The reference design includes the provision of a diverse range of retail uses on the ground floor with space for both big box retail and smaller boutique stores.</p> <p>The Planning Proposal will ensure the provision of retail services in Norwest strategic centre continues to keep pace with population growth and meets the needs of existing and future residents in the locality, including the those of the Showground Station Precinct.</p>
P11 – Plan for convenient, connected and accessible public transport	<p>The Planning Proposal will assist in planning for convenient, connected, and accessible public transport by providing key employment uses, including commercial office and retail, in close proximity (620m) to Hills Showground Station Precinct – taking full advantage of</p>



Planning Priority	Commentary
	the significant increase in connectivity and transformative nature of the Sydney Metro Northwest.
P15 – Provide new and upgraded passive and active open spaces	The reference design includes an opportunity to deliver new publicly accessible spaces, including a centralised retail plaza and linear park. This will contribute a range of additional public spaces as part of the broader public open space network for workers and visitors to enjoy.
P18 – Increase urban tree canopy cover	This Planning Proposal provides an opportunity to increase the tree canopy coverage at the Site. The indicative landscape concept plan demonstrates how this will assist in mitigating the urban heat island effect.

### Draft Norwest Precinct Plan

The Draft Precinct Plan establishes the framework for Norwest to emerge as a thriving mixed use Strategic Centre and highly competitive employment precinct. The vision for Norwest builds on previous work by Council and the NSW Government, including technical investigations focused on the Hills Shire's Strategic Centres that provide insight into their unique feature, role and function in the Greater Sydney Region. The Draft Plan represents the next phase of planning the finer grain, site-specific detail to inform potential changes to the planning controls and infrastructure framework.

An assessment of the Planning Proposal against the relevant principles and planning directions is provided in **Table 7** below.

**Table 7** Consistency of the planning proposal with the Draft Norwest Precinct Plan

Draft Norwest Precinct Plan	Commentary
<b>Guiding Principles</b>	
Growing employment	The Planning Proposal will ensure that adequate employment floorspace will continued to be provided within the Norwest Precinct. This includes a diverse range of employment generating uses. The proposed commercial office floorspace across two towers will help attract new investment and knowledge intensive jobs to Norwest Strategic Centre. The proposal will support over 2,145 FTE operational jobs on the Site.
Delivering Transit-Oriented Development	The Planning Proposal seeks to deliver transit-oriented development by providing key employment uses in close proximity (620m) to Hills Showground Station Precinct.
Improving Regional Connectivity	This Planning Proposal seeks to unlock the opportunity to deliver additional employment generating uses on the Site that is commensurate with the delivery of key transport infrastructure as part of Sydney Metro Northwest, establishing a direct response to recent infrastructure delivery in The Hills LGA.
Achieving a 30-minute city	The Site is located in close proximity to Showground and Norwest Metro Stations, in addition to several local bus routes. The Site is therefore highly accessible by public transport, providing convenient access for future workers and visitors to the Site, being well aligned with the notion of a 30-minute city.
Infrastructure to meet needs	The Planning Proposal will ensure the provision of social infrastructure (linear park and retail plaza) and retail services in Norwest strategic centre continues to keep pace with population growth and meets the needs of existing and future residents in the locality, including the those of the Showground Station Precinct.
Supporting business and residents with urban services	The Planning Proposal responds to local need, through providing key employment floorspace (including retail and commercial office) enabling people to work locally, in addition to providing much needed communal space, such as the plazas, laneways and linear park.
Diversity of housing	The diverse range of retail uses proposed will help meet the growing needs of future residents of Norwest Central and the Showground Station Precinct. The increase of employment generating uses on the Site will also contribute toward Norwest Service sub-precinct's transition to a high-order employment precinct while improving the level of access to jobs for residents in the Hills LGA.
Creating places for people	The provision of significant retail floorspace under the reference design ensures continuous ground level activation and increases the vibrancy of the local area and will also help bolster a distinct sense of community and identity in the area. The Planning Proposal will facilitate high quality built form improvements at the Site, while proposing

Draft Norwest Precinct Plan Commentary	
	the delivery of a new publicly accessible plaza for workers and visitors alike to gather and interact.
Enhancing the public domain	The reference design includes an opportunity to deliver new publicly accessible spaces, including a centralised retail plaza and linear park on the ground level. This will contribute a range of additional public spaces as part of the broader public open space network for workers and visitors to enjoy.
Showcasing local character	This Planning Proposal will help facilitate high quality built form improvements at 21-23 Victoria Street and will contribute toward establishing a clear coherent boulevard along Carrington Road toward the Hills Showground Metro Station. The proposed public spaces including a centralised retail plaza and linear park on the ground level will provide opportunities for workers and residents of the Hills to congregate.
Integrating smart technology	Integration of smart technology within the site is to be led by Council and in accordance with the relevant DCP provisions.
Encouraging sustainability	This Planning Proposal provides an opportunity to increase the tree canopy coverage at the Site. The indicative landscape concept plan demonstrates how this will assist in mitigating the urban heat island effect. The renewal of the Site for a transit-oriented mixed use development will contribute to a low-carbon city by reducing the reliance on private motor vehicles to access the Site. In addition, an ESD framework that addresses the management of water, energy, resources, and waste of any future development at the Site will be incorporated into the future detailed design of the buildings, ensuring the holistic and comprehensive application of Ecologically Sustainable Design principles.
Norwest Service Sub-Precinct	
Connectivity	The Draft Norwest Precinct Plan identifies a pedestrian link to cut across the site to improve walkability and break up block length. In addition, Carrington Road which forms the southern boundary of the site is identified for upgrade. In this regard, the reference scheme includes the delivery of a new through-site link connecting Victoria Avenue to the eastern boundary of the site.
Land use	The Draft Precinct Plan identifies the land use for the site to be a high-density commercial office area. The Planning Proposal is consistent with the identified land use with the reference design proposing a range of employment generating uses with a commercial tower fronting Carrington Road and retail uses fronting Victoria Avenue to reinforce the established specialised retail corridor.
Density	The Draft Precinct Plan recommends a 2.3:1 FSR for the site. The Planning Proposal is aligned with recommended density and proposes to increase the FSR for the site from 1:1 to 2.3:1.
Built form	Consistent with the Draft Precinct Plan the reference design prioritises massing and height towards Carrington Road, with the tallest building located at the junction of Victoria Avenue and Carrington Road up to RL140.5m at 12 storeys. The massing then steps down to the north with a large public space and low rise volume at 6 storeys.
Character Areas	The Draft Plan notes the character area for the site and its surrounds is High Density Commercial Office. The Planning Proposal is aligned with the desired future character area as it proposes a range of employment generating uses which include an innovative mix of hospitality, recreation and retail. These uses will be anchored by new, high-quality commercial buildings that will provide new and attractive environment to set up and do business in.
Infrastructure	
Passive Open Space	The Draft Plan notes a portion of the Norwest Service Precinct will be retained as urban services land, which will be outside of a 400m catchment to open space. As part of future masterplanning of this Precinct, opportunities for new parks and urban plazas are to be investigated. In this regard, the reference design includes an opportunity to deliver new publicly accessible spaces, including a centralised retail plaza and linear park on the ground level. This will contribute a range of additional public spaces as part of the broader public open space network for workers and visitors to enjoy.
Traffic and transport	The Planning Proposal and reference design will facilitate new mixed-use precinct that has considered the future road widening of Carrington Road and new intersection upgrade, by providing an averaged setback of 5m to the west and 15m to the east along Carrington Road.

