

Planning Proposal

Norwest Marketown

4-6 Century Circuit, Norwest

Submitted to The Hills Shire Council

Norwest City Pty Limited (Mulpha)



'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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Contents

Executive Summary.....	8
Part A – Defining the Vision.....	10
1.0 Introduction.....	11
1.1 Overview	11
1.2 Purpose and Structure of the Report.....	13
1.3 Objectives and Intended Outcomes	14
1.4 Masterplan for Norwest Marketown.....	15
1.5 Planning Amendments	18
2.0 The Site	19
2.1 Site location and context	19
2.2 Site description.....	20
2.3 Existing development.....	20
2.4 Local context and surrounding development.....	22
2.5 Transport and connectivity	23
2.6 Current planning controls.....	24
2.7 Evolution of the Planning Proposal	27
3.0 Strategic Background	36
3.1 Consolidated strategic findings	36
3.2 Economic context	37
3.3 Residential market potential.....	40
3.4 Commercial market potential	40
3.5 Community benefits potential.....	41
Part B – Delivering a Response	42
4.0 Indicative Reference Scheme.....	43
4.1 The Vision.....	43
4.2 Land Uses.....	45
4.3 Built Form	48
4.4 Open Space, Waterfront and Civic Plazas	50
4.5 Landscaping Strategy.....	52
4.6 Roads, Servicing and Access	53
4.7 Development Staging	55
5.0 Planning Proposal.....	57
5.1 Proposed Amendments to LEP Provisions.....	57
5.2 Overview of Proposed Amendments	57
5.3 Proposed Development Control Plan Framework	67
5.4 Design Excellence	67
6.0 Environmental Assessment.....	68
6.1 Urban Design and Built Form	68
6.2 Placemaking	74

6.3	Traffic and Transport.....	75
6.4	Sustainability.....	79
6.5	Economic Impacts	79
6.6	Social Impacts.....	80
6.7	Visual Impact.....	81
6.8	Heritage.....	84
6.9	Contamination.....	85
6.10	Wind.....	85
6.11	Stormwater Management and Flooding.....	86
6.12	Utilities Servicing Strategy.....	86
6.13	Community and Public Benefit.....	87
6.14	Infrastructure Delivery and Planning Agreement	88
7.0	Strategic and Site-Specific Merit	90
7.1	Section A – The Need for a Planning Proposal	90
7.2	Section B – Relationship to the Strategic Planning Framework	90
7.3	Section C - Environmental, Social and Economic Impacts	107
7.4	Section D – Infrastructure (Local, State and Commonwealth)	108
7.5	Section E – State and Commonwealth Interests	108
8.0	Project Consultation and Timeline.....	109
8.1	Stakeholder Engagement.....	109
9.0	Conclusion.....	110

Appendices

- A** Urban Design Report
FJC Studio
- B** Landscape Strategy
Realm
- C** Sustainability Strategy
Finding Infinity
- D** Infrastructure Delivery Plan
GLN
- E** VPA Letter of Offer
Mulpha
- F** Workshop Presentation to Councillors
Mulpha
- G** Indicative Reference Scheme Drawings
FJC Studio
- H** Draft Local Environmental Plan Maps
Ethos Urban
- I** Draft Development Control Plan
Ethos Urban
- J** Market Potential and Retail Impact Review
Ethos Urban
- K** Traffic and Parking Study
Gennaoui Consulting
- L** Community Benefit Analysis
Cred Consulting
- M** Social Impact Assessment
WSP
- N** Economic Impact Assessment
WSP
- O** Heritage Assessment Report
Advisian
- P** Visual Impact Assessment
AE Design
- Q** Preliminary Site Investigations/Geotechnical
Geotechnique
- R** Pedestrian Wind Environment Statement
Windtech
- S** Stormwater Management Report
Egis
- T** Utilities Servicing Report
JWP
- U** Survey
Land Partners
- V** Initial Cost Estimate Report
RLB
- W** Project Team

Table of Figures

Figure 1	Marketown Indicative Reference Scheme and 'Lakeshore Green' as viewed from Norwest Lake.....	10
Figure 2	Marketown 'Forum' and 'The Cascades' public open space (foreground) and future mixed use development (background).....	11
Figure 3	Marketown Indicative Reference Scheme as viewed from Norwest Boulevard.....	16
Figure 4	Proposed layout and distribution of uses at the ground level.....	17
Figure 5	Proposed layout and distribution of uses at the podium level.....	17
Figure 6	Location of the site in its surrounding context.....	19
Figure 7	Site aerial photograph, showing extent of the site.....	20
Figure 8	Existing shopping centre, viewed from the front parking lot to the southwest.....	21
Figure 9	Existing shopping centre, viewed from the southern corner.....	21
Figure 10	Shell service station.....	21
Figure 11	Liquorland store	21
Figure 12	Open space and child care centre to the rear of the shopping centre fronting lake.....	21
Figure 13	Carlisle Swimming Norwest building	21
Figure 14	Lakeview Private Hospital across	22
Figure 15	The Esplanade development, viewed from across Norwest Lake.....	22
Figure 16	The Esplanade development, viewed from lake foreshore.....	22
Figure 17	Hillsong Epi Centre.....	22
Figure 18	Hillsong Chapel.....	23
Figure 19	Hillsong Church front entrance.....	23
Figure 20	Norwest Metro station	23
Figure 21	Commercial building – 10 Century Circuit	23
Figure 22	Land Use Zoning Map from The Hills LEP 2019	24
Figure 23	Maximum Building Height Map from The Hills LEP 2019	25
Figure 24	Maximum FSR Map from The Hills LEP 2019.....	25
Figure 25	Additional permitted uses Map from The Hills LEP 2019.....	26
Figure 26	Draft Norwest Precinct structure plan.....	36
Figure 27	Study area.....	38
Figure 28	Photomontage of the Indicative Reference Scheme viewed from Norwest Boulevard and Century Circuit.....	42
Figure 29	Photomontage of the Indicative Reference Scheme looking south from Norwest Lake	43
Figure 30	Artist's impression of the proposed precinct landscape and public domain strategy.....	44
Figure 31	Proposed layout and distribution of uses at ground level.....	45
Figure 32	Proposed layout and distribution of uses at the podium level.....	46
Figure 33	Section showing vertical arrangement of uses.....	47
Figure 34	Intended mixed-use urban character at the ground plane.....	49
Figure 35	Artist's impression of the public domain and Lake Avenue looking north towards Lake Shore Park	51
Figure 36	Composition of the indicative public domain layout.....	51
Figure 37	Landscape masterplan.....	53
Figure 38	Vehicular access points to basement.....	54
Figure 39	Indicative Stage 1.....	55
Figure 40	Indicative Stage 2	55
Figure 41	Indicative Stage 3.....	56
Figure 42	Indicative Stage 4.....	56
Figure 43	Proposed amendments to Land Use Zoning Map.....	60
Figure 44	Proposed amendments to Additional Permitted Uses Map	62
Figure 45	Proposed amendments to Height of Buildings LEP Map.....	63
Figure 46	Proposed amendments to Floor Space Ratio LEP Map.....	65
Figure 47	Proposed amendments to Floor Space Ratio Incentive LEP Map.....	66
Figure 48	Built form as envisaged by Draft Norwest Precinct Plan.....	69
Figure 49	Proposed transition in building height within the Norwest Centre.....	69
Figure 50	Proposed building separation at the podium (top) and towers (bottom) levels.....	71
Figure 51	Shadow impacts at 9am on 21 June.....	73
Figure 52	Shadow impacts at 11am on 21 June.....	73
Figure 53	Shadow impacts at 1pm on 21 June.....	73
Figure 54	Shadow impacts at 3pm on 21 June.....	73
Figure 55	Solar access to the adjacent residential precinct between 9am and 1pm.....	73
Figure 56	Solar access at 1pm during the Winter Solstice	73
Figure 57	View of the Indicative Reference Scheme as viewed from Norwest Lake	74

Figure 58	Existing and proposed view from Bella Vista Farm to Norwest looking towards the north east	82
Figure 59	Existing and proposed additional view from Bella Vista Farm to Norwest looking towards the north east	82
Figure 60	Existing and proposed view from St Josephs Road, Baulkham to Norwest looking towards the north west (with surrounding approved development).....	83
Figure 61	Existing and proposed view from Spurway Drive, Norwest to Norwest looking towards the south west (with surrounding approved development).....	83
Figure 62	Existing and proposed view from Balmoral Road Sports Complex looking towards the south east (with surrounding approved development).....	83
Figure 63	Existing and proposed view from Windsor Road, Norwest looking towards the south west (with surrounding approved development).....	84
Figure 64	Existing and proposed view from Windsor Road, Norwest looking towards the south west (with surrounding approved development).....	84
Figure 65	Indicative Layout Plan (focus area outlined dark grey)	96

Table of Tables

Table 1	Consistency with the Local Environmental Plan Making Guideline Content Requirements.....	13
Table 2	Numerical summary.....	15
Table 3	Existing and proposed LEP controls	18
Table 4	Current LEP provisions	24
Table 5	Comparison between 7/2017/PLP and this Planning Proposal.....	28
Table 6	Response to Council preliminary advice and scoping requirements.....	28
Table 7	Response to Council preliminary advice and scoping requirements.....	33
Table 8	Provision of open space	50
Table 9	Indicative development staging	55
Table 10	Overview of proposed amendments.....	57
Table 11	Proposed MU1 Mixed Use land zoning and permissibility	59
Table 12	Summary of statutory parking requirements	76
Table 13	Targets for Mode Share Transport Initiative	76
Table 14	Proposed Car Parking Provision under Mode Share Initiative.....	76
Table 15	Sustainability targets	79
Table 16	Infrastructure delivery key terms of contribution offer	88
Table 17	Consistency with the GSRP	91
Table 18	Consistency with the Central City District Plan.....	92
Table 19	Consistency with the Hills Future 2036 LSPS	93
Table 20	Planning Proposal response to Focus Area 2 Design Principles.....	96
Table 21	Consistency with the Objectives of GANSW's Better Placed.....	100
Table 22	Consistency with State Environmental Planning Policies.....	101
Table 23	Consistency with the Objectives of the land use zones under The Hills LEP 2019	102
Table 24	Consistency with the Height Objectives under The Hills LEP 2019.....	102
Table 25	Consistency with the Floor Space Ratio Objectives under The Hills LEP 2019	103
Table 26	Consistency with Section 9.1 Directions.....	104
Table 27	Project timeline	109

Executive Summary

This report has been prepared by Ethos Urban in support of a Planning Proposal to amend *The Hills Local Environmental Plan 2019* (The Hills LEP 2019). This report has been prepared on behalf of Norwest City Pty Limited (Mulpha) and relates to land at 4-6 Century Circuit, Norwest (the site), which presently contains the Marketown Shopping Centre and Carlile Swimming Centre, respectively.

The Norwest Marketown Planning Proposal will ensure the site's future redevelopment as a contemporary transit-oriented and truly mixed use precinct. The site has a capacity to deliver a range of employment generating uses in support of the surrounding Norwest Business Park, through commercial, retail, office, entertainment, recreation, tourist/visitor accommodation uses and community floorspace. These components are further enhanced through the proposal's introduction of residential uses and the potential for a diversity of future emerging housing typologies. Mulpha's vision for sustainable development practices are at the heart of the concept for the site.

The Planning Proposal seeks the following amendments to The Hills LEP 2019:

- Creation of site-specific additional local provisions to address retention of the majority of floorspace on the site for employment generating purposes and to address specific aspects in a future redevelopment such as car parking and residential apartment numbers and sizes;
- An increase in overall mapped height of buildings from RL 116m to RL 216m, which is equivalent to total maximum height of 36 storeys;
- An increase in overall mapped maximum floor space ratio from 1.49:1 to 5.0:1; and
- Other associated supporting amendments to facilitate the envisioned transition of the site the high density and mixed-use heart of the Norwest Strategic Centre.

This Planning Proposal is accompanied by an Indicative Reference Scheme, prepared by FJC Studio, which is also referred to as a 'masterplan'. The Indicative Reference Scheme demonstrates that an appropriate built form consistent with applicable strategic plans and with acceptable environmental impacts can be delivered within the parameters of the requested LEP amendments. Key features of the Masterplan are:

- A net development zone of 46,455m² with up to 232,375m² Gross Floor Area (GFA) comprising a Floor Space Ratio of 5.0:1. This includes the following components:
 - 117,330m² of employment generating floorspace comprising commercial, entertainment, retail and hotel accommodation;
 - 102,523m² of residential floorspace comprising approximately 854 apartments;
 - 12,523m² of community, indoor recreation, civic and education floorspace;
- Building heights above ground ranging from 5 storeys to 36 storeys;
- A Lower Ground level providing a direct connection to Norwest Metro through Norwest Lake at grade, with retail and food and beverage opportunities;
- Basement parking, loading and servicing across 4 subterranean levels, with spaces for some 2,597 cars, which are intended to be allocated by way of a parking management system;
- Substantial open space provisions including:
 - The Rivulet – pedestrian linkage connecting Norwest Boulevard to Norwest Lake;
 - Cascading open space, providing an enhanced Norwest Lake Foreshore;
 - The Hills Square – local passive open space and alfresco dining;
- Community and civic buildings such as the Glass House and Librarium;
- Significant enhancements to the existing Century Circuit, including the intersection with Norwest Boulevard, the provision of internalised local streets and pedestrian connections and recognition of a staged opportunity to realise a future northern connection to Fairway Drive with the adjoining land owner; and
- A comprehensive infrastructure strategy to address complementary on and off-site infrastructure by way of Planning Agreements and future development applications.