Draft Norwest Precinct Plan	Commentary
Car parking	The Draft Precinct Plan proposed reduced parking rates for the site which is identified in the outer walkable catchment. The proposal proposes car parking spaces in accordance with current DCP controls and Guide to Traffic Generating Developments.
Active Transport Network	The Planning Proposal and reference scheme will deliver a new east-west pedestrian through-site link aligned with overland flow path. This new link will connect with a new north-south laneway that links the commercial plaza and centralised retail plaza.
Regional public transport	This Planning Proposal optimises the use of the Sydney Metro line and other transport infrastructure. The reference design proposes a development comprising a mix of employment uses in close proximity to Hills Showground Station, and the interchange between Metro services and several local buses serving the local and surrounding area.
Community facilities	It is noted the increased resident and worker population will generate greater demand for new community facilities. The Planning Proposal and reference design will facilitate the delivery of key social infrastructure, including a linear park and centralised retail plaza for the community to interact.
Water management	The Draft Precinct Plan identifies an overland flow path that traverses the site in an east-west direction. The Plan notes future development must be designed to avoid the flow path, with through-site links where possible to be strategically located to align with the flow path. The reference design shows the through-site link has been located to align with the overland flow path and a Flood Risk and Flood Impact Assessment has been prepared.

### The Hills Shire Recreation Strategy

The Hills Shire Recreation Strategy, Recreation Strategy 2019, establishes a framework for open space and recreation facilities in the LGA to meet the evolving needs of communities and residents. The strategy aims to ensure a high standard of recreation facilities continue to be provided within The Hills through the following planning priorities:

- Provide social infrastructure to meet residents' needs;
- Provide new and upgraded passive and active spaces; and
- Expand and improve the active transport network.

In this regard, the Planning Proposal and reference design will significantly improve recreation and open space opportunities at the Site and in the broader surrounding area with the provision of new plazas, linear park and laneways.

### The Hills Shire Productivity and Centres Strategy

The Hills Shire Productivity and Centres Strategy, Productivity and Centres Strategy 2019, establishes a framework for strategic planning for employment lands and centres in the Shire until 2036, providing finer detail than the overarching LSPS and Community Strategic Plan on how Council's vision for a more productive and competitive LGA can be achieved. The strategy establishes the following planning priorities:

- Plan for sufficient jobs, targeted to suit the skills of the workforce;
- Build strategic centres;
- Provide retail services to meet residents' needs;
- Renew and create great places; and
- Retain and manage valuable industrial and urban service land.

The Planning Proposal is consistent with the Productivity and Centres Strategy, providing key employment floorspace, including commercial office and retail uses, that will ensure retail services and employment opportunities continue to meet the needs of an evolving workforce in the rapidly growing Norwest strategic centre.

This is especially true for the LGA's professional and knowledge-based workforce, where only 25% work within The Hills Shire Council. The reference design will provide more opportunities to work locally for these workers, through the provision of high quality commercial office floorspace in Norwest strategic centre.



## The Hills Shire Integrated Transport and Land Use Strategy

The Hills Shire Integrated Transport and Land Use Strategy, Integrated Transport and Land Use Strategy 2019, forms the basis for strategic planning of the LGA's traffic, transport, and movement network. Central to the strategy is realising the vision for a '30 minute city' through coordinating planning for transport, infrastructure, and land use, allowing for convenient, connected, and accessible public transport to shape and support growth. In this regard, the Planning Proposal will allow greater opportunity for local workers to work locally across the commercial office and retail sectors, with the Site's proximity to Hills Showground Station and several bus routes supporting strong public transport outcomes in line with the '30 minute city'.

## The Hills Shire Environment Strategy

The Hills Shire Environment Strategy, Environment Strategy 2019, establishes the basis for strategic planning for the Shire's environment. The strategy aims to create an LGA where surroundings are valued, maintained, and enhanced, and environmental impacts are managed responsibly through education and regulatory action.

A key planning priority of the Environment Strategy is to increase urban tree canopy cover, improving the character of local places whilst mitigating the urban heat island effect through high quality urban design and master planning outcomes. In this regard, the Planning Proposal provides significant opportunity of increasing the tree canopy cover at the Site. As shown in the reference design, multilevel green space, vegetation, and landscaping will provide areas for shade and respite and help mitigate the urban heat island effect.

## Q5 – Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is considered to be consistent with the applicable State Environmental Planning Policies (SEPPs). An assessment of the Planning Proposal against the relevant SEPPs is set out in **Table 8**.

**Table 8** Consistency with State Environmental Planning Policies

SEPP	Consistency		N/A	Comment
	Yes	No		
Planning Systems SEPP			✓	Not relevant to proposed LEP amendment.
Housing SEPP			✓	Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021			✓	Not relevant to proposed LEP amendment. Geological testing, including with regards to groundwater conditions, will be undertaken as part of a future Development Application.
State Environmental Planning Policy (Industry and Employment) 2021			✓	Not relevant to proposed LEP amendment. May apply to future development on the Site.
SEPP No. 65 Design Quality of Residential Apartment Development			✓	Not relevant to proposed LEP amendment. The reference design does not propose residential uses.
SEPP (Building Sustainability Index: BASIX) 2004			✓	Not relevant to proposed LEP amendment but will apply to future development on the Site.
Transport and Infrastructure SEPP	✓			A future development is likely to be considered traffic generating development under the relevant thresholds of Schedule 3 and referral to RMS would be required as part of any future DA on the Site.
State Environmental Planning Policy (Biodiversity and Conservation) 2021			✓	Not relevant to proposed LEP amendment. May apply to future development on the Site.

## Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (Section 9.1 Directions)?

The Planning Proposal is consistent with the relevant applicable Ministerial Directions for Local Environmental Plans under Section 9.1 of the EP&A Act, as set out in **Table 9** below

**Table 9** Consistency with Section 9.1 Directions

Direction	Consistency		N/A	Comment
	Yes	No		
Focus area 1: Planning Systems				
Implementation of Regional Strategies	✓			The proposal is consistent with the Greater Sydney Region Plan as demonstrated in <b>Section 7.2</b> of this report.
Development of Aboriginal Land Council land			✓	Not applicable.
Approval and Referral Requirements	✓			This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation, or referral.
Site Specific Provisions	✓			As outlined in <b>Section 5.0</b> , a particular development proposal is envisaged for the Site. The reference design is consistent with the desired future character of the area, and the Planning Proposal will not include unnecessarily restrictive site-specific planning controls.
Parramatta Road Corridor Urban Transformation Strategy			✓	Not applicable.
Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan			✓	Not applicable.
Implementation of the Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			✓	Not applicable.
Implementation of Glenfield to Macarthur Urban Renewal Corridor			✓	Not applicable.
Implementation of Western Sydney Aerotropolis Plan			✓	Not applicable.
Implementation of Bays West Precincts 2036 Plan			✓	Not applicable.
Implementation of Planning Principles for the Cooks Cove Precinct			✓	Not applicable.
Implementation of St Leonards and Crows Nest 2036 Plan			✓	Not applicable.
Implementation of Greater Macarthur 2040			✓	Not applicable.
North West Rail Link Corridor Strategy	✓			As aforementioned, this Planning Proposal will promote growth, uplift, and Transit-Oriented Development (TOD) principles along the Sydney Metro Northwest (previously North West Rail Link) corridor.
Implementation of the Bays West Place Strategy			✓	Not applicable.
Focus area 2: Design and Place – N/A				
Focus area 3: Biodiversity and Conservation				

Direction	Consistency		N/A	Comment
	Yes	No		
Conservation Zones			✓	Not applicable.
Heritage Conservation			✓	Not applicable. The Site does not contain any local or State heritage items, nor is it located within a heritage conservation area.
Sydney Drinking Water Catchments			✓	Not applicable.
Recreational Vehicle Areas			✓	Not applicable.
Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs			✓	Not applicable.
Strategic Conservation Planning			✓	Not applicable.
<b>Focus area 4: Resilience and Hazards</b>				
Flooding	✓			The planning proposal is supported by a flood and risk impact assessment that has been accepted by the relevant planning authority and is prepared in accordance with the principles of the Floodplain Development Manual 2005 and consistent with the relevant planning authorities' requirements
Coastal Management			✓	Not applicable.
Planning for Bushfire Protection			✓	Not applicable. The Site is not identified as bushfire prone land.
Remediation of Contaminated Land			✓	Not applicable. The Site is not contaminated, as discussed in <b>Section 8.8</b> .
Acid Sulfate Soil			✓	Not applicable. The Site is not identified as containing acid sulfate soils.
Mine Subsidence and Unstable Land			✓	Not applicable.
<b>Focus area 5: Transport and Infrastructure</b>				
Integrating Land Use and Transport	✓			This Planning Proposal will facilitate an increase in employment generating floorspace in proximity to Hills Showground Metro station and thus will integrate land use with existing transport infrastructure, thereby promoting public transport usage.
Reserving Land for Public Purposes	✓			This Planning Proposal is consistent with this Direction in that it does not create, alter, or reduce existing zonings or reservations of land for public purposes.
Development Near Regulated Airports and Defence Airfields			✓	Not applicable.
Shooting Ranges			✓	Not applicable.
<b>Focus area 6: Housing</b>				
Residential Zones			✓	Not applicable.
Caravan Parks and Manufactured Home Estates			✓	Not applicable.
<b>Focus area 7: Industry and Employment</b>				
Business and Industrial Zones	✓			This Planning Proposal seeks to retain the Site's E3 Productivity Support zone, while permitting shops as an additional permitted use to allow for other convenience retail on the site.

Direction	Consistency		N/A	Comment
	Yes	No		
				The Planning Proposal will give effect to the objectives of this direction by supporting employment growth in a suitable location and contributing toward Norwest's role as a strategic centre within the Central City District. Notably, this Planning Proposal does not propose residential floorspace, which may then preclude business opportunities in the area.
Reduction in non-hosted short-term rental accommodation period			✓	Not applicable.
Commercial and Retail Development along the Pacific Highway, North Coast			✓	Not applicable.
<b>Focus area 8: Resources and Energy</b>				
Mining, Petroleum Production and Extractive Industries			✓	Not applicable.
<b>Focus area 9: Primary Production</b>				
Rural Zones			✓	Not applicable.
Oyster Aquaculture			✓	Not applicable.
Rural Lands			✓	Not applicable.
Farmland of State and Regional Significance on the NSW Far North Coast			✓	Not applicable.

## 7.3 Section C - Environmental, social, and economic impacts

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

The Planning Proposal is located in a highly urbanised area and will not impact on any critical habitat or threatened species, populations or ecological communities or other habitats.

### Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal is not envisioned to result in any adverse environmental impacts. An assessment of the likely environmental effects of this Planning Proposal are discussed in **Section 8.0** of this report.

### Q9 – Has the Planning Proposal adequately addressed any social and economic impacts?

The Planning Proposal will result in significant positive economic effects for Norwest strategic centre through the generation of employment opportunities during both construction and operational phases of the development, through the provision of ongoing commercial office and retail uses. These employment opportunities in proximity to existing infrastructure and services along the Sydney Metro Northwest corridor and Norwest Business Park will foster the growth of businesses within the Norwest Service sub-precinct and broader LGA. The overall economic impacts of this Planning Proposal are further discussed in **Section 8.4** below.

The Planning Proposal will also have a positive social impact. The delivery of community infrastructure, including new plazas and laneways as part of the reference design will improve the amenity, vibrancy, connectivity, and night-time economy outcomes of Council through a significant renewal of the precinct via a place-based approach.



## 7.4 Section D - State and Commonwealth Interests

### Q10 – Is there adequate public infrastructure for the Planning Proposal?

The surrounding public infrastructure is considered to be adequate to facilitate the Planning Proposal. As aforementioned, the Site is located in close proximity to the new Hills Showground Metro Station along the Sydney Metro Northwest corridor, and its associated bus interchange, and is therefore expected to benefit from significant connectivity outcomes. Furthermore, the delivery of the reference design, including new plazas and laneways will also further public infrastructure outcomes at the Site.

### Q11 – What are the views of State or Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of State and Commonwealth public authorities will be known once consultation has occurred in accordance with the Gateway determination of the Planning Proposal.

## 7.5 Public benefit

The Planning Proposal seeks to leverage the NSW government investment in transport infrastructure by delivering complementary and supplementary public domain upgrade works that will contribute to improved amenity within the Norwest Service sub-precinct and Showground Station Precinct. The proposed benefits will:

- Contribute toward Norwest's role as a strategic centre by supporting a range of higher-order jobs that will assist in delivering beyond the existing job forecasts for the strategic centre.
- Deliver new publicly accessible open space to contribute toward the existing open space network within the locality, including a centralised retail plaza and linear park.
- Enhance the public domain, including delivery of a new through site link connecting Victoria Avenue to Cattai Creek and Showground Metro enhancing connectivity of the Norwest Service Sub-precinct.
- Support land acquisition/dedications to Council that will support the widening of Carrington Road and increased setbacks that incorporate quality landscaping to complement the existing area.
- Provide opportunities to increase the tree canopy coverage at the Site, mitigating the urban heat island effect. The renewal of the Site for a transit-oriented mixed use development will contribute to a low-carbon city by reducing the reliance on private motor vehicles to access the Site.

As highlighted above, this Planning Proposal includes a range of public benefits including the proposed land acquisition/dedication to widen Carrington Road, the publicly accessible open spaces and further public domain improvements. These public benefits will be negotiated with Council prior to the formal public exhibition of the Planning Proposal.

In addition, development on the Site will be subject to section 7.11 contributions at the DA stage to that will levy funds toward the broader delivery of local infrastructure, such as recreational facilities, community facilities and traffic infrastructure.

### Contributions Plan No. 19 – Showground Precinct (CP19)

Contributions Plan No. 19 – Showground Precinct (CP19) currently applies to the Site. It is noted that Section 3.4.1 of the CP19 identifies the following traffic and transport infrastructure will be provided under this Contributions Plan to meet future demand, whilst ensuring an acceptable level of access, safety and convenience for all street and road users within the Showground Precinct:

- Upgrade and widening of Carrington Road to four (4) lanes incorporating a central landscaped median;
- Upgrade of the Carrington Road and Victoria Avenue intersection

As noted previously, portions of the site have been identified for future land acquisition to support the delivery of the above upgrades. Further discussion with Council will be undertaken as part of the planning proposal process to determine the appropriate pathway for any future dedication or acquisition of these lands.

## 7.6 Community consultation

Confirmation of the public exhibition period and requirements for consultation will be detailed as part of the LEP Gateway determination. Community consultation will be conducted in accordance with Schedule 1 of the EP&A Act and DPE's 'Local Environmental Plan Making Guideline'.

Any future DA for the Site would also be exhibited in accordance with Council's requirements, at which point the public and any authorities would have further opportunity to make comment on the proposal.

## 7.7 Project timeline

A primary goal of the plan making process is to reduce the overall time taken to produce LEPs. The Gateway Determination will confirm the level of information necessary to support a Planning Proposal and the consultation requirements. In order to meet this goal, the inclusion of a project timeline with the Planning Proposal will provide a mechanism to monitor the progress of the Planning Proposal through the plan making process.

**Table 10** provides the project timeline anticipated for the subject Planning Proposal which is predicated on the nature and scale of the Planning Proposal.