This Planning Proposal responds to Council's work on Norwest as a broader precinct and aligns, as foreshadowed in Mulpha's submission (July 2023), with the Draft Norwest Precinct Plan, by providing a mixed-use centre supporting jobs

and housing growth as well as a renewed public domain and pedestrian experience as well as other public benefits. Specifically, it is noted that:

- The proposal responds to Council's Draft Norwest Precinct Plan which identifies the site as a local centre/Retail Area and which identifies the site as being capable of achieving logical, orderly and feasible redevelopment in the 'Short to Medium Term' by way of a site-specific Planning Proposal;
- The site is primarily located adjacent to Norwest Metro Station and will be connected via an underground pedestrian link;
- There is opportunity for the public domain to include cycling infrastructure to encourage active modes of travel;
- The concept redevelopment for the site, together with the site specific DCP controls propose a precinct with the public domain and landscape strategy at the forefront, prioritising the pedestrian experience;
- The site specific DCP will ensure that future built form will need to demonstrate high quality design to enhance the enjoyment of homes and workplaces;
- Future redevelopment will include a variety of sustainability features and deliver beyond its required targets for sustainability, energy efficiency and water and waste management;
- The Indicative Reference Scheme enables the adoption of Council's preferred dwelling size and mix requirements;
- The proposal is consistent with the objects of the Environmental Planning and Assessment Act 1979, in that it promotes the orderly and economic use and development of land;
- The proposal is consistent with the applicable SEPPs and Ministerial Directions;
- Traffic modelling undertaken indicates that the proposal is not anticipated to result in unacceptable traffic impacts on the surrounding road network subject to mitigation measures identified;
 - The proposal includes a four (4) lane carriageway providing vehicles with access to the site and which can be modified in the future with the adjacent land owner to enable a connection from Norwest Boulevard to Solent Circuit, in alignment with Council's aspiration for the broader Norwest Central Precinct;
- The proposal will deliver significant economic benefits to the locality including:
 - Mulpha's proposed capital investment of \$2.14 billion for Norwest City, of which an estimated \$1.44 billion will be incurred within the study area and \$1.84 billion within NSW (including the study area), will support a total of \$3.32 billion in economic output for the study area during the 11-year construction phase, and \$4.23 billion for NSW (including the study area). This will support a total of 6,502 FTE jobs in the study area, and 8,352 FTE jobs in NSW (including the study area), between 2028 and 2037;
 - The 11-year construction phase is estimated to add a total of \$1.49 billion in additional value to the State;
 - Once construction is complete and full operational employment is achieved, assumed in FY2038, the Norwest City development is estimated to support an economic output of \$3.39 billion per annum for the study area, and \$4.40 billion per annum for NSW (including the study area). This Norwest City development will support 9,839 FTE jobs per annum within the study area (including direct, supply-chain and consumption flow-on effects), and 12,779 FTE jobs per annum within NSW (including the study area); and
 - Once fully operational, Norwest City is estimated to add \$2.20 billion per annum in additional value to the State.
- The proposal presents a unique opportunity to transform a significant landholding that is bound by Norwest Metro station to the south and Norwest Lake to the north, demonstrating strategic merit; and
- This Planning Proposal demonstrates that the proposed land use mix and density can be appropriately accommodated on the site and will align with constructed, planned and envisaged development within the surrounding area. The Indicative Reference Scheme shows the potential for the precinct to exhibit an attractive urban form which prioritises the pedestrian experience and movement, improves social and economic outcomes and enhances vibrancy, whilst minimising environmental impacts. This supports the site-specific merit of the Planning Proposal.

It is understood the Planning Proposal will generate demand for a range of infrastructure on the site including road upgrade works, open space and recreation facilities and community facilities. For this reason, Mulpha are proposing to enter into a Voluntary Planning Agreement with Council following a supportive Gateway Determination which includes direct provision of various infrastructure works and a monetary contribution towards offsite local infrastructure works that Council has identified as being a high priority.

For these reasons, we have no hesitation in recommending this Planning Proposal for Gateway Determination.

Part A – Defining the Vision



Figure 1 *Markettown Indicative Reference Scheme and 'Lakeshore Green' as viewed from Norwest Lake*

Source: FJC Studio

1.0 Introduction

1.1 Overview

This report has been prepared by Ethos Urban in support of a Planning Proposal to amend *The Hills Local Environmental Plan 2019* (The Hills LEP 2019). This report has been prepared on behalf of Norwest City Pty Limited (Mulpha) and relates to land at 4-6 Century Circuit, Norwest (the site), which presently contains the Marketown Shopping Centre and Carlile Swimming Centre, respectively.

The Planning Proposal seeks to fulfill the strategic planning context for change originally established by the North West Rail Link Corridor Strategy (2013) and subsequent Hills Corridor Strategy (2015). The 2015 Strategy contained an overarching vision to meet future housing and employment growth demands alongside the delivery of the North West Rail Link – in operation as the Sydney Metro North West from May 2019. The 2015 Strategy identified the Norwest Business Park as the largest employment centre in the North West. High frequency public transport delivered by the Metro has enhanced connectivity to Norwest and has further underscored its prominence as a Strategic Centre by the Greater Sydney Region Plan and accompanying Central City District Plan. Norwest is also acknowledged in these Plans as a transit-oriented Urban Renewal Area.

To deliver upon the potential outlined above, The Hills Shire have prepared the Draft Norwest Precinct Plan (adopted in November 2022 and placed on exhibition from 2 May 2023) which follows the revised context established in the Hills Future 2036 Local Strategic Planning Statement (2020). The Planning Proposal has been prepared to directly respond to the Draft Norwest Precinct Plan which confirms the vision for Marketown as the *“vibrant heart of the Norwest Strategic Centre as a walkable centre with taller, well designed buildings at its core”* and *“appealing and safe places to shop, dine, socialise, live and enjoy cultural and leisure experiences”*. This Planning Proposal gives effect to the requirement of the Plan in that *“relevant changes to the planning framework will be achieved through a landowner-initiated planning proposal”*.



Figure 2 Markettown ‘Forum’ and ‘The Cascades’ public open space (foreground) and future mixed use development (background)

Source: FJC Studio

The Planning Proposal seeks the following amendments to The Hills LEP 2019:

- Creation of site-specific additional local provisions to address retention of the majority of floorspace on the site for employment generating purposes and to address specific aspects in a future redevelopment such as car parking and residential apartment numbers and sizes;
- An increase in overall mapped height of buildings from RL 116m to RL 216m, which is equivalent to total maximum height of 36 storeys;
- An increase in overall mapped maximum floor space ratio from 1.49:1 to 5.0:1; and
- Other associated supporting amendments to facilitate the envisioned transition of the site the high density and mixed-use heart of the Norwest Strategic Centre.

This Planning Proposal is accompanied by an Indicative Reference Scheme, prepared by FJC Studio, which is also referred to a 'masterplan'. The Indicative Reference Scheme demonstrates that an appropriate built form consistent with applicable strategic plans and with acceptable environmental impacts can be delivered within the parameters of the requested LEP amendments.

This Planning Proposal will facilitate the appropriate planning controls for the site's future redevelopment for a contemporary mixed-use precinct with capacity to deliver a range of employment generating uses including commercial, office, retail, entertainment, recreation, residential and tourist/visitor accommodation floorspace. In addition, a range of community facilities, that will benefit occupants of the site and the broader region, will be provided alongside the comprehensive redevelopment of the site. Extensive public domain works and additional public open space areas are other key public benefits also form part of the Planning Proposal.

Mulpha outlines their commitment to deliver this community infrastructure by way of an indicative public benefit Letter of Offer to enter into a Voluntary Planning Agreement associated with the Indicative Reference Scheme and development provisions accommodated by this Planning Proposal.

1.2 Purpose and Structure of the Report

The purpose of this Planning Proposal justification report is to document the urban planning, design, environmental investigations and technical analysis undertaken in support of the proposal. In addition, the report provides an assessment of the proposed approach sought to manage development, environmental and technical considerations and to confirm suitability and necessity of any additional infrastructure required to support the intent of the planning proposal.

The Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the *Local Environmental Plan Making Guideline* prepared by the Department of Planning and Environment (DPE) dated August 2023. This Planning Proposal addresses the following specific matters in the guideline as demonstrated in **Table 1** below.

Table 1 Consistency with the Local Environmental Plan Making Guideline Content Requirements

Report Section	LEP Making Guideline Reference
<ul style="list-style-type: none">• Section 1.0 – Introduction and background, including the key objectives and intended outcomes of the project.	<ul style="list-style-type: none">• Part 1 – Objectives and intended outcomes
<ul style="list-style-type: none">• Section 2.0 – Describes the site and context the subject of the Planning Proposal.	
<ul style="list-style-type: none">• Section 3.0 – Explores the strategic context that has informed the preparation of the Planning Proposal.	
<ul style="list-style-type: none">• Section 4.0 – Presents a detailed description of the indicative development zone reference scheme, together with the conceptual detail of proposed landscaping and open space enhancements.	
<ul style="list-style-type: none">• Section 5.0 – Provides a detailed description of the planning controls sought under this Planning Proposal.	<ul style="list-style-type: none">• Part 2 – Explanation of provisions• Part 4 – Mapping
<ul style="list-style-type: none">• Section 6.0 – Sets out a detailed assessment of the key urban planning and environmental issues of the Planning Proposal.	<ul style="list-style-type: none">• Part 3 – Justification<ul style="list-style-type: none">- Need for the Planning Proposal- Relationship to strategic planning framework- Environmental, social and economic impact- State and Commonwealth interests
<ul style="list-style-type: none">• Section 7.0 – Provides an assessment of the strategic planning context and provides an assessment of the proposal against the relevant statutory legislation and planning guidelines.	
<ul style="list-style-type: none">• Section 8.0 – Project consultation and timeline.	<ul style="list-style-type: none">• Part 5 – Community consultation• Part 6 – Project timeline
<ul style="list-style-type: none">• Section 9.0 – Conclusion and summary.	

1.3 Objectives and Intended Outcomes

The primary objective of the Planning Proposal is to establish revised planning provisions that will facilitate the future renewal and revitalisation of the site into a vibrant mixed-use hub for the Norwest Strategic Centre, that will deliver jobs, housing, shopping, dining, services, amenities and tourist/visitor accommodation to the local area.

In doing so, the Planning Proposal seeks to provide an appropriate balance of uses that can support the key directions and actions of Council's recently exhibited Norwest Strategic Centre Draft Strategic Plan and the hierarchy of applicable strategic planning context, including the Greater Sydney Region Plan (GSRP), Central City District Plan, North West Rail Link (NWRL) Corridor Strategy as well as The Hills Council's Corridor Strategy.

The objectives and intended outcomes of this Planning Proposal may be presented in the following terms:

- **Transit-oriented development:** Deliver a public-transit oriented precinct that concentrates higher density and active uses around Norwest Metro Station, and will function as a major catalyst for the urban renewal of the Norwest Strategic Centre.
- **Placemaking:** Create an attractive precinct and an enriched community which delivers best practice design in order to meet the needs of workers, residents and visitors of Norwest and the wider community. Provide for retail, outdoor dining and supporting open space which will activate a unique precinct, together with the establishment of varying public domain and streetscapes experiences that will give the precinct character and encourage activity through to the foreshore of Norwest Lake.
- **Employment:** Strengthen the economy within The Hills Shire through the provision of significant new employment opportunities to bolster Norwest Precinct's status as the largest specialised employment centre in Sydney's north-west and to assist in meeting the relevant employment targets established by the Central City District Plan.
- **Housing:** Introduce high quality residential land uses which are seamlessly integrated into a new masterplanned vision for the site and which are delivered with exemplar occupant amenity.
- **Design:** Place high quality urban design and architectural design excellence at the forefront of the Norwest Markettown precinct. Integrate a generous and green ground plane environment with tall and slender towers to increase density whilst ensuring tower form and location minimise impacts on the surrounding locality.
- **Connectivity:** Achieve enhanced mobility and accessibility within the precinct and adjoining areas, providing enhanced vehicular, pedestrian and cycling linkage needs which balance movement and place to provide a network which help deliver a 30-minute city and future proofs future requirements.

1.4 Masterplan for Norwest Marketown

The Norwest Marketown Masterplan, prepared by FJC Studio represents an Indicative Reference Scheme, to guide best practice design and the preparation of detailed planning controls to achieve an attractive precinct with high amenity. Key features of the master plan are:

- Nine (9) buildings of varying heights ranging from 5 to 36 storeys with massing increasing to the south towards Norwest Station and Norwest Boulevard adjacent to the transport hub.
- A net development zone of up to 232,375m² Gross Floor Area (GFA) comprising:
 - 117,330m² of employment generating floorspace comprising commercial, entertainment, retail and hotel accommodation;
 - 102,523m² of residential floorspace comprising approximately 854 apartments; and
 - 12,523m² of community, indoor recreation, cinema, civic and education floorspace.
- Podiums which include elements of non-residential floorspace and which have been designed to address the public domain and facilitate activation of the ground plane.
- 32,200m² of civic and public domain works which will include retail laneways and pedestrian space, plaza and terrace space, public park and water, public forecourt and rooftop gardens.
- Provision of all essential physical, services, roads, open space, lake foreshore, landscaping and sustainability infrastructure required by the development, and complementary facilities to be provided by way of State and Local Voluntary Planning Agreements.

A summary of the Indicative Reference Scheme's key numerical components is provided in **Table 2** below.

Table 2 Numerical summary

Component	Indicative Reference Scheme
Site area	46,455m ²
Employment floor space	Commercial (Retail) (including supermarket): 28,153.6m ² Commercial (Office): 80,591.2m ² Hotel accommodation: 8,584.4m ²
Non-residential floor space (comprising community facility, information and education facility, cinema, recreation facility (indoor) and entertainment facility)	12,523m ²
Residential density (dwelling/ha)	184
Quantity of apartments	854
FSR	5.0:1
Maximum height	RL216
Open space, civic/public space (including roads and public domain)	32,200m ²
Car Parking	Business premises: 604 Retail: 761 Gymnasium: 38 Child Care Centre: 23 Other facilities: 130 Hotel: 116 Residential: 925 Total: 2,597 car spaces

A photomontage of the Norwest Marketown Indicative Reference Scheme is provided at **Figure 3**. A ground level plan and typical podium level showing the proposed layout and distribution is provided at **Figures 4 and 5**.