**Table 10**      *Anticipated project timeframe*

Action	Timeframe
Lodge Planning Proposal	December 2020
Resubmission of Planning Proposal	August 2023
Council endorses Planning Proposal and submits to DPE seeking a Gateway Determination	December 2023
Gateway Determination and completion of additional technical information	February 2024
Public exhibition of Planning Proposal	March 2024
Final assessment	July 2024
Plan making	September 2024

## 8.0 Assessment of planning issues

### 8.1 Urban design

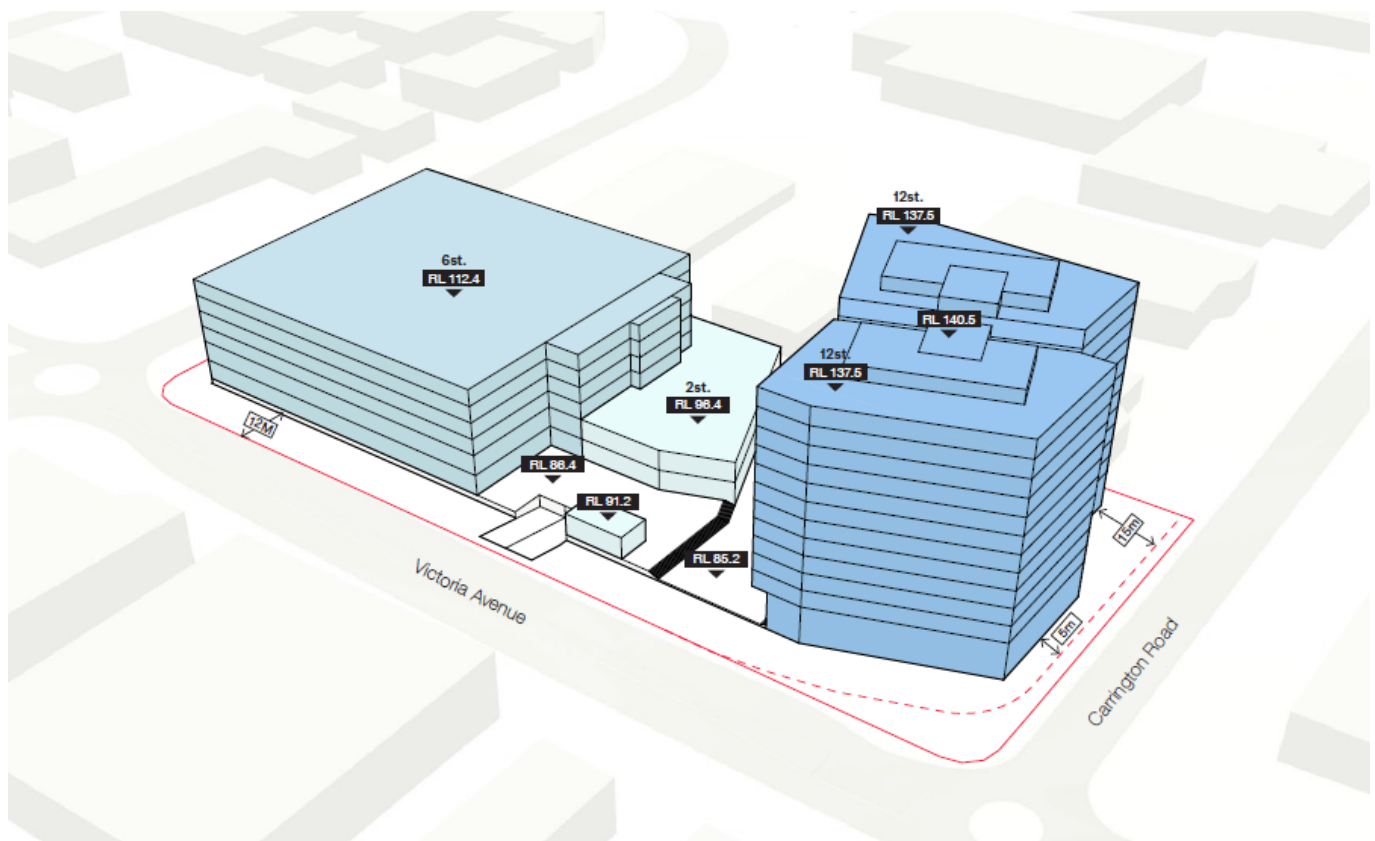
#### 8.1.1 Built form

A Concept Design Report describing the proposed reference design has been prepared by Bates Smart, and is attached to this report at **Appendix A**. The reference design aims to provide a high quality urban design outcome at the Site that responds to the needs of future retail visitors and office workers at the Site, as well as unique site opportunities and constraints afforded by its topography and proximity to Hills Showground Metro station.

The proposed built form seeks to respond to the urban design principles set out by the Urban Design Report (refer to **Appendix A**) prepared by Ethos Urban, which will contribute toward delivering Council's desired future character for the Norwest Service sub-precinct.

In particular, the indicative concept proposal located two 12 storey towers on the southern portion of the site to be consistent with the Draft Norwest Precinct Plan. The greatest portion of height and density is located at the key corner of Victoria Avenue and Carrington Road to create a marker and form a clear book-end to the western edge of Carrington Road (**Figure 36**). It is important that built form of this scale reinforces the corner while positively engaging with Carrington Road and Victoria Avenue, with a focus on providing clearly defined entries for buildings, landscaped edges and spaces such as the new commercial entry plaza which integrate with the streetscape. This will also support Council's desire for new taller office/commercial buildings along Carrington Road.

Towards the north of the site mid-rise buildings of up to 6 storeys that step down to the middle portion of the site to create an appropriate interface to the new linear park. The proposed mid-rise building located at the northern portion of the site is consistent with the recommended building height in the Draft Norwest Precinct and forms an appropriate transition to the existing built form in the area, as well as minimises overshadowing to the linear park. The northern portion of the site is anticipated to be primarily occupied by large format retail tenants.



**Figure 36** Indicative building envelopes

Source: Bates Smart

## 8.1.2 Building setbacks

The reference design is generally consistent with the ground level setbacks outlined in the Hills Shire DCP. The proposed variations to the setbacks reflect a new typology for the precinct that steps away from typical industrial warehouse development and aims to better integrate with the surrounding precinct and urban setting.

The built form outcome along Carrington Road seeks to reinforce the significance of the corner by pushing into the current DCP setback zone of 15 metres and providing a built form response which is modulated allowing an architectural response to further break down the scale of the envelope. Additionally, an increased setback away from Carrington Road is intended to create an opportunity for a commercial entry plaza on the south-east corner of the Site that engages with the street and act as a welcoming gesture to commuters. It is noted the Carrington Road setback has considered the future road widening of Carrington Road and new intersection upgrade.

A 12m setback has been adopted for the Victoria Avenue frontage, which varies from the 15m DCP control. While this setback varies from the DCP control, the reduced 12m setback reinforces a new urban typology for the precinct with an emphasis on a greater street presence. The rationale for a reduced setback is support by a building setback and green verge, discussed in the section below.

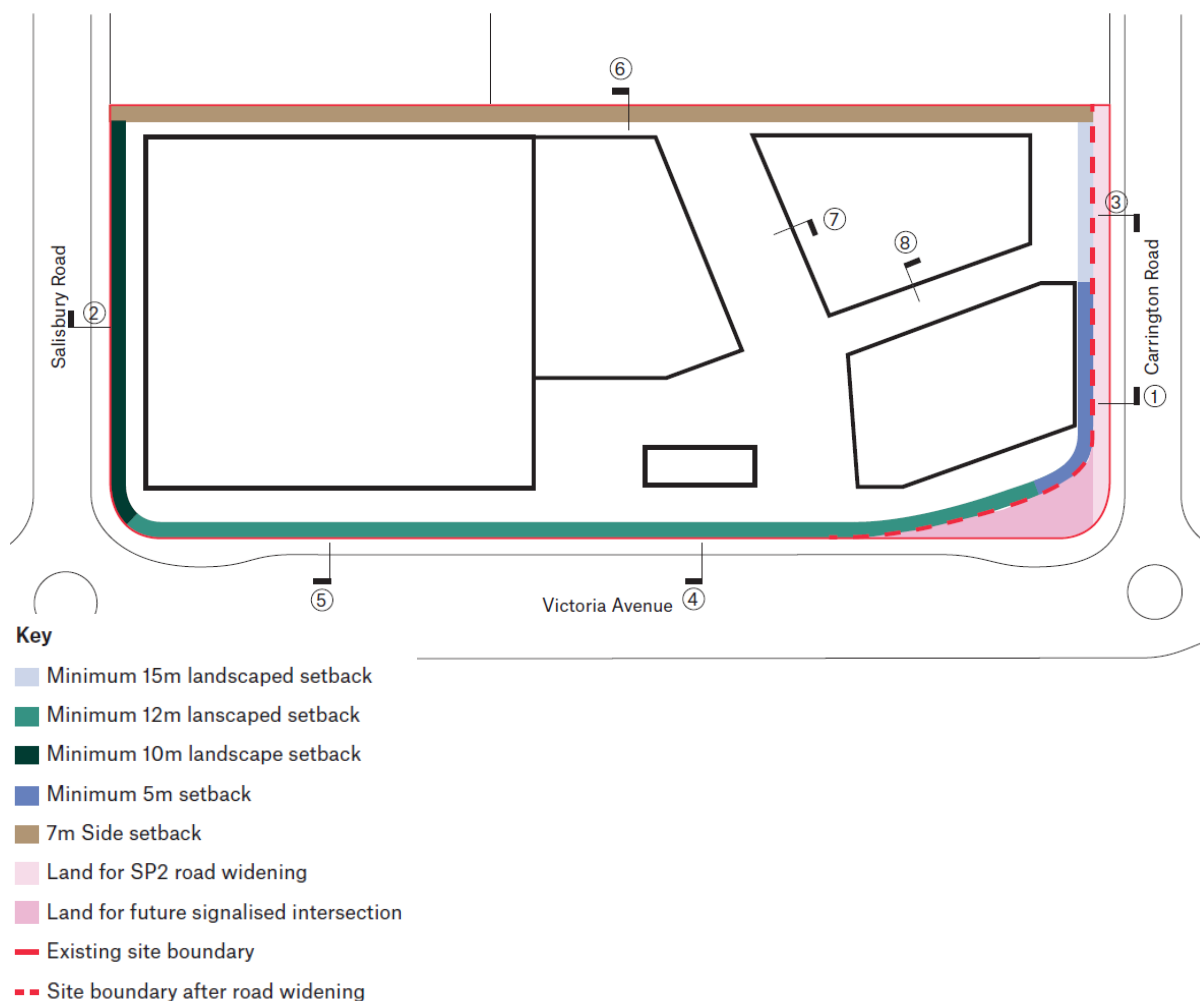
The proposed setback along Salisbury Road is 10m and varies from the 15m DCP control. While this setback varies from the DCP control, the 10m setback can still accommodate deep soil and planting and the retention of an existing pocket of trees.

Furthermore, the eastern boundary provides a 7m building setback which exceeds the 5m DCP requirement. The increased setback provides sufficient separation between building on the site and adjacent property.

### Setback to Victoria Avenue

As noted above, the proposed setback along Victoria Avenue seeks to vary the DCP control for a 15m building setback (measured from any revised property boundary after land take) to be applied along Victoria Avenue. The revised reference design and draft site-specific DCP has adopted an alternative setback approach to Victoria Avenue (based on the revised property boundary – as shown on **Figure 37**) with a consistent 12m building setback adopted for the entire Victoria Avenue frontage. This is to provide a balance setback to Victoria Avenue that can achieve both landscaping and an active urban ground plane that engages with the street.





**Figure 37** Proposed building setbacks of draft site-specific DCP

Source: Bates Smart

With respect to the setback controls in Part D Section 19 – Showground Station Precinct of the Hills DCP 2012 that were adopted in 2018, the existing 15m setbacks to employment roads was retained. However, upon review of the Showground Precinct Public Domain Plan (2018) this was without a detailed interrogation of alternative setback distances that could achieve an equivalent outcome with regard to the objectives of the setback controls, which are:

- a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes light industrial activity.
- b. To provide an adequate buffer between industrial development and residential development

Given the above, further analysis has been undertaken of the current setback condition along Victoria Avenue to understand the various street conditions present and to highlight any instances where there is a non-compliance with council's setback controls (refer to Section 6.4 of the Urban Design Report at **Appendix A**). The key findings of this analysis, highlighted the following:

- the majority of buildings are setback at 15m or greater, however there are instances where setbacks are less than 15m. This is evident along the northern end of Victoria Avenue on the Super Centre, Bunnings and Mercedes Benz dealership sites
- setback areas along Victoria Avenue are delivering a range of conditions, including carparking, hardstand and landscaping, with limited instances where setbacks of 15m are being used for the sole purpose of landscaping and/or planting of mature trees
- where green verges are provided, there are many instances where green landscaped/deep soil areas are as narrow as 7m
- there are many instances where mature trees have been planted within narrower setbacks.

When comparing the existing setback condition along Victoria Avenue, the landscaped setback treatment proposed by the reference design demonstrates that a superior outcome can be achieved, despite proposing for varying building setbacks. This will be achieved by the following measures:

- ensuring the setback area along Victoria Avenue provides generous landscaped verges that include deep soil areas
- requiring landscaped setbacks to accommodate existing mature trees (where appropriate), as well as allow for new planting that are capable growing to a mature size
- incorporating understorey planting and permeable surfaces should reduce the extent of paved areas and to enhance the amenity of the streetscape environment.

These measures are reflected by the landscape design of the reference design and have been adopted as controls by the draft site-specific DCP (refer to **Appendix L**). Through the implementation of these measures through the draft site-specific DCP, we consider that the above objectives of Council's setback controls can be satisfied. In particular to create a positive streetscape and achieving a high quality architectural design.

Furthermore, the Public Domain and Landscape Design Report (refer to **Appendix C**) provides details with regard to the proposed street tree planting along Victoria Avenue. Notably, this includes tree heights and canopy spread of the selected tree species at maturity which confirm that these can be planted within the proposed 12m setback zone without inhibiting the growth of these street trees.

### 8.1.3 Public domain and landscaping

The overarching vision for landscape design, as presented by the Public Domain and Landscape Design Report (refer to **Appendix C**), is to create a vibrant public realm that supports commercial and retail activities on the Site, with principles of sustainable development underpinning the design. Integration of public, commercial and private realms across plazas and a linear park enhances the experience for workers and visitors to the development and surrounding precinct.

The landscape concept plan seeks to establish a high-quality landscape setting along Carrington Road, Victoria Avenue and Salisbury Road, providing generous setbacks that are embellished with widened footpaths, street trees and landscaping features that will enhance the public domain experience for pedestrians (refer to **Figure 38**). This will directly give effect to the desired future character of the Norwest Service sub-precinct, which highlights the need for setbacks that incorporate quality landscaping to complement existing areas.

The reference design also integrates the proposed road widening of Carrington Road that will provide sufficient reservation width to deliver future streetscape upgrades that will deliver attractive pedestrian connections, such as landscaped medians, wide footpaths and mature street trees, as envisioned by the Hills LSPS.

As noted previously above, the Public Domain and Landscape Design Report (refer to **Appendix C**) provides details with regard to the proposed street tree planting along Victoria Avenue. Notably, this includes tree heights and canopy spread of the selected tree species at maturity which confirm that these can be planted within the proposed 12m setback zone without inhibiting the growth of these street trees.

#### LEGEND

● Trees to be retained



**Figure 38** Landscape concept plan

Source: Turf

## 8.2 Overshadowing

Shadow diagrams illustrating additional shadows cast by the proposal are provided in the Concept Design Report at **Appendix B**. Additional shadow cast by the proposed development at 21 June is illustrated at **Figure 39**. As illustrated in **Figure 40** additional shadow will be cast as a result of the proposed envelope, however the proposed tower form that is oriented north-south will allow for faster moving shadows that will not result in significant loss of sunlight to the public domain nor the private open spaces of neighbouring properties.