Figure 3 *Marketown Indicative Reference Scheme as viewed from Norwest Boulevard*

Source: FJC Studio



Figure 4 Proposed layout and distribution of uses at the ground level

Source: FJC Studio



Figure 5 Proposed layout and distribution of uses at the podium level

Sources: FJC Studio

1.5 Planning Amendments

The proposed amendments to The Hills LEP 2019 are summarised in **Table 3** below.

Table 3 Existing and proposed LEP controls

Control	Existing	Proposed
2.1 – Land Use Zones Land Use Zones Map	E1 Local Centre	Amend Land Zoning Map (Sheet 16) to identify the site as 'MU1 Mixed Use'.
4.3 – Height of buildings Height of Buildings Map	RL 116m	Amend Height of Buildings Map (Sheet 16) to identify the site as subject to maximum height of RL 216m.
4.4 – Floor space ratio Floor Space Ratio Map	1.49:1	Amend Floor Space Ratio Map (Sheet 16) to identify the site as "Area M" subject to Clause 7.11 (to achieve a total FSR of 5.0:1).
7.11 – Development on certain land within the Sydney Metro Northwest Urban Renewal Corridor	-	Amend Clause 7.11 to include site specific 'Clause 7.11 (3B)'. Refer to Section 5.2 .
Schedule 1 – Additional permitted uses		<p>It is suggested the following amendments are made to the Additional Permitted Uses Map (Sheet 16) and to Schedule 1 of the LEP:</p> <ul style="list-style-type: none"> Remove additional permitted use related to residential flat buildings as this is a permitted use in the MU1 zoning; and Identify the area subject to the SP2 Infrastructure as "Item 27" and include an additional clause under Schedule 1 to allow for the following uses on that part of the site: recreation area, retail premises, recreation facility (outdoor), water recreation structure, waterbody (artificial) and wharf/boating facilities.

2.0 The Site

2.1 Site location and context

The Norwest Marketown site is located at 4-6 Century Circuit, Norwest within The Hills Local Government Area (LGA). Norwest is approximately 12km north of the Parramatta CBD, and 35km northwest of the Sydney CBD. The site is strategically located within the north eastern portion of Norwest Business Park. The Park accommodates an extensive amount of employment land and contains a range of facilities and amenities, including childcare centres, medical facilities, supermarkets, and a range of smaller retail tenants. It also incorporates recreational areas as well as pedestrian and bicycle linkages. The northern portion of the site directly adjoins Norwest Lake.

The site is also directly adjacent to the Sydney Metro Norwest railway station, which commenced public services in May 2019. Surrounding each Metro station is an identified precinct that contributes to the Sydney Norwest Urban Renewal Corridor. In the context of this corridor, the site is situated within the Norwest Precinct. A map showing the location of the site in its surrounding context and the Sydney Metro Northwest line is provided in **Figure 6** below.

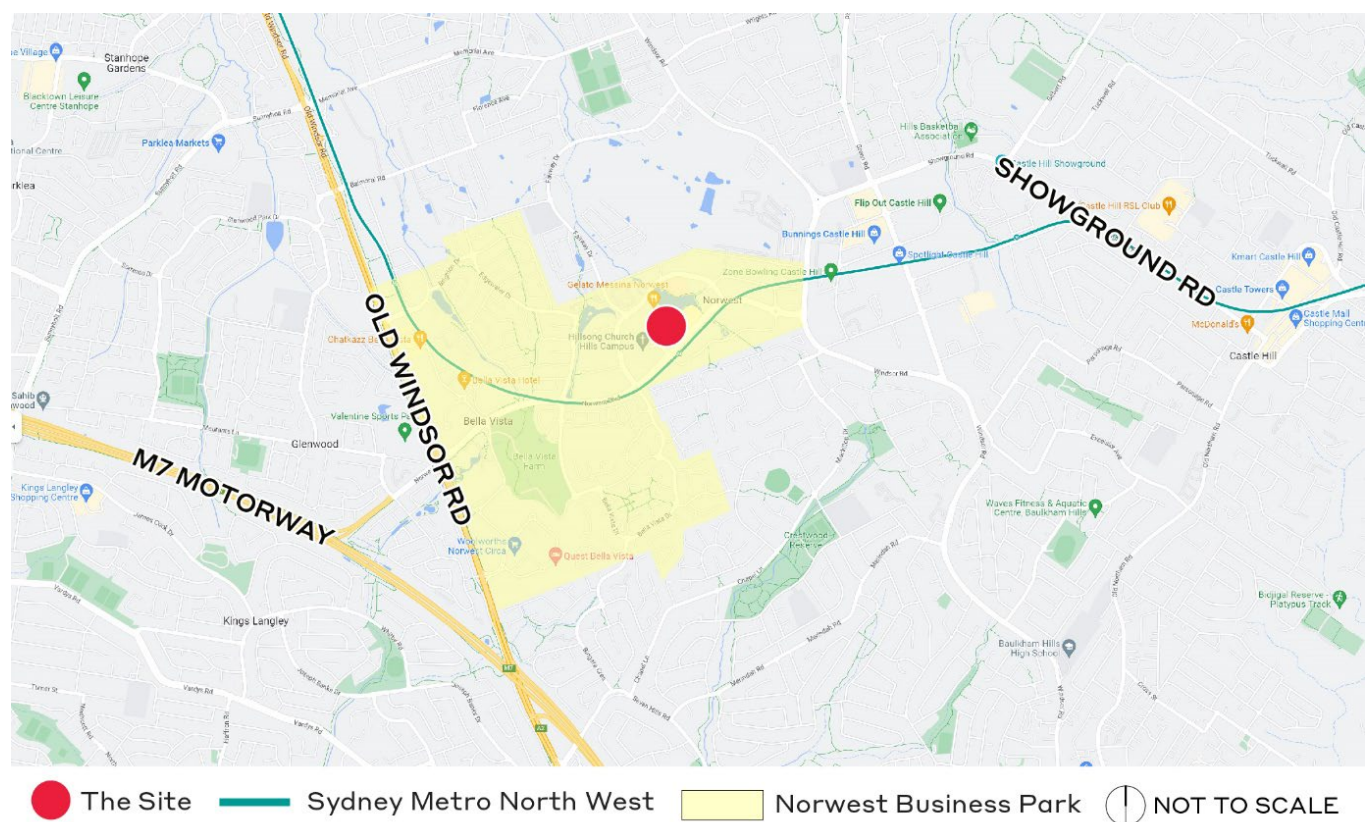


Figure 6 Location of the site in its surrounding context

Source: Google Maps, edits by Ethos Urban

The worker population within Norwest Business Park includes around 25,000 workers, being one of Greater Sydney's major employment areas. The workforce includes a large portion of professionals and clerical/service workers. Health care and social assistance, retail trade, professional, scientific, and technical services are the largest employing industries in the locality.

Further analysis is undertaken within the Strategic Background at **Section 3.0**.

2.2 Site description

The site is situated on the northern side of Norwest Boulevard, between Brookhollow Avenue and Century Circuit. It comprises two allotments which are legally described as Lot 2 in DP 1213272 (4 Century Circuit) and Lot 5080 in DP1008602 (6 Century Circuit). Both allotments are owned by Mulpha. The site is 46,455m² and is irregular in shape. A Site Survey has been prepared by Land Partners and is attached at **Appendix U**.

The site has a frontage of approximately 185m to Norwest Boulevard and incorporates Century Circuit which extends in a north-east direction within the southern portion of the site. This site was formerly part of the North Sydney Brick and Tile Company's Brick Works Holding and as noted previously now forms part of the Norwest Business Park. An aerial view of the site, the relevant allotments and the immediate locality is provided at **Figure 7** below.

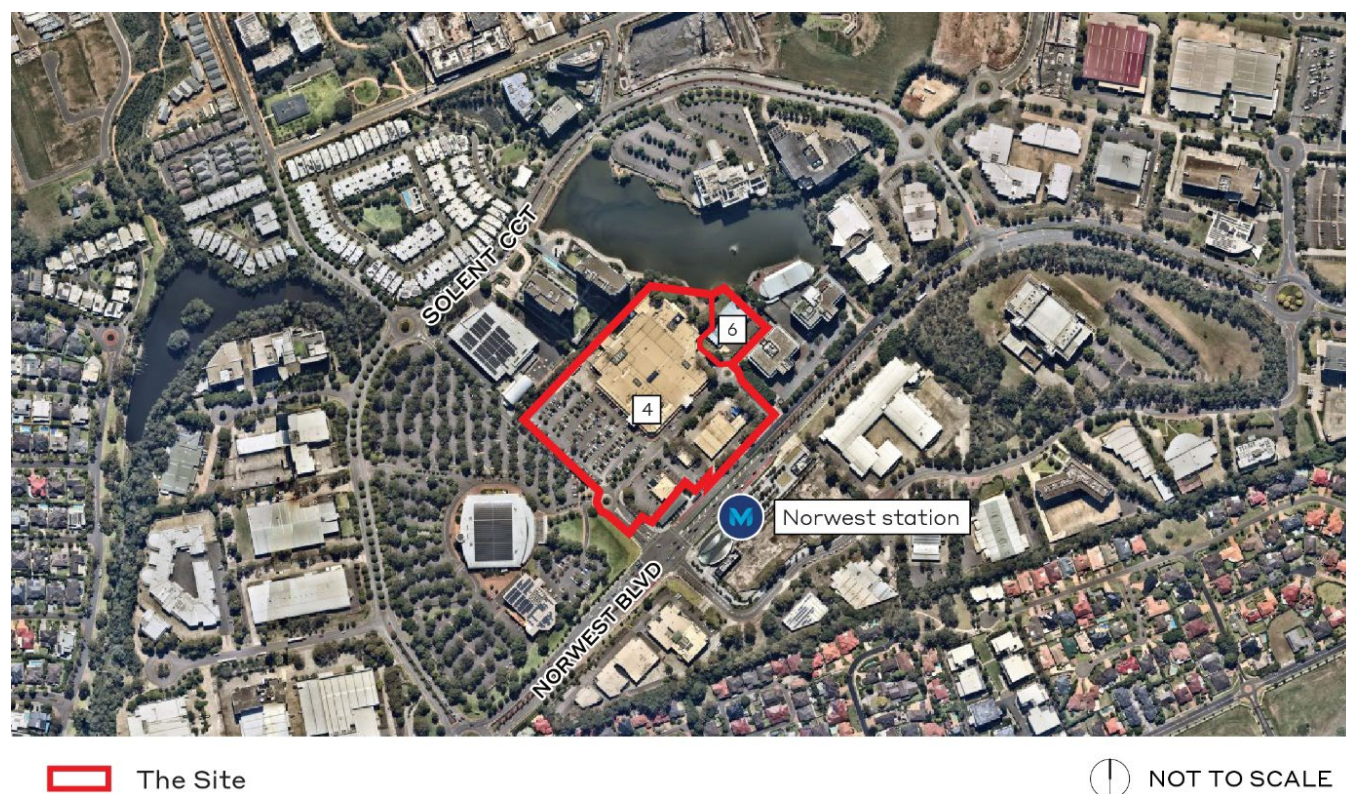


Figure 7 Site aerial photograph, showing extent of the site

Source: Nearmap, edits by Ethos Urban

2.3 Existing development

4 Century Circuit, Norwest

4 Century Circuit, Norwest predominantly comprises a single storey retail building known as Norwest Marketown Shopping Centre. This building occupies the north eastern portion of the site and has been operational since the early 1990s (refer to **Figures 8 – 13**). The centre contains a traditional enclosed ground level retail mall, with the anchor tenant being a Coles supermarket of approximately 4,000m². The centre also incorporates approximately 1,500m² smaller specialty retail shops and food and drink premises, and approximately 1,400m² of non-retail land uses, basement car parking and childcare. Several additional standalone retail buildings are accommodated in the southern portion of 4 Century Circuit along Norwest Boulevard, including a Shell service station with accompanying carwash (**Figure 10**), a Liquorland store (**Figure 11**) and a former fast food store that is now being refurbished for a food and beverage outlet.

Significant open at-grade car parking to service these uses can be found to the southwest of the shopping centre building. The Marketown Shopping Centre adjoins Norwest Lake along its northern perimeter and accommodates open space area along its eastern edge which consists of paving and grassed areas that terrace down towards the lake (refer to **Figure 12**). It is noted that a small portion of the site includes a section of the Norwest Lake foreshore.

6 Century Circuit, Norwest

6 Century Circuit is located to the northeast of 4 Century Circuit. This site currently comprises a single storey building, Carlile Swimming Norwest, which accommodates an indoor pool and associated facilities (refer to **Figure 13**). At-grade car parking for the swimming centre is located to the front of the building, to the southeast. 6 Century Circuit also fronts onto Norwest Lake at its rear north-western frontage and contains a section of the Norwest Lake foreshore where it interfaces with the shopping centre.

All site photos provided below were taken on 5 February 2023.



Figure 8 Existing shopping centre, viewed from the front parking lot to the southwest



Figure 9 Existing shopping centre, viewed from the southern corner



Figure 10 Shell service station



Figure 11 Liquorland store



Figure 12 Open space and child care centre to the rear of the shopping centre fronting lake



Figure 13 Carlile Swimming Norwest building

Sources: Ethos Urban

2.4 Local context and surrounding development

The surrounding locality comprises a mix of residential, commercial, retail uses and open space. To the direct north the site is bounded by Norwest Lake. Open space in the form of passive lawns and pedestrian boardwalks are provided around its perimeter. Recently, there have been a number of developments particularly focused on increasing the residential population in close proximity to the site, contributing to the changing character of the locality which is transitioning from being an employment focused centre to a mixed use area.

The surrounding context is further described below.