As shown in **Figure 40**, the central plaza will achieve 4 hours of direct sunlight during the equinox. The 4 hours of direct sunlight to the central plaza has been adopted as a requirement of the draft site-specific DCP.

Further detailed consideration of any overshadowing impacts would be undertaken as part of a future development application for the Site.



**Figure 39** Overshadowing from proposed envelope during winter solstice

Source: Bates Smart



**Figure 40** Overshadowing from proposed envelope during equinox

Source: Bates Smart



### 8.3 Transport and traffic

A Transport and Traffic Assessment of the proposal has been prepared by Colston Budd Rogers & Kafes (refer to **Appendix E**). The assessment provides an overview of the transport and traffic aspects of the indicative development concept and potential traffic impacts. It is noted that Council is undertaking a broader traffic study for the Hills Showground station precinct to identify appropriate road and transport works to accommodate future growth in the precinct, and surrounding precincts including Castle Hill and Norwest. This Planning Proposal for the subject site is anticipated to form an input to this traffic study currently being undertaken by Council.

The assessment confirms that the proposed development is highly accessible by public transport, including a number of bus routes, and Sydney Metro. The proposed parking of 1,331 spaces the reference design is generally consistent with the relevant requirements of the Hills DCP 2012 and the Transport for NSW Guide to Traffic Generating Developments which would require some 1,200 to 1,400 car parking spaces. The specific provision of car parking spaces as part of any future development will be confirmed at the Development Application stage.

Based on the reference design, the assessment has indicated that it would likely generate traffic of some:

- 650 vehicles (in both directions) during weekday peak periods; and
- 600 vehicles on weekends.

However, it is noted that the eventual traffic generation may be lower due to the mixed-use nature of the Site (for example, the food and retail premises may be used by office workers in the commercial component). This should be considered as part of the traffic study for the precinct currently being undertaken by Council.

The report confirms that the car park and loading areas are capable of compliance with the Australian Standard for Parking Facilities, with regards to parking areas, parking space dimensions, aisle widths, ramp grades, transitions, column locations and height clearances. Service vehicles will be able to enter and exit in a forward direction.

### 8.4 Economic impact

An Economic Impact Assessment (EIA) has been prepared by Deep End Services (refer to **Appendix F**) to assess the economic effects associated with the proposal introduction of 'shop' as an additional permitted use. Overall, the assessment outlines the following economic benefits associated with the Planning Proposal:

- a capital investment estimated at \$285 million
- employment generated during the construction period, estimated at 690 direct full-time equivalent jobs created over two years, and a further 1,200 indirect jobs (FTE) created indirectly throughout the wider economy
- an estimated 2,145 employment positions created on the Site on an ongoing basis, representing an estimated 1,885 FTE jobs
- a further 3,810 ongoing indirect jobs (FTE) created in the wider economy through inter-industry linkages and expenditure of wages
- revitalisation of an under-utilised site, providing a much more intensive and attractive development at this prominent gateway
- potential to act as a catalyst for development of other sites in the area, especially signalling investor appetite for major office development
- reduction in car trips and environmental externality effects by encouraging local office provision and reducing commuter distances to inner city office precincts
- uplift in rates revenue for The Hills Shire
- added local amenity for workers, shoppers in the precinct and residents in the area, including potential future residents within the Cattai Creek corridor.

Overall, the proposed uses, specifically shop component are supported in terms of need and would not adversely affect the role or operation of other developments – existing and planned – in the region. Further assessment of the market opportunity and potential impact associated with the proposed inclusion of 'shop' as an additional permitted use is described below.

#### Office uses

The analysis by Deep End Services recognises the significant opportunity for increased commercial office provision in Norwest, which is supported by:

- a large and growing white-collar workforce
- an immature local office sector which does not yet provide opportunity for firms to establish locally
- an opportunity to better serve small business owners in the region who are likely to prefer to locate their businesses within the region if appropriate office accommodation (for example as smaller strata offices) is provided
- potential for larger users, including government agencies, to secure space to better serve the north-west region.

The positive outlook for the commercial office sector is consistent with district and local planning strategies, specifically the Draft Norwest Precinct Plan which seek to promote local employment growth, with a focus on professional and other office-based sectors in Norwest strategic centre. In the context of wider growth opportunities, the office provision at the subject site represents a small fraction of total demand over the forecast period. Because of this, its effect on other planned developments would be minimal, likely to emerge as a short-term delay in office development rates at these precincts, rather than any loss of development opportunity.

### Shop uses

This Planning Proposal seeks to include shops as a permitted use in order to enable a local convenience offer for local workers, shoppers and other visitors, as well as the residential population within an identified local catchment. The two types of shop uses proposed in the reference design include a small supermarket of 1,800m<sup>2</sup> GFA and a range of specialty stores trading across food, non-food variety and retail service categories (total 1,500m<sup>2</sup> GFA). Other retail uses proposed including food and drink premises, business premises, which are permitted uses with consent in the E3 Productivity Support zone.

The proposed shop uses at Carrington Square will occupy a lower-order role given its location within a largely commercial precinct, with sales generated as a combination of spending by residents in the catchment, local workers, on the Site and elsewhere in the precinct, shoppers at the nearby large format centres and other visitors passing through. The proposed shop uses are intended to be complementary to the core uses of the site and non-destinational in nature.

Deep End Services notes that the proposal is likely to capture a relatively small share of residential catchment retail spending, given the location of other nearby centres which also serve residential markets. Most catchment residents – especially those in the Secondary east sector – are likely to continue to do most of their shopping at existing centres that have a full-line supermarket offer and a wider variety of specialties. Furthermore, the centre's position embedded within an employment precinct is also likely to lessen the appeal to residents.

Based on estimates of the share of retail spending captured from residents living in the catchment, plus spending by workers and from other sources, the total sales achieved by the shop uses is estimated at approximately \$28.8 million, of which around \$20.3 million would be associated with a supermarket. Furthermore, the contribution from spending by catchment residents is relatively minor in the context of total catchment spending, representing a market share of 3.5% this represents a typical share of sales captured by a local convenience centre, reinforcing the lower-order 'day-to-day' role played by the proposed shop component. All other things being equal, this represents the average impact across all affected centres, although higher impacts of up to around 6.8% may be experienced at individual centres, such as the proposed centre at Hills Showgrounds station. Nevertheless, the trading effects at the local level are not significant in an area where substantial population growth is expected to occur and are not expected to lead to viability issues at existing centres or preclude planned developments.

In terms of trading impacts arising from expenditure by workers, the introduction of a modest supermarket and other shop uses serving a convenience retail role will mainly support new workers brought to the Site and existing and future workers in the Norwest Service sub-precinct and is will have no discernible long-lasting effect on surrounding centres, particularly the Hills Showground Village.

## 8.5 Flood impact

A Flood Impact Assessment (FIA) of the proposal has been prepared by Taylor Thomson Whitting and is attached to this report at **Appendix G**.

### 8.5.1 Existing flood conditions

The FIA confirms that the Site is affected by 1-in-100-year (1% Annual Exceedance Probability – AEP) flood levels, as shown in **Figure 41** below. Specifically, during an AEP event, results show that peak flood levels across the existing sag

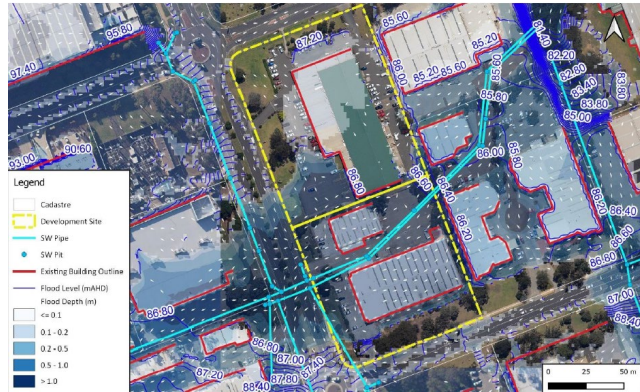
point at Victoria Avenue rise to 85.12m AHD and flood depths in a few areas across the Site reach up to 1.2m due to local trapped depressions within the Site. While also showing that overland flow from Victoria Avenue does not enter the Site in the 1% AEP flood. These results do not include existing private stormwater pits and pipes within the development site.