- To the north of the site is the existing Norwest Lake, with the Lakewood Private Hospital and other commercial development beyond (**Figure 14**). Further north beyond Solent Circuit are a number of recent high density residential developments, including The Orchards at 9-13 Spurway Drive, Watermark at 38 Solent Circuit and Haven at 2 Natura Rise Norwest.
- To the north-west of the site is a recent high density mixed use development, 'The Esplanade', at 11-13 Solent Circuit. This prominent development also fronts Norwest Lake, including a commercial and residential podium, and two residential towers (**Figures 14 – 15**). To the direct west of the site is the Hillsong Church Epicentre (**Figure 17**) and Chapel (**Figure 18**), and open air parking associated with the Church.
- To the south-west of the site, opposite Century Circuit is the Hillsong Church Hills Campus (**Figure 19**). To the south, at the corner of Century Circuit and Norwest Boulevard is the Norwest Metro station (**Figure 20**), with a number of commercial and light industrial uses, and the residential suburb of Baulkham Hills further beyond.
- To the east of the site are a number of commercial buildings associated with Norwest Business Park (**Figure 21**), fronting onto Norwest Boulevard. Further beyond, opposite Norwest Boulevard is the IBM Data Centre.

These surrounding uses are illustrated below.

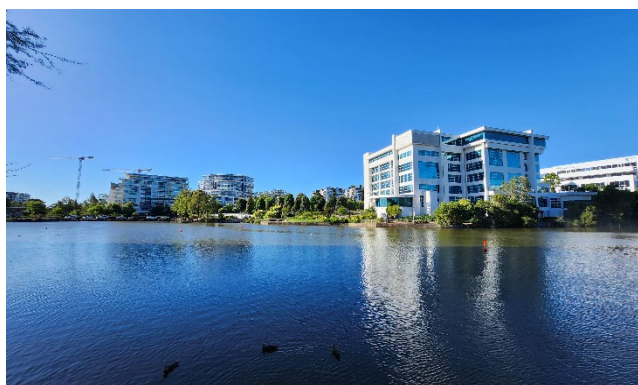


Figure 14 Lakeview Private Hospital across Norwest Lake



Figure 15 The Esplanade development, viewed from across Norwest Lake

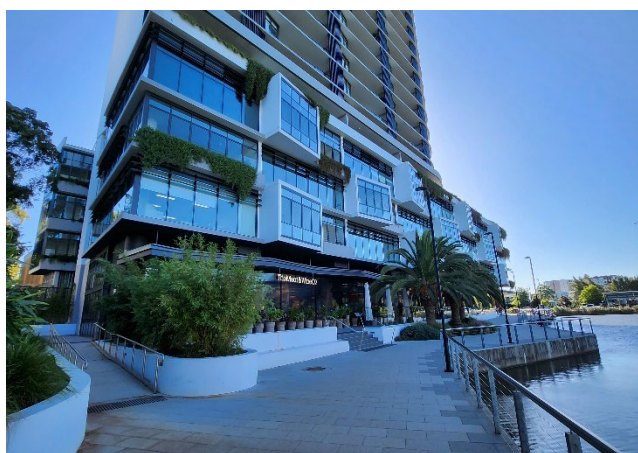


Figure 16 The Esplanade development, viewed from lake foreshore



Figure 17 Hillsong Epi Centre

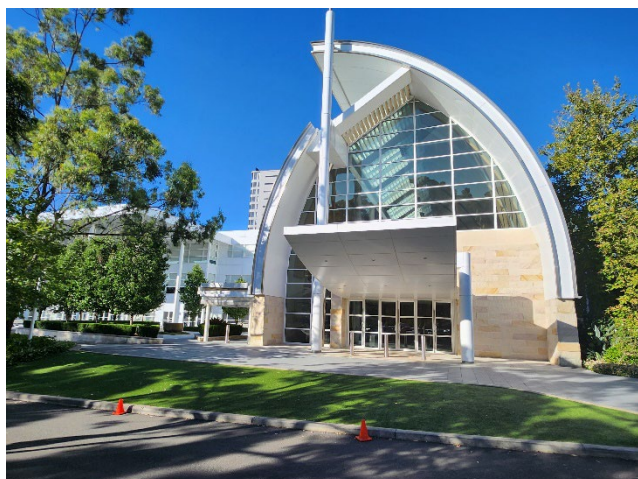


Figure 18 Hillsong Chapel



Figure 19 Hillsong Church front entrance



Figure 20 Norwest Metro station



Figure 21 Commercial building – 10 Century Circuit

2.5 Transport and connectivity

As previously mentioned, the site is adjacent to the Norwest Metro railway station to the south-east. A pedestrian entry portal adjoins the southern most corner of the site at the intersection of Norwest Boulevard and Century Circuit. The land in which the portal is located is owned by Sydney Metro. The Sydney Metro North West provides fast and frequent rapid transit access throughout the Hills District, including to Tallawong, Rouse Hill, Castle Hill, and to the regional centre of Macquarie Park and Chatswood to the east. This line is being further extended to the Sydney CBD, Sydenham in 2024 and then on to Bankstown in future years.

A number of bus services also service the site. The 632, 660, 662, 664, 715, 730 and N92 services can all be hailed from Norwest Boulevard, providing transport access to Parramatta, Rouse Hill, Seven Hills, Castle Hill, Kellyville, and Bella Vista, amongst others.

Road and vehicular access to the development is provided from Norwest Boulevard at Brookhollow Avenue, and via the Century Circuit. Norwest Boulevard directly connects to Windsor Road, Old Windsor Road (State Route A2) and the M7 Motorway approximately 1km southwest of the site, providing access to Sydney's arterial road and motorway network.

2.6 Current planning controls

The Hills LEP 2019 is the principal environmental planning instrument that applies to the site. The existing planning controls that apply under the LEP are outlined below in **Table 4**.

Table 4 Current LEP provisions

LEP Clause	Provision
2.1 – Land use zones	E1 Local Centre and part SP2 Drainage
4.1 – Minimum lot size	600m ² in the E1 Local Centre zone and 8,000m ² in the SP2 Drainage
4.3 – Height of buildings	The site is subject to a maximum height of RL 116m.
4.4 – Floor space ratio	The maximum floor space ratio that applies to the site is 1.49:1.
5.10 – Heritage conservation	<p>The site is not a heritage listed item nor is it located in the immediate vicinity of a heritage item. The following heritage items are sited in the broader surrounds of the site:</p> <ul style="list-style-type: none"> • Avenue of trees leading to Castle Hill Country Club – Spurway Drive, RMB 47–49 Windsor (Local I25); • Windsor Road from Baulkham Hills to Box Hill (Local I28); and • Bella Vista Homestead Complex Heritage Conservation Area (State C2).
7.7 – Design excellence	<p>Development consent must not be granted to development unless the consent authority considers that the development exhibits design excellence. This provision applies to developments with a height greater than 25m.</p> <p>In considering whether the development exhibits design excellence, the consent authority must have regard to the matters set out in Section 7.7 of The Hills LEP 2019.</p>
Schedule 1 – Additional permitted uses	Under Clause 20, Item 26 (the site), the Additional Permitted Uses Map permits residential flat buildings on land zoned E1 Local Centre.

2.6.1 Land use zoning

The land use zoning for the site is illustrated in **Figure 22**. As shown, the majority of the site is zoned E1 Local Centre with a portion addressing the lake zoned SP2 Infrastructure.

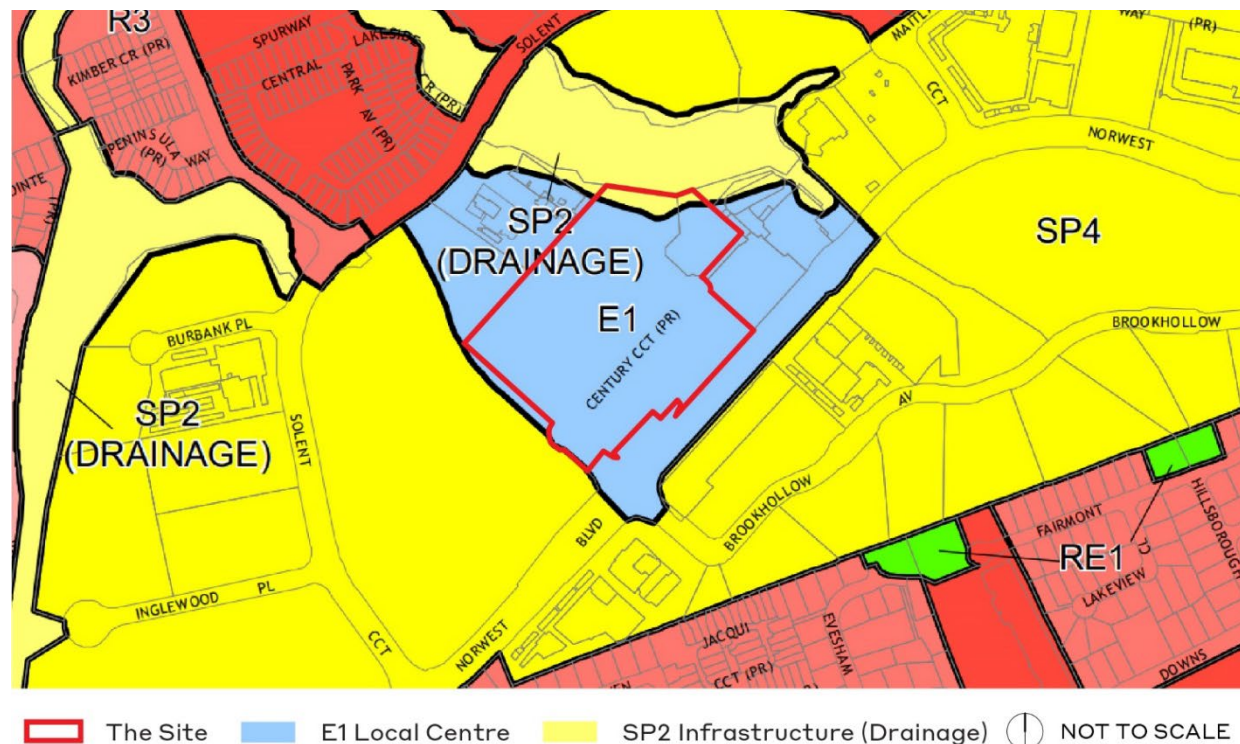


Figure 22 Land Use Zoning Map from The Hills LEP 2019

Source: Legislation NSW, edits by Ethos Urban

2.6.2 Building height

Maximum building height controls for the site are illustrated in **Figure 23**. The area of the site that is zoned E1 Local Centre is subject to a maximum building height of RL 116m.

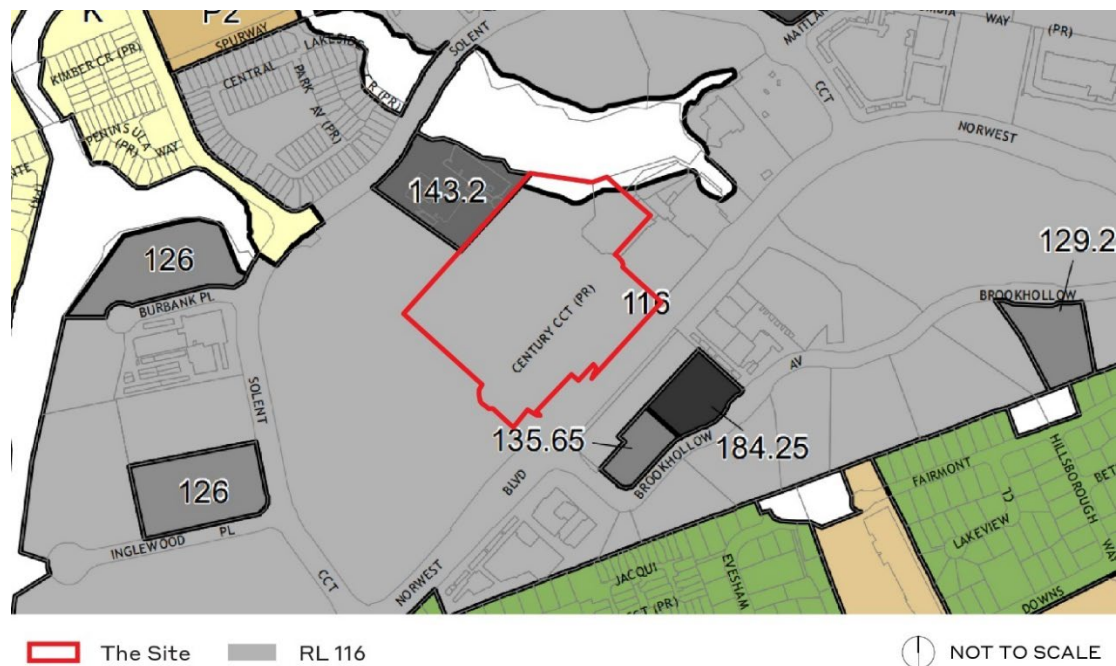


Figure 23 Maximum Building Height Map from The Hills LEP 2019

Source: Legislation NSW, edits by Ethos Urban

2.6.3 Floor space ratio

Floor space ratio (FSR) controls for the site are illustrated in **Figure 24**. The area of the site that is zoned E1 Local Centre is subject to a maximum FSR of 1.49:1.

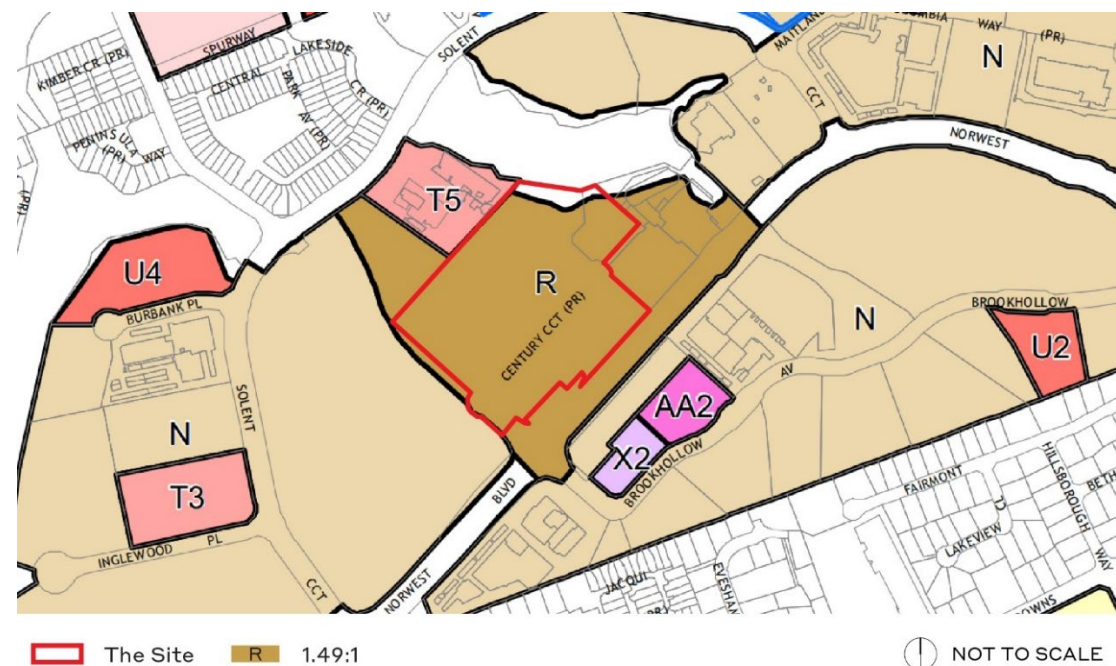


Figure 24 Maximum FSR Map from The Hills LEP 2019

Source: Legislation NSW, edits by Ethos Urban

2.6.4 Additional Permitted Land Uses

Clause 20 of Schedule 1 – Additional Permitted Uses in The Hills LEP 2019, identifies the site as 'Item 26' (refer to **Figure 25**) which provides for 'residential flat buildings' as permissible with development consent on the area of the site that is zoned E1 Local Centre. The inclusion of the site into Schedule 1 was in response to the Department of Planning and Environment's (DPE's) April 2023 Employment Zone Reforms which rezoned the site from B2 Local Centre.

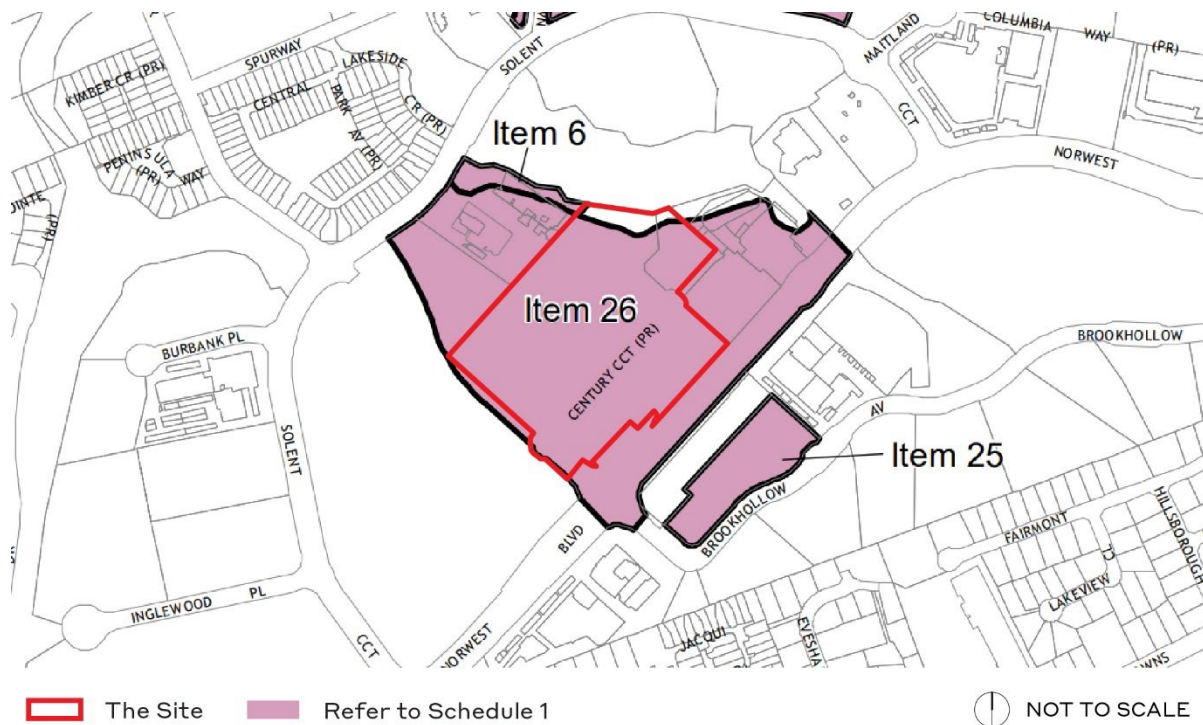


Figure 25 Additional permitted uses Map from The Hills LEP 2019

Source: Legislation NSW, edits by Ethos Urban

2.7 Evolution of the Planning Proposal

2.7.1 Original Planning Proposal (7/2017/PLP)

The site was subject to a previous Planning Proposal prepared by Mulpha which was submitted to Council on 14 December 2016 (7/2017/PLP). On 20 September 2017, Council provided written advice recommending that 7/2017/PLP not proceed to Gateway determination. Council recognised that the proposal represented the opportunity to rejuvenate the site; however, considered that the proposed scale was excessive and could give rise to unacceptable traffic congestion. Notwithstanding, Council stated it was willing to work alongside the proponent to deliver a development outcome in line with their expectations.

The Planning Proposal was considered at a pre-Gateway review meeting held on 21 September 2017 where it was determined by the Sydney West Central Planning Panel that the proposal would not proceed to Gateway. Whilst it was acknowledged that the proposal had strategic merit, it was concluded that there was a lack of site-specific justification to allow the Planning Proposal to progress.

Outcomes of Previous Consultation – Sydney West Central Planning Panel

A summary of comments raised by the Sydney West Central Planning Panel on the previous Planning Proposal is provided below:

- It was not adequately demonstrated that the locality has the capacity to accommodate the development of the proposed scale.
- The height of the proposed towers were considered by the Panel to be excessive.
- The planning proposal was deficient in information and therefore the impacts emanating from the proposal could not be confirmed.
- The submission did not incorporate an urban design study to justify the proposed bulk and scale with respect to the envisaged future character for the area.
- There was an absence of detailed information surrounding the necessary upgrades to local and State infrastructure and the arrangements required to provide the necessary facilities
- The Panel considered that there should be a requirement for a cumulative transport study prepared in consultation with Transport for NSW (TfNSW) and the Road and Maritime Services (RMS).

The above comments have been a key consideration in the preparation of the revised Planning Proposal.

2.7.2 Revised Planning Proposal

Following the original lodgement of the Planning Proposal in 2017, Mulpha undertook significant engagement and further studies to ensure that an improved proposition was achieved, with regard to the revised strategic setting and opportunity of the site recognised in the GSRP, Central City District Plan, NWRL Corridor Strategy and The Hills Corridor Strategy. Since lodgement, TfNSW and the DPE have also set car parking targets for Metro station development sites.

Since the lodgement of the original Planning Proposal in 2017, Council has undertaken significant work in setting the strategic vision for the Norwest, evident by the recent exhibition of the Norwest Strategic Centre Draft Strategic Plan which identifies the Norwest Central Precinct specifically as a *“key employment destination, with a designated commercial area close to the Metro Station and mixed-use heart at Norwest Marketown”*.

The revised Planning Proposal has been prepared to directly respond to the Draft Norwest Precinct Plan and facilitate future development which aligns with Council's vision for the redevelopment of the areas surrounding the Norwest Metro Station precinct. The Proposal remains in alignment with the key principles related to land use, built form, connectivity, public domain and open space and infrastructure, as discussed further in **Section 7.2.2**.

Mulpha has also undertaken to further analyse and respond to cumulative traffic impacts and to formulate an integrated transport study for the Norwest Business Park. Further, the previous Planning Proposal has been revised to provide a bulk and scale more sympathetic to the character of the locality, which further assesses solar access to demonstrate height compatibility. Importantly, Mulpha has responded to the Planning Panel feedback in 2017 and more recent Council feedback provided in 2022 and 2023 in the pre-submission phase of the current proposal.

Since 2017 and the lodgement of (7/2017/PLP), Mulpha purchased 6 Century Circuit, Norwest which now forms part of the site subject of the Planning Proposal, which substantially increases the quantum of lakefront area within the site area and potential built form and integrated into the Proposal.

Table 5 Comparison between 7/2017/PLP and this Planning Proposal

	7/2017/PLP	This Planning Proposal
Indicative Reference Scheme		
Site Area	44,000m ²	46,455m ²
Employment floor space	110,000m ²	117,329.2m ²
Residential density (dwelling/ha)	206	184
Quantity of apartments	905	854
FSR	4.55:1	5.0:1
Maximum height	RL 218.05	RL 216
Open space, civic/public space (including roads and public domain)	24,180m ²	32,200m ²
Car parking	2,846 spaces	2,597 spaces
Planning Controls		
Land Use Zoning	B2 Local Centre (existing) to B4 Mixed Use	E1 Local Centre (existing) to MU1 Mixed Use
Height	RL 116 (existing) to RL 218.05	RL 116 (existing) to RL 216
Floor Space Ratio	1.49:1 (existing) to 4.55:1	1.49:1 (existing) to 5.0:1 (provided a certain quantum of particular employment generating uses is achieved)

The Hills Shire Council Consultation

To begin the consultation process for the current Planning Proposal, Mulpha submitted a preliminary concepts presentation to Council officers on 7 July 2022. On 5 August 2022, Council responded with a preliminary advice and scoping requirements letter (Council ref: FP35) providing high level feedback on the preliminary plans and requirements for the Planning Proposal. These were addressed in the Scoping Report and Urban Design Concept that was lodged on 4 October 2022. On 6 December 2022, Council responded with further advice on the package (Council ref: 1/2023/PPLP). A summary of Council's comments and where they have been addressed throughout this report is provided at **Table 6** below.

Table 6 Response to Council preliminary advice and scoping requirements

Commentary	Response
1. Recommended Changes to the Scope of the Proposal	
a) In calculating a minimum of 50% of the floor space proposed on the site to be allocated towards 'commercial premises' (which comprises business premises, office premises and retail premises), this should not include other proposed non-residential uses, such as community and recreation facilities.	Complied with. The proposed planning provisions for the site include new Part 7 Local provisions which require a minimum of 50% for employment generating floorspace, excluding community and recreation land uses. Refer Section 5.1 .
b) The planning proposal should propose clear LEP mechanisms that achieve the delivery of the minimum quantum of employment and community floor space, and the maximum quantum of residential dwellings;	A draft site specific clause has been included in Section 5.2 with the intention to ensure the appropriate delivery of employment and community floor space as well as maximum quantum of residential dwellings.

Commentary	Response
c) The planning proposal should include a clear LEP mechanism for the achievement of Council's preferred dwelling size and mix requirements under Clause 7.11 of LEP 2019 – it is noted however that you advised of your intention to seek variation to this and submit further justification in support of your application;	The Proposal aligns with The Hills LEP 2019 unit sizes as reflected in the proposed new Part 7 local provisions. Refer to Section 5.2 for further explanation.
d) Floor space calculations should comprise a breakdown of floor space for each land use proposed and include the exact number of residential dwellings proposed.	Noted. Refer to Section 4.0 for an appraisal of the individual floorspace of the Indicative Reference Scheme which are capable of being achieved under proposed controls within Section 5.0 .
e) The planning proposal should clearly identify the proposed car parking rates and provide a breakdown of parking spaces per land use, including any proposed shared use arrangements;	The proposed car parking rates and breakdown of parking spaces per land use is provided in the Traffic and Parking Study prepared by Gennaoui Consulting which corresponds with the maximum parking provisions as drafted within Section 5.2 .
f) The roundabout at the entrance to the site on Century Circuit (adjoining Hillsong Campus) should be replaced or amended to result in less traffic queuing into the intersection with Norwest Boulevard. Queuing already occurs in this location on the site and will likely worsen as a result of the proposed development;	Upgrades to Century Circuit will remove the existing roundabout that currently provides access to the Hillsong Campus. Further detail on proposed traffic arrangements are provided in the Traffic and Parking Study, refer to Appendix K .
g) The left in left out access arrangement on the northern intersection of Century Circuit and Norwest Boulevard (north of the Petrol Station) should be retained. The scoping material is unclear and inconsistent with respect to whether right turn access is proposed to be provided in this location. It is considered unnecessary to facilitate right turn movements in this location given that this access is already provided at the southern intersection of the site. Further, it is unlikely to be supported by TfNSW;	The left in left out access arrangement on the northern intersection of Century Circuit and Norwest Boulevard remains unchanged as a result of the Planning Proposal and supported by justifications in the Traffic and Parking Study prepared by Gennaoui Consulting (Appendix K).
h) The planning proposal should demonstrate how it will deliver the portion of the road link identified in the <i>Norwest Strategic Centre Draft Strategic Plan</i> between Norwest Boulevard and Solent Circuit to Fairway Drive. The proposal should consider how this would occur in terms of orderly development, given that the remaining portion of the road link traverses the adjoining Hillsong Campus site; and	The road link between Norwest Boulevard and Solent Circuit has been considered and remains a medium to long term opportunity pending further investigation by the Proponent, Council and adjoining landowners.
i) Any plans to relocate the foreshore water line should consider existing public access easements along the lake edge, as well as any impacts on the volume and depth in the lake, which functions as an on-site detention basin. Any openings need to be set 500mm above the Flood Plain Level (FPL).	Mulpha have indicated a conceptual design for upgrades to the foreshore water edge and propose activation of the lake including investigating potential public access. Adjustments to the lake foreshore are considered in the Stormwater Management Report prepared by Egis (Appendix S).
2. Nomination of the Planning Proposal Category & Council Assessment Fees	
In accordance with the Local Environmental Plan Making Guideline the planning proposal falls within the category of 'Complex'. In accordance with the Hills Shire Council adopted fees and charges, a 'Complex' proposal will be subject to a lodgement fee of \$177,850.	Noted.
3. Consultation Requirements and Assessment Timeframes	
Should Council resolve to support the planning proposal and progress to Gateway Determination, it is anticipated that formal consultation with government agencies will occur following the issue of a Gateway Determination, concurrent with public exhibition of the planning proposal. Public exhibition and consultation will occur in accordance with the Gateway Determination and for a minimum of 28 days.	Noted.