The assessment also confirms that the Site is affected by Probable Maximum Flood (PMF) events (**Figure 42**). Results demonstrate that floodwaters raise to the level of 86.70m AHD across the existing low point in Victoria Avenue and overtop onto the Site. Overland flows enter the site via the western side boundary and raise up to 86.65m AHD before overtopping onto the downstream property. Flood depths at the Site during the PMF reach up to 2.9m due to local trapped depressions within the site.



**Figure 41 Existing 1% AEP peak flood depths**

Source: Taylor Thomson Whitting



**Figure 42 Existing PMF peak flood depths**

Source: Taylor Thomson Whitting

## 8.5.2 Proposed flood conditions

To represent the likely flood conditions of a post development scenario, Taylor Thomson Whitting (TTW) modified the existing conditions model as follows to simulate the proposed conditions:

- Existing model surface was updated to reflect the proposed site levels;
- Site manning's zones were updated to represent design surfaces;
- Existing building onsite were removed and replaced with the proposed building to model as flow obstructions;
- Proposed lower ground levels were modelled as 1d elements;
- The 1D network was updated to include two proposed inlet pits connected to the twin DN1800 pipes; and
- The site in proposed conditions incorporates an on-site detention system to regulate site discharge flows during all events up to and including the 1% AEP

### 1% AEP Flood Event

The proposed flood conditions of the post development scenario during the 1% AEP flood event confirm that:

- Overland flow from Victoria Avenue is contained within the road reserve and effectively conveyed into the existing underground trunk drainage through the drainage network at Victoria Avenue;
- Maximum flood levels reach 85.20m AHD over the low point of Victoria Avenue. The entrance to basement car park level is RL85.70m and remains flood free in the 1% AEP.
- A minimum freeboard of 500mm is available for the lowest occupied commercial areas at 85.70m AHD. This is compliant with Council DCP which requires an FPL of 1% + 500mm of freeboard for habitable commercial floors.
- Small water ponding at the basement car park level (less than 15mm) is due application of rainfall-on-grid method. That small amount of overland flow will be redirected by way of detail earthworks design and internal drainage network.
- Flood hazards across the site and within Victoria Avenue are generally low based on NSW provisional hazard category.

The flood levels and depths in the 1% AEP Flood event in the post development scenario is shown in **Figure 43**.



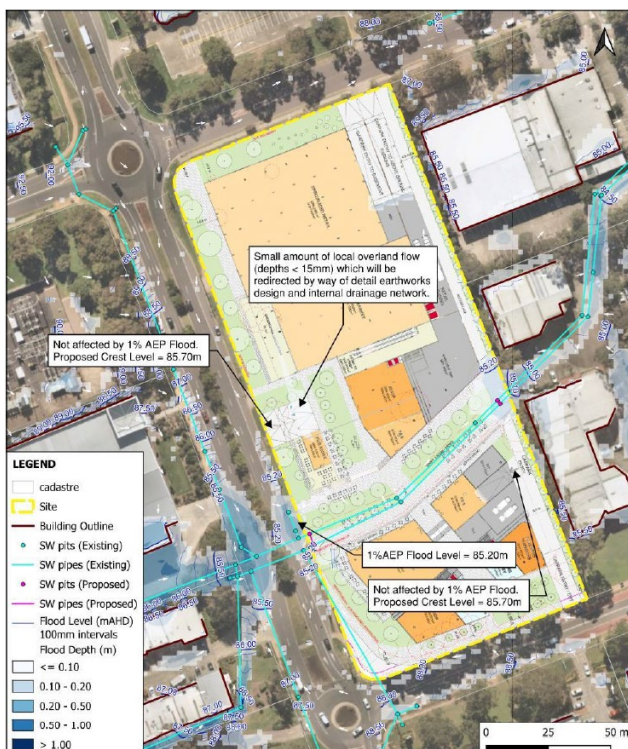
## 0.2% AEP and PMF Events

The proposed flood conditions of the post development scenario during the 0.2% AEP (1 in 500 year event) and Probable Maximum Flood (PMF) events. The results confirm that:

- Maximum flood level reach up to 85.40 AHD (0.2% AEP) and 86.30 AHD (PMF) across the existing low point at Victoria Avenue during the 0.2% AEP and PMF events, before flowing onto the site.
- Flood flows from Victoria Avenue are effectively conveyed into the existing through the proposed linear park and discharge via the eastern site boundary during the 0.2% AEP and PMF events.
- Overland flows across the proposed linear park are shallow (<200mm) and low hazard during the 0.2% AEP event. However, flood flows over the proposed linear park have a depth of approximately 1.1m and are of high hazard during the PMF event.
- No material overland flow enters the basement car park during the 0.2% AEP event. However, flood flows enter the basement car park during the PMF event.
- The amount of flow entering the basement car park during the 0.2% AEP event is insignificant in volume (crest level at entrance is 85.70m) and will be drained into exiting twin DN1800 drainage pipes through proposed internal drainage network.
- Flood hazards across the site and on Victoria Avenue are generally low during the 0.2% AEP event based on NSW provisional hazard category. Minimum building floor level is at 85.70m which is 300mm above 0.2% AEP event flood levels at 85.40m

The 0.2% AEP and PMF peak flood levels and depths are shown in **Figure 44** and **Figure 45** respectively.

Overall, the proposed reference design demonstrates that a future development on the site is capable of complying with Council's Flood Planning Controls, with 500mm freeboard provided to the commercial floor level. The basement car park entrance is at 85.70m which remains flood free in the 1% AEP flood event and is 300mm above the the 0.2% AEP flood levels at 85.40m.



**Figure 43** Post Development 1% AEP flood levels and depths

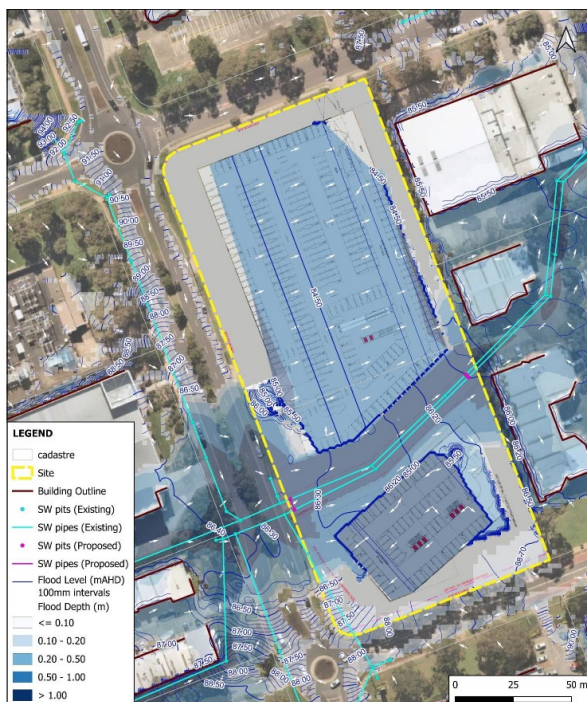
Source: TTW



**Figure 44** Post Development 0.2% flood levels and depths

Source: TTW





**Figure 45** Post Development PMF flood levels and depths

Source: TTW

## 8.6 Stormwater management

A Stormwater Assessment of the reference design has been prepared by TTW (refer to **Appendix H**) to consider the appropriate measures to manage stormwater flows from the Site. Based on the reference design, TTW have recommended the incorporation of the following stormwater management devices to meet the stormwater quantity and quality targets of The Hills DCP:

- Two on-site detention tanks with storage volumes of 290m<sup>3</sup> (located within southern portion of basement car park) and 630m<sup>3</sup> (located within northern portion of basement car park)
- Utilisation of the existing overland flowpath
- Stormwater quality improvement devices including:
  - 6x Ocean protect Enviropods (or equivalent)
  - 34x 690mm Psorb Ocean protect Stormfilters (or equivalent) within a stormfilter chamber

Construction works will be carried out in accordance with “Blue Book” erosion and sediment control requirements, which typically consists of sediment fences; sediment basis; sediment traps; vehicle shaker grid and washdown areas; and sandbags surrounding existing pits, with this to be confirmed at the DA stage.