The Department of Planning and Environment has implemented its Planning Reform Action Plan, which seeks to fast track planning proposal assessment timeframes and provides minimal opportunity to obtain timeframe extensions. As such, Council is unable to defer consideration of critical elements such as infrastructure solutions or a draft development control plan to the post-Gateway stage. It is envisaged that these elements will be reported to the Local Planning Panel and Council concurrently with the planning proposal.

4. Recommended Investigations and Studies to Support the Proposal

At a minimum, the following information should be submitted as part of your planning proposal lodgement package:

- Application Form, Owners Consent and completed Political Donations forms;
- A Planning Proposal Report, which addresses the Department of Planning and Environment's Local Environmental Plan Making Guideline;
- Master Plan/Structure Plan/Urban Design Report;
- Full set of Architectural Plans;
- Heritage Assessment Report;
- A draft Development Control Plan;
- Traffic, Parking and Accessibility Report;
- Environmental constraints reports (stormwater and flooding);
- Residential Demand Analysis;
- Retail and Employment Demand Analysis;
- Utilities Servicing Report;
- Local Infrastructure Analysis, which considers the impacts of the proposal on the demand for local infrastructure and recommends a suitable development contributions framework in association with any development uplift on the land. It will be necessary to establish the proposed infrastructure contributions mechanism and submit details of this at the time of lodging the planning proposal application (for example, any draft Contributions Plan or offer to enter into a Voluntary Planning Agreement); and
- Presentation material for Councillor briefing session in accordance with Council's Planning Proposal Policy.

Noted. A list of all technical inputs which accompany this Planning Proposal Justification Report is provided in the Table of Contents.

5. Preliminary Advice as to Whether the Proposal has Strategic and Site-Specific Merit

Strategic Merit

It is important to note that the ability of the planning proposal to meet the strategic merit test is contingent on sufficient certainty being provided with respect to the achievement of minimum commercial floor space delivered on the site. The proposed LEP mechanisms will be critical in this regard, given the strong strategic vision with respect to the employment generation on this site, within a mixed use development.

It will also be necessary for any proposal to demonstrate the development outcomes and uplift sought can be appropriately serviced by local and state infrastructure, as this is also an important strategic merit consideration.

Respond to a change in circumstances that has not been recognised by the existing planning framework, such as a key infrastructure investment, Government priorities or changes in population of demographic trends.

The planning proposal responds to the commencement of the Sydney Metro Northwest, the release of the Greater Sydney Region Plan and Central City District Plan, Council's Local

An assessment of the strategic and site-specific merit is provided in **Section 7.0**.

Commentary	Response
<p>Strategic Planning Statement and the <i>Norwest Strategic Centre Draft Strategic Plan</i> (yet to be exhibited). The planning proposal would respond to a change in circumstances arising from these factors, which are not recognised by the existing planning controls.</p>	
<p>Site Specific Merit</p>	
<ul style="list-style-type: none"> <i>the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)</i> <p>The Hills Development Control Plan 2012 identifies the site as a flood control lot. A flooding and stormwater report will be required to identify the extent of the flood affected land and flood levels, the pre-development and post-development flood scenario and demonstrate that the development can occur safely, in accordance with the Floodplain Development Manual and Council's Development Control Plan, and not affect any other properties in terms of flooding.</p>	<p>A Stormwater Management Report has been prepared by Calibre which responds to Council's comments. Refer to Appendix S.</p>
<ul style="list-style-type: none"> <i>the built environment, social and economic conditions</i> <p>The Norwest Precinct is undergoing a significant amount of change in response to the delivery of the Sydney Metro Northwest and the identification of Norwest as a strategic centre with a significant job target. While increased height and density is expected at this location, broadly in line with that being proposed, the planning proposal and supporting material will need to explain and justify the merit of the built form proposal in detail.</p> <p>Following a review of the plans submitted with the scoping report, the following matters should be addressed:</p> <ul style="list-style-type: none"> Consideration of connecting the below ground retail levels to the pedestrian underpass to Norwest Metro Station; Consideration of the solar impacts on adjacent properties, particularly the public plaza areas on the station site across Norwest Boulevard; Building shapes that facilitate regular internal spaces in buildings (sharp corner architectural features may result in poorly configured internal spaces); Clear identification of private communal open space areas for residents and public open space areas; and Clear identification of deep soil areas (not above a basement). 	<p>A technical assessment of the Planning Proposal has been provided at Section 6.0.</p> <ul style="list-style-type: none"> The below ground connection between the retail areas and Metro Station has been explored in Section 6.1. Solar impacts of the proposal have been outlined in Section 6.1. Building form and shapes are discussed in the Urban Design Report at Appendix A. Private communal space areas for residents will be discussed in future detailed development applications (DAs). The quantity and provision of public open space is discussed in Section 4.4. The Indicative Reference Scheme has the ability to achieve the 15% deep soil requirement, subject to further design development.
<ul style="list-style-type: none"> <i>existing, approved and likely future uses of land in the vicinity of the land to which the proposal relates; and/or</i> <p>The Norwest Precinct is undergoing a significant amount of change and there are a number of recent developments, finalised planning proposals and approved development applications that indicate the likely future uses and development of land in the vicinity.</p> <p>Further, Council will be commencing consultation on the draft Norwest Precinct Plan in early 2023 that, if adopted by Council, will provide further guidance on the future uses of land in the vicinity of the proposal.</p>	<p>Noted.</p> <p>It is understood the Norwest Strategic Centre Draft Strategic Plan was recently placed on exhibition. The Plan has been discussed throughout this Planning Proposal Report. Refer to Section 7.0.</p>
<ul style="list-style-type: none"> <i>services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision</i> <p>The current contributions framework applicable to the site does not cater for the planning proposal and as such a new infrastructure mechanism will be required to deliver the infrastructure necessary to support the uplift in development potential. Contributions towards active and passive open space, drainage infrastructure, traffic infrastructure, pedestrian connections and community facilities will be</p>	<p>An Infrastructure Delivery Plan has been prepared by GLN and is provided at Appendix D.</p>

Commentary	Response
<p>necessary to support the proposal. Further information about the infrastructure solution is provided below in item 7.</p>	
<p>6. Development Control Plan</p> <p>A site-specific development control plan will be required to be submitted as part of your planning proposal lodgement package. The planning proposal and development control plan are to be consistent in their representation of the outcomes for the site and the required development standards and development controls to achieve this outcome. The draft development control plan should include development controls to achieve the following key urban design criteria:</p> <ul style="list-style-type: none"> • Maximum building lengths of 65m; • Maximum residential tower floor plates of 750m²; • Compliance with the Apartment Design Guide with respect to building separation, solar access and landscaping requirements; • Solar access to common open space of 4 hours between 9am and 3pm on 21 June; • Setbacks should be provided that ensure a balance between appropriate tower separation and an active ground plane; • Podium heights should seek to reduce the perceived building bulk from the ground plane and seek to provide fine grain urban facades; • Commercial tower floor plates should facilitate tall and slender buildings that distinctly mark the core of the strategic centre; • Taller buildings are to be strategically located towards Norwest Boulevard and Century Circuit to signify the entrance to the mixed use core; • Shorter buildings are to be provided adjacent to public spaces, to sympathetically frame these areas and reduce visual impacts; • Building articulation is to be provided to soften visual impact of the towers and develop a pedestrian scale; • High quality public domain and plaza areas integrated with key pedestrian movements within and beyond the site. This should also include public art and informative way finding signage; • The proposed public park should create a well defined and comfortable public space around Norwest Lake for casual recreation and relaxation; • A pedestrian friendly environment should be created for movements both within and through the site. Publicly accessible pedestrian through site links and active ground floor uses should create a desirable and vibrant streetscape; • Landscape and deep soil area requirements should be clearly defined and include objectives for tree retention and canopy cover targets; and • Waste management design should be undertaken in accordance with the existing requirements of Council's DCP. 	<p>A draft Development Control Plan (DCP) has been prepared by Ethos Urban and provided at Appendix I. The DCP follows the key urban design criteria provided by Council with further detail and justification included within Section 5.3.</p>
<p>7. Infrastructure Solution</p> <p>The planning proposal should be accompanied by an infrastructure solution that will ensure the delivery of appropriate infrastructure to support the proposed development. Any advice received from TfNSW will be forwarded to you for your consideration in the preparation of your planning proposal material for lodgement (refer to Table 7).</p>	<p>An Infrastructure Delivery Plan has been prepared by GLN and is provided at Appendix D.</p>

Commentary	Response
Residential development generates increased demand for a range of facilities, however the most challenging to deliver in recent years is active open space. The identification of appropriate sites for such facilities and the required funding continues to be a key challenge for redevelopment along the Sydney Metro Corridor within The Hills. These infrastructure challenges may be a key limiting factor in determining the amount of residential development that can be accommodated on the site and subsequently serviced by the necessary infrastructure. Consideration should be given to how any future uplift on the site will be serviced appropriately, having regard to cumulative infrastructure impacts in the Norwest Strategic Centre in advance of detailed holistic precinct planning undertaken by Council. Your local infrastructure analysis should provide preliminary discussion on the infrastructure demand generated by the proposed uplift and identify an appropriate infrastructure solution. I would also refer you to my previous written advice provided to GLN Planning dated 11 November 2022 and encourage you to consider this guidance when formulating a proposed infrastructure solution.	

Transport for NSW

On 31 January 2023, TfNSW provided comment on the scoping proposal. A summary of TfNSW's comments and where they have been addressed throughout the report is provided at **Table 7** below.

Table 7 *Response to Council preliminary advice and scoping requirements*

Commentary	Response
Transport noted there was a possibility due to the scale of the proposal that it may have to provide capacity enhancements/widening along Century Circuit (including connections with existing intersections along Norwest Blvd). Transport was unable to comment at the time as to the extent of such capacity enhancements to support the development. Preliminary analysis will be critical as the extent of such capacity enhancements along Century Circuit could possibly impact / change public plaza areas and building footprint layouts.	Noted.
Traffic Analysis A Traffic analysis that accompanies the Planning Proposal should include the following:	
<ul style="list-style-type: none"> SIDRA Network Analysis which includes the following intersections: <ul style="list-style-type: none"> Norwest Blvd/Solent Cct/Reston Grange Norwest Blvd/Brookhollow Ave/Century Cct Local intersections within Century Cct Norwest Blvd/Century Cct Norwest Blvd/Solent Cct (East). 	Refer to the Traffic and Parking Study (Appendix K).
<ul style="list-style-type: none"> The abovementioned SIDRA Network Analysis is to model recent traffic flows (i.e. 2022 or later), with this base model being appropriately calibrated and validated, with days to model being: <ul style="list-style-type: none"> Thurs AM / PM Peak. Weekend Peak. 	
<ul style="list-style-type: none"> Future Year (Full Development) analysis will also be required (i.e. likely year 2036) and is to also consider cumulative impacts from existing and planned surrounding developments. 	
<ul style="list-style-type: none"> Whilst Council's draft Norwest Precinct Plan identifies a proposed road link between Norwest Blvd and Solent Cct to Fairway Drive, the timing and configuration of this road link is currently unknown. Therefore, any Full Development analysis (i.e. likely year 2036) does not need to analyse this proposed road link being fully in place (i.e. through to Solent Cct). 	Noted.
<ul style="list-style-type: none"> Any analysis of the Norwest Blvd / Century Cct intersection must not assume that traffic signals would be supported at this location by TfNSW. 	The Traffic and Parking Study (Appendix K) which addresses this matter.

Commentary	Response
<p>Sydney Metro Comments/Recommendations</p> <p>As an adjoining site to the Norwest Metro Station, and thus a key player in the resulting customer, resident, and visitor experience profile, the Planning Proposal should address key place making and precinct activation outcomes that development under the proposed changes will provide.</p> <p>This may manifest as part of the detailed urban design report and may result in specific provisions in the site specific DCP. It should consider (but not be limited to) the following:</p> <ul style="list-style-type: none"> • Pedestrian desire lines to/from/through the precinct. • Active transit connections, including identifying any gaps in infrastructure, such as cycle ways and pedestrian paths etc. • Active frontages, connections between public and private domain, and indoor/outdoor connections for retail tenancies. • Public domain spaces and links, and the quantum of access to natural light and direct sun through key seasons and times. • Pedestrian safety opportunities, threats, and features. • Place strategy recommendations for the precinct, acknowledging any work by others that it may integrate with or supersede. This should also consider stakeholder engagement. • Precinct activation analysis and recommendations to support the proposed future outcome and recommendations around night-time activation. • Interim activation of the precinct during construction, particularly along pedestrian desire lines and near public open spaces. 	<p>Refer to the draft DCP at Appendix I. Specific controls have been implemented to appropriately address pedestrian and cycle connections, public domain design and activation provisions within the site.</p>
Transit Oriented Development (TOD) Principles	
<p>The development is located adjacent to the Norwest Metro station with great opportunities to deliver a transit-oriented development (TOD) by taking advantage of the high frequency transport service offered by Sydney Metro. With the diversity of mix of uses proposed on the development site (including residential to commercial, retail and community facilities (i.e. gym, community hubs, green space)) and those existing and future facilities offered around the Metro station plaza, the proposed development should encourage sustainable modes of transport such as walking, cycling and the use of public transport to key destinations.</p>	<p>The Proposal encourages sustainable modes of transport by the inclusion of enhanced pedestrian and cycling links which also provide a seamless and safe connection to the metro station.</p>
Traffic and Transport Matters	
<ul style="list-style-type: none"> • The Planning Proposal will need to consider opportunities to minimise private vehicular trips and facilitate active transport opportunities (pedestrian and cyclist) in addition to the use of the high-frequency services of metro. 	<p>The Proposal includes direct access to the metro station underground which will provide safe paths of travel and should encourage the usage of public transport.</p>
<ul style="list-style-type: none"> • The Planning Proposal should include Traffic, Transport and Parking Study to investigate likely travel mode demands and investigation on systems to minimise impact to the surrounding road network. 	<p>A Traffic and Parking Study has been prepared. Refer to Appendix K.</p>
<ul style="list-style-type: none"> • A Green Travel Plan should be developed to further encourage and monitor the objectives of a sustainable TOD. 	<p>A Green Travel Plan forms a DCP requirement to be provided at the detailed design stage.</p>
<ul style="list-style-type: none"> • Key items of investigation for the Traffic, Transport and Parking Study are to include, but not be limited to: <u>Vehicular Traffic</u> <ul style="list-style-type: none"> - Detailed assessment, including traffic survey and future modelling scenarios during peak periods of the surrounding road network to identify the suitability of required improvements to the road network to facilitate the Planning Proposal and to consider cumulative impacts from existing and planned surrounding developments. - Key locations include along Norwest Blvd and local/regional/state links. 	<p>A Traffic and Parking Study has been prepared (refer to Appendix K) which assesses the traffic impacts of the Planning Proposal including the estimated car parking supply, assessment of existing traffic conditions using recent traffic counts, existing trip generation of the current development, estimated future traffic generation and assessment of traffic impacts of the Planning Proposal on the approach roads and critical intersections.</p>
<p><u>Active Transport</u></p>	<p>A local cycle network will be explored as part of future detailed DAs with site specific DCP controls</p>

Commentary	Response
<ul style="list-style-type: none"> - Identify and implement opportunities to include facilities to overcome missing links in the local and regional cycle network connecting to the site. Details should align with the relevant guidelines (eg. TfNSW Cycleway Design Toolbox). - Provision of end of trip facilities to encourage and support workers within the Planning Proposal in active transport options. - Consultation with Sydney Metro relating to the identified opportunity for an underground link between the proposed development and Norwest Metro Station is recommended. Any proposed connection to the metro station would be subject to Sydney Metro's assessment and approval process. - As the development is a TOD and located adjacent to Norwest Metro Station, it would potentially generate a high volume of pedestrian movements between the Station and the subject precinct. Details should be provided of pedestrian modelling analysis to ensure alignment with relevant guidelines. 	<p>to be implemented to achieve this outcome.</p> <p>End of trip facilities will be a necessary component of commercial development on the site and will be subject to a separate DA.</p> <p>Mulpha have been heavily involved with Sydney Metro through the recently announced acquisition of the Norwest Metro station development site by Mulpha. This connects to Norwest Marketown by the existing underground pedestrian link, owned and maintained by Sydney Metro. Pedestrian movements between the Norwest Metro Station and the site can be assessed as part of future DAs on the site.</p>
<p><u>Loading and Servicing</u></p> <ul style="list-style-type: none"> - Investigate opportunities to facilitate loading and servicing facilities off-street and provide separation for private vehicles and pedestrian activity for improved safety. Details should align with relevant guidelines. 	<p>Loading facilities are proposed to be accessed off Century Circuit which are considered to be most appropriate as noted in the Traffic and Parking Study at Appendix K.</p>
<p><u>Parking</u></p> <ul style="list-style-type: none"> - Implement within Planning Proposal limitations on the parking provision within the development to support the TOD and the alternate sustainable transport systems available. - Investigate opportunities for carshare systems within the Planning Proposal to support businesses and residents to reduce private vehicle dependency. The study should identify the locations and provision of such services. 	<p>Unique parking rates have been adopted which acknowledge the site's proximity to the Norwest Metro Station.</p> <p>Car sharing programs and appropriate parking share/management facilities will be explored as part of an integrated transport strategy for Norwest and as part of future DAs on the site.</p>

3.0 Strategic Background

3.1 Consolidated strategic findings

The Sydney Metro Northwest is a high frequency railway line completed in May 2019 extending from Chatswood to Tallawong, stopping at 8 new stations including Norwest, located directly adjacent the Markettown site. Significant strategic planning over more than a decade has underpinned a contemporary vision for the Norwest Metro Station catchment. This process was commenced in the North West Rail Link Corridor Strategy prepared by NSW Government providing a broader perspective on the future planning of the corridor. The Hills Council (Council) subsequently prepared The Hills Corridor Strategy which identified the discrepancy between the existing controls and the projected demand for housing and employment, highlighting that the existing planning controls would not support the anticipated demand for the area.

The Norwest Strategic Centre Draft Precinct Plan, which was publicly exhibited from 5 May 2023 to 31 July 2023, built on previous strategic work undertaken and identifies site-specific principles related to land use, built form, public domain and connectivity and infrastructure. A Structure Plan was also included within the Norwest Strategic Centre Draft Precinct Plan (refer to **Figure 26**). Notably, the site subject to this Planning Proposal is identified within 'Focus Area 2 – Norwest Markettown and Surrounds' with Council earmarking the site as being subject to 'market driven' change and that changes to the planning framework would be driven by landowner-initiated planning proposals, along with associated amendments to the DCP, Public Domain Plan and appropriate infrastructure contribution mechanisms.

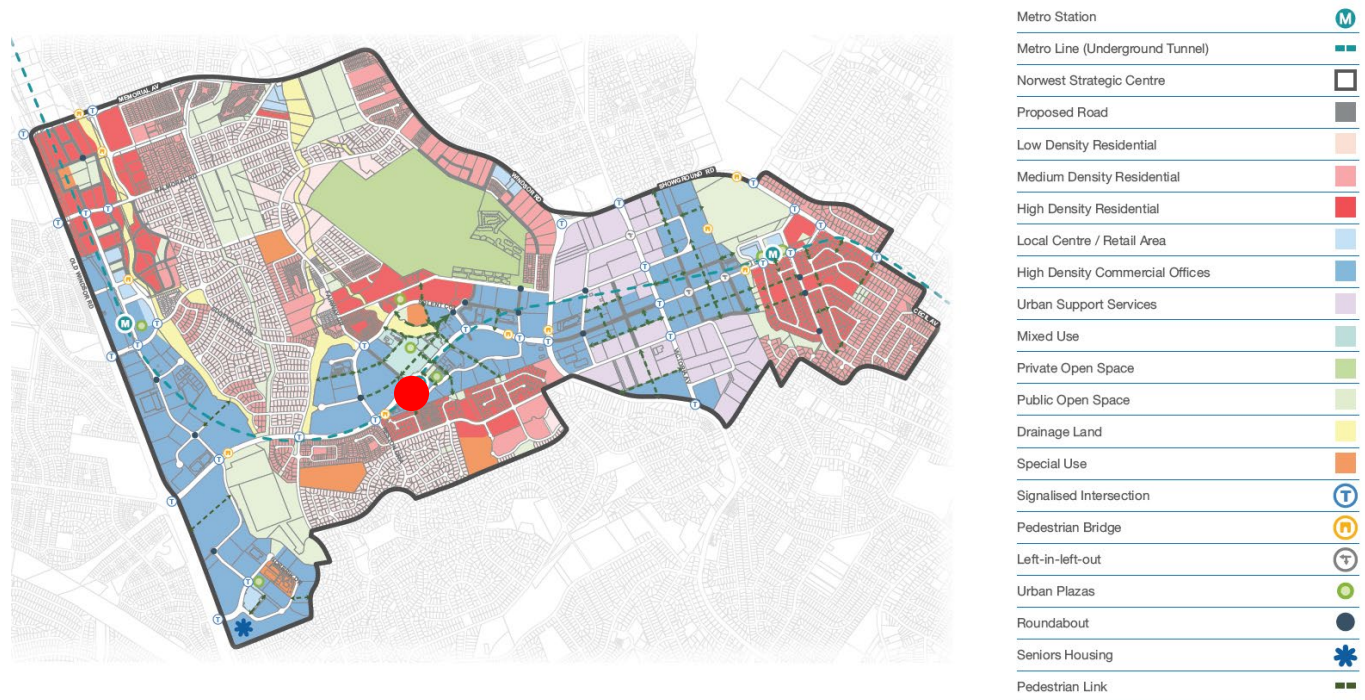


Figure 26 Draft Norwest Precinct structure plan

Source: Norwest Strategic Centre Draft Precinct Plan

A review of strategic planning documents emphasises a range of key themes of relevance to the Planning Proposal, including:

- **Population growth:** The Hills Shire Council is set to experience significant population growth. Hills Future 2036, Council's Local Strategic Planning Statement (LSPS) noted that by 2036, it is anticipated that an additional +128,000 residents will be living within the Local Government Area (LGA) while the *Norwest Strategic Centre Draft Precinct Plan* identifies a growth forecast of 45,642 residents within Norwest by 2041.
- **Housing choice and diversity; dwelling targets:** The LSPS and Council's Housing Strategy identifies that the Hills Shire has housing capacity for 38,000 new dwellings for the period 2016 to 2036, with an additional capacity of 38,100 dwellings beyond 2036. Strategic documents have noted that a significant portion of additional dwellings will be high density units as opposed to re-zoned greenfield land. The *Norwest Strategic Centre Draft Precinct Plan*

identifies a growth forecast of 22,820 dwellings within Norwest by 2041 within a mixed use precinct. Council undertook an assessment of the current controls on opportunity sites which revealed that the capacity for future growth within Norwest is predominately within the residential market. The Norwest Strategic Centre Draft Strategic Plan went on to note that the Sydney Metro Northwest has potential to facilitate this future growth through increased residential densities within walking distance of the station.

- **Transit-oriented development** – Most new homes over the next 20 years will be high density dwelling located close to public transport hubs. These include places like Norwest Strategic Centre which is supposed to deliver on the second highest uplift of dwelling growth in The Hills, with +2,100 dwellings. Strategic documentation has identified that higher density housing will integrate with busy, walkable neighbourhoods focused around the catchment of infrastructure and services.
- **Employment:** The Hills Shire has a jobs target of between 28,600-37,100 additional jobs by 2036. The Norwest Strategic Centre Draft Strategic Plan has identified the Norwest Central Precinct (which encompasses the site) as a key employment destination with a high-density commercial core. Norwest Strategic Centre Draft Precinct Plan identifies a forecast of 64,277 jobs by 2041.
- **Retail:** Given projected population growth, it is essential social infrastructure and retail services keeps pace with population growth and meets the needs of existing and future residents. The Norwest Strategic Centre Draft Precinct Plan identifies the need for retail, leisure and entertainment facilities to create a vibrant and high amenity mixed use precinct for locals and visitors to Norwest. The Hills Shire will require at least 335,000m² of new retail floorspace to meet projections, with the Productivity and Centres strategy as well as precinct planning estimating potential need for additional retail floorspace as a supermarket with additional speciality retail.
- **Vibrancy and amenity:** Marketown has been identified as a vibrant and active heart of the strategic centre, providing locations for meeting and connection and offering a diverse mix of retail, business, offices, leisure, entertainment and community uses. Strategic documents have a strategic vision to renew and create great places that are in alignment with planning for transport, allowing residents to benefit from the 30 minute city and a network of great places.

3.2 Economic context

The Market Potential and Retail Impact Review prepared by Ethos Urban at **Appendix J** includes an economic context research to assess the demographic, population trends and projects, employment trends and projections to understand future growth drivers including employment demand and housing needs.

Study area definition

For the purposes of this analysis two (2) study areas have been defined in order to analyse both the immediate surrounds of the site, as well as the broader region. The defined study area captures the population most likely to associate with the uses planned at the subject site.

- **Local Market (Primary)** – Reflects the 'market' which will influence the demand and competition to deliver housing at the Subject Site from a consumer perspective as well as key employment centres along the North West Metro. This study area has been defined taking into account existing and future residential developments and growth areas, existing and future transport infrastructure, as well as natural and engineering boundaries. The Local Market incorporates much of the urban area within the Hills Shire, and extends further to the east to capture areas around Cherrybrook Station, and extends to the west to capture the majority of the North West Growth Area.
- **Main Trade Area (Retail)** – Has been defined taking into account the expected trading characteristics of the proposed retail uses at the Subject Site. This trade area takes into account the region from which the proposed retail uses will generate consistent customer patronage, generally in the order of 80% to 90% of total sales. Other competing retail centres have been taken into account when defining this trade area, as well as physical and psychology barriers and major transport routes.

In addition, Hills Shire and Greater Sydney have been adopted as relevant benchmarks. Refer to **Figure 27** below.