Overall, the indicative stormwater management plan demonstrates that any future development on the Site would be capable of meeting the stormwater quantity and quality requirements of the DCP through the recommended water sensitive urban design measures. A detailed stormwater management plan will be prepared as part of any future Development Application for the Site.

## 8.7 Tree impact

A Tree Report has been prepared by Eco Logical Australia (refer to **Appendix I**), providing an assessment of trees on the Site and identifying trees that are candidates for retention. Thirty-seven trees were assessed comprising 11 species, and a mix of Australian natives and exotic species. Most trees were judged mature.

Overall, Eco Logical Australia recommends six trees are proposed for retention, comprising trees with a SULE of 1 or 2 and which are not within the development footprint (refer to **Figure 46** below). To achieve the successful retention of trees on site it is recommended that the prescribed tree protection zone(s) (TPZs) are implemented throughout the development process, and that the hydrology and soil level within the TPZ's are not altered.

The reference design for the Site presents opportunities to limit impacts to existing trees and increase canopy cover in the proposed landscaped setbacks. Where there is impact on existing trees this will be offset by new planting along Victoria Avenue and Salisbury Road.



**Figure 46** Trees identified for retention including their associated Tree Protection Zones

Source: Eco Logical

## 8.8 Geotechnical and contamination

A Preliminary Site Investigation (PSI) of the Site has been prepared by ERM (refer to **Appendix J**).

The Site has historically been used for a range of agricultural purposes until the 1950s, including as orchards, market gardens, and chicken farming. Since the 1950s, the Site has primarily been used for commercial purposes including pharmaceuticals, warehousing, vehicle servicing, mechanical/smash repairs, and retail. Importantly, the PSI confirms that potential contamination sources or areas of significant or widespread contamination on the Site have not been identified and are not considered to be likely.

A localised area of hydrocarbon impacted materials is present, however the material does not exceed commercial/industrial land use criteria. No evidence of other potentially contaminating activities or extractive industries occurring on site has been identified, apart from existing asbestos containing materials within the existing onsite buildings, which was identified through a previous hazardous materials investigation in 2012.

Prior to any redevelopment of the Site, ERM have recommended that the following actions be undertaken:

- an asbestos clearance inspection is to be conducted following asbestos removal from the Site, to confirm removal of all asbestos containing materials found within the hazardous materials investigation;
- excavation, classification, and offsite disposal of hydrocarbon impacted materials post demolition and prior to intrusive disturbance in that area; and
- an Unexpected Finds Protocol (UFP) will be implemented for the Site to manage potential risks associated with asbestos, if asbestos containing materials is identified during excavation of fill across the Site.

The above actions can be conditioned as part of any consent for the future development of the Site.

## 8.9 Build over rail assessment

Douglas Partners have undertaken a preliminary impact assessment (refer to **Appendix K**) to assess the potential geotechnical impact of developing the reference design in relation to the Sydney Metro North-West rail tunnels that run directly beneath the Site.

Douglas Partners have identified that with the depth of the tunnels beneath the Site and the expected ground conditions, the likely effect of developing the indicative concept proposal on the tunnels is likely to be minor. Any changes in stress and displacement of the tunnels are anticipated to be well below the allowed tunnel limits set out by the Sydney Metro Technical Guidelines.

It is noted that Sydney Metro will require a geotechnical investigation and an impact assessment to be undertaken as part of any future proposed development on the site. This will potentially include numerical modelling, dilapidation surveys of the tunnels to assess the current condition to confirm changes in stress and displacement will remain below limits set out by the Sydney Metro Technical Guidelines. This will be prepared as part of future development application for the Site.

## 8.10 Site suitability and public interest

As noted above in **Section 7.5**, the Planning Proposal and reference design seeks to deliver substantive public benefits at the Site. This includes that of the following outcomes:

- Contribute toward Norwest's role as a strategic centre by supporting a range of higher-order jobs that will assist in delivering beyond the existing job forecasts for the strategic centre.
- Deliver new publicly accessible open space to contribute toward the existing open space network within the locality, including a centralised retail plaza and linear park on the ground level.
- Enhance the public domain, including a new publicly accessible linear park to enable pedestrians to travel through the Site, the provision of land to support the widening of Carrington Road and the upgrade of the Carrington Road/Victoria Avenue intersection, and generous building setbacks that incorporate quality landscaping to complement the existing area.
- Regenerate a large high-profile site that will serve as a catalyst for uplift and enhancement of the broader Castle Hill area.

Therefore, this Planning Proposal is considered to be both suitable for the Site, and in the public interest.

## 9.0 Conclusion

This Planning Proposal seeks to amend *The Hills Local Environmental Plan 2019* (HLEP 2019) relating to land at 21-23 Victoria Avenue, Castle Hill. Specifically, the Planning Proposal seeks to:

- amend Schedule 1 Additional permitted uses to include development for the purposes of 'shop' (up to 3,300 sqm of GFA) to be permissible with consent;
- increase the maximum permissible building height on the Site to allow for buildings up to RL140.5 metres AHD (equivalent to 12 storeys); and
- increase the maximum permissible floor space ratio (FSR) on the Site to 2.3:1.

This Planning Proposal is justified for the following reasons:

- the proposal is consistent with the objectives of the EP&A Act, in that it promotes the orderly and economic use and development of land;
- the proposal is consistent with the strategic planning framework for the Site;
- the proposal has site-specific merit, as:
  - the Site is in close proximity to the Hills Showground Metro Station (approximately 650m east of the Site), providing fast frequent connections to other strategic and local centres along the Metro North West Line;
  - it will align with the existing and future uses of the land in the vicinity of the proposal, with LSPS earmarking Norwest Service sub-precinct for a range of employment generating uses, including specialised retail and commercial office;
  - the proposal is in proximity to the other sub-precincts of Norwest strategic centre, including Norwest Central and Norwest Innovation which will also deliver new floorspace in commercial, health and innovation-related sectors;
  - It will enhance the amenity and vibrancy of Castle Hill through providing new public spaces for workers and visitors and a diverse retail experience;
  - the proposal will enhance the public domain, including the provision of land to support the widening of Carrington Road and the upgrade of the Carrington Road/Victoria Avenue intersection and generous setbacks that incorporate quality landscaping to complement existing area;
  - the Site is readily serviced by utilities and infrastructure with capacity to support the proposed density;
  - the proposal will not compromise the amenity of nearby residential areas; and
  - there are no outstanding environmental or ecological impacts that would preclude its delivery and operation;
- the proposal is consistent with the applicable SEPPs and Ministerial Directions.

This site represents an exciting opportunity to deliver a true-mixed use employment precinct within the Norwest Services Sub-precinct with key employment-generating commercial, retail, and specialised retail (bulky goods) floorspace, as consistent with the Showground Station Precinct Plan. Planning and technical investigations support the proposed changes to the existing planning controls, and an indicative development concept has been prepared to demonstrate how the proposal will facilitate the public benefits afforded by the Planning Proposal.