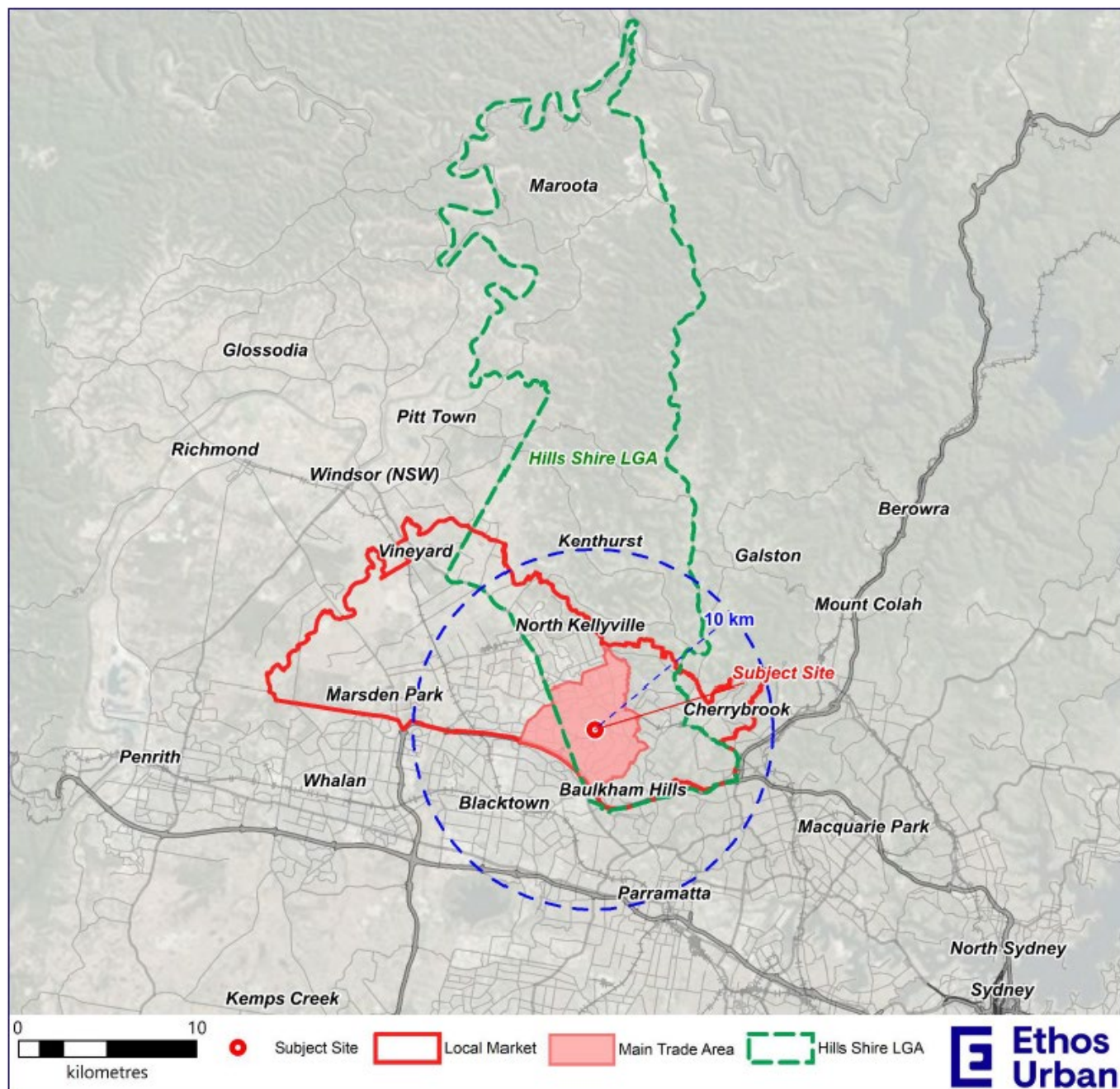


Figure 27 Study area

Source: Mapinfo; Nearmap; OpenStreetMaps

3.2.1 Residential demographic profile

The demographic profile for the Local Market Study Area is dominated by couples with dependent children households. In both the Local Market and the Hills Shire, lone person and group households were significantly lower than the Greater Sydney benchmark. The population generally highly affluent and includes a high proportion of home owners. Residents of the Local Market and the Hills Shire tended to work in white collar occupations (as 81.6% and 83%, respectively), a greater share than the Greater Sydney benchmark (76.8%).

3.2.2 Population trends and projections

Population projections have been prepared using latest official projections from DPE, historic population estimated from the ABS Estimated Residential Population series and an examination of historic trends and recent building approvals, completions and future residential pipeline, as well as strategic planning population and dwelling targets.

A review of population projections data between the NSW DPE projections and the 2022 Centre for Population data has identified the NSW DPE Projections have adopted a low growth scenario throughout the state to what is actually

required. Reliance on these projections for household need would result in a significant under delivery of housing to the detriment of the households and housing affordability.

It is expected that the population of the Housing Market Study Area will grow and is projected to reach 589,860 residents by 2041. This represents an increase of +240,470 residents. Greater opportunity for residential development, and a large pipeline of resident investment will accommodate this future population growth in the long term. While current supply and pre-existing infrastructure works such as the Sydney Metro Northwest means that the proposed development has potential to support the larger amounts of population growth in the short term.

Similarly, The Hills Shire Council (which includes parts of the Local Housing Market Study Area) has historically experienced relatively strong growth. While the impacts of COVID-19 has slightly reduced population growth, it is expected that Hills Shire will experience strong population growth in the future. By 2041, the population is anticipated to reach 278,960 persons, an increase of +171,330 residents between 2023 to 2041.

3.2.3 Employment trends and projections

The employment projections adopted for the Study Areas have been through an iterative approach that has considered official employment estimates from TfNSW, as well as growth estimates outlined within the planning documents. The projections prepared also reflect known developments in Norwest in the short to medium term in order to understand the immediate employment growth context of Norwest Business Park.

A detailed breakdown of the employment projections for the Study Area are presented in the Market Potential and Retail Impact Review at **Appendix J**. In summary, in the Housing Market Study Area, employment is projected to increase from 127,030 in 2023 to 230,720 by 2041, an increase of + 103,690 jobs. This includes an increase in the number of population serving occupations by + 37,910 jobs.

Other key growing industries include the health and education sector of + 27,410 jobs by 2041 due to the ongoing creation and expansion of major health facilities within the catchment. Knowledge worker industries that include employment in activities such as media, finance and professional services are estimated to increase by +17,140 workers by 2041. Overall, employment projection highlight strong employment growth across the Local Market and the Site represents a logical location to accommodate future employment growth in Knowledge Workers and the Traditional office.

3.2.4 Economic trends

The trends of most relevance to the future growth and development of Norwest and the site are described in the Market Potential and Retail Impact Review at **Appendix J**. A summary of the trends is provided below:

- **Covid-19 impact on retail** – The retail environment has changed significantly with a shift to home delivery and takeaway of groceries and other items as well as increased demand for online shopping options. The shift to working from home has led to an increased importance of local community centres and retail precincts, highlighting the benefit of co-locating retail with other services and facilities in local centres, to improve convenience for local residents and reduce the number of trips that need to be taken outside of their immediate region, either by public or private transport.
- **Higher density living** – Sydney continues to evolve with area of medium and high-density development that are focused around major retail facilities, services, employment centres, and public transport nodes. This trend will continue as Sydney's population grows and land remains constrained. The result is increased demand for locations for people to reside that are close to jobs, amenities, as well as community and social infrastructure.
- **Benefits of walkable, mixed-use neighbourhoods** – Co-locating housing, employment, social infrastructure, retail, public transport and daily living needs within dense, mixed-use precincts supports urban activation and amenity. Clustering destinations, such as housing, shops, schools, libraries, cafes, medical centres and so on, makes it more convenient for residents to access a variety of needs within one location. Mixed-use precincts encourage walking and active transport, supports the viability of local retail and social infrastructure, as well as increased activity on the street and improved perceptions of safety.
- **Building approvals and completions** – Within Greater Sydney, housing supply has typically followed market cycles, as such when market activity is weak, housing supply tend to fall, while during periods of strong economic growth, housing supply tends to increase. In 2020, building approvals for detached dwellings peaked in response to record level low interest rates. Since then, building approvals for detached dwellings have fallen. By comparison, approvals for multi-unit dwellings peaked in 2016, before falling in 2017. Since then, building approvals for multi-unit housing has remained below its historic 10-year average although at a fairly stable rate.

- **Rising costs and housing diversity** – The ability to provide for increased housing stock and diversity (across a range of sizes and price points) in key strategic centres and locations, will support affordability and result in increased community benefits. In the current economic climate, rising inflation and interest rates will further add to pressure on household finances. The ability to provide for increased housing supply and addition dwellings in close proximity to employment centres (such as at Greater Parramatta and Olympic Park, Norwest, Macquarie Park, and Sydney CBD), will help to provide for more affordable housing options for the local community.
- **Housing undersupply** – The Productivity Commission 2021 White Paper has found that since 2006, NSW (including metropolitan Sydney) has not kept pace with demand or state targets, resulting in dwelling shortage. The Productivity Commission anticipates that once conditions return to normal in a Post-COVID-19 environment, that the undersupply of housing will continue to worsen, with a projected undersupply of 100,000 dwellings by 2038. The Productivity Commission have noted that restrictions on the location, nature and density of housing are limiting choice and leaving people with less income to spend on other good and services (Productivity Commissions 2021 White Paper, 2021, p.40).

3.3 Residential market potential

The Market Potential and Retail Impact Review at **Appendix J** provides an analysis into residential market trends, residential dwelling supply and residential demand to determine likely future dwelling need in terms of housing undersupply or oversupply, and the implication for residential uses at the site. A summary of the residential market potential for the site is provided below:

- Review of house and unit sales demonstrates the strong demand and potential for high density living at the site. They show there is a premium attached to house prices within both the Local Housing Market and the Hills Shire.
- Delivery of high density developments are mostly in the form of TOD where development is concentrated in urban renewal and established areas of the city that have good access to public infrastructure, employment nodes, retail facilities and other services.
- Implied dwelling demand, which is a measure of dwelling need based on household formation and projected population growth, indicates strong demand for housing with the Local Housing Market with an additional +106,400 dwellings required for the period 2023 to 2041. Much of this dwelling demand will be focused on the greenfield areas and station precincts within the Local Housing Market.
- Trends suggest there is strong market interest and demand to deliver housing within the Local Housing Market and the Hills Shire. DPE housing supply forecasts foresee the future delivery of housing will be concentrated within identified 'station precincts' at a much faster rate than anticipated by the Hills Shire LSPS.
- A review of greenfield capacity, based on current dwelling potential under existing controls, indicates that in the next 12 to 17 years, dwelling demand will absorb all dwelling capacity within greenfield areas under existing controls. The current residential pipeline within residual areas will be fully absorbed in the next four to six years. In addition, once greenfield capacity can be created through changing land use controls, this highlights the need to plan for much greater delivery of housing within existing station precincts such as the site.
- The site represents a logical location for residential development providing a range of attributes suitable for high density residential, including access to public transport infrastructure, access to key employment centres (both within Norwest and within the broader region) and proximity to retail facilities and a range of amenities.

3.4 Commercial market potential

The Market Potential and Retail Impact Review at **Appendix J** provides an analysis around the potential for high density commercial office development in Norwest and at the site. The Review also considered commercial market trends, residential dwelling supply, residential demand, and the implications for residential uses at the site. A summary of the commercial market potential for the site is provided below:

- Norwest is currently the largest commercial office market within the Hills Shire with an estimated 500,00m² of commercial office floorspace. Most of this floorspace comprising low to medium rise campus style commercial offices. Norwest is a highly competitive commercial office precinct and has been successful in attracting major national tenants.
- Given the cost of land and scarcity of available land increases, higher density office uses are coming more viable within the Hills Shire, particularly around key station precincts. As noted throughout this Planning Proposal Justification Report, the Norwest Strategic Centre Draft Strategic Plan identifies the Norwest Central Precinct (which encompasses the Subject Site and Norwest Station) as a high density commercial core which is close to the station and comprises a mixed-use 'heart' at Norwest Marketown.

- There is a demonstrated need for commercial office development to accommodate future jobs growth and ensure Norwest realises its strategic vision of being a high density commercial and mixed use precinct and key employment destination in the region.
- Marketown is strategically located between key commercial centres including Parramatta and Macquarie. The site is ideally positioned to provide for modern, prime grade office floorspace as supported by market growth and associated demand.

3.5 Community benefits potential

A Community Benefits Analysis (CBA) has been prepared by Cred and is provided at **Appendix L**. It provides an assessment of the social infrastructure and social needs generated by the future community of the planning proposal site. The CBA notes the following inclusions are needed to deliver community benefits:

- **Public open space and recreation facilities:** At least one new public open space/park onsite or within 200m of future residents within the site. This should be a minimum of 0.3ha (however best practice is to aim for 0.5ha or larger, especially when the park is adjacent to towers) and include a range of recreational opportunities including playspace for children, exercise equipment and a walking circuit for day and night exercise.
- **Public and cultural facilities:** Benchmarking indicates that combined, around 333m² of community, library and cultural space will be required to service the future community of the site. This could be delivered as a contribution toward a community facility to service the whole of the Norwest suburb which is likely to need a multipurpose community hub of around 2,300m². Any future community hub should be within 400m of the Norwest Metro Station.
- **Communal spaces (within development itself):** It is recommended that communal spaces for the use of residents, their friends and families are provided within the residential development. This is best located at ground or podium level, particularly for access by families with young children and sole occupants.
- **Affordable and quality housing:** There is a very high proportion of young workers living in the Norwest suburb, and given its location near to the Norwest Metro Station and Sydney's housing crisis, the site is well suited for the delivery of affordable housing and should aim to provide at least 5% of all housing as affordable housing. Should Council be amenable to affordable housing provision, this may be considered by way of a separate VPA process.
- **Recreational loops:** Norwest suburb has existing recreation loops, such as the one linking Bella Vista Farm to Hilltop Park to Balmoral Road Reserve and beyond. Walking and cycling connections to existing recreation loops and other local social infrastructure (e.g. sports fields) should be enhanced and recreation elements such as outdoor gyms could be included to promote healthy active living.
- **Dog off leash areas:** There is an opportunity to provide additional dog of leash areas where space permits.

Part B – Delivering a Response



Figure 28 Photomontage of the Indicative Reference Scheme commercial tower viewed from Norwest Boulevard and Century Circuit

Source: FJC Studio

4.0 Indicative Reference Scheme

4.1 The Vision

Mulpha's vision for the site is a revitalised and vibrant mixed-use precinct that increases the provision of employment generating land, provides essential services and increases the provision of housing directly adjacent to the new Sydney Metro Norwest Station. The precinct will provide essential services and a range of new community facilities and open space areas that will benefit the broader community. This will enable the creation of a vibrant and rejuvenated centre that fosters an attractive place to live, work and play.

The rezoning and renewal of Marketown provides the opportunity to consider placemaking outcomes in a holistic manner whilst making significant improvements to the public domain.

The redevelopment will ensure the provision of new and expanded open space areas through achieving a new mixed-use community with increase employment opportunities that establishes a true focal point of activity for the local area. Development will accommodate a mix of commercial and retail uses that can support the everyday needs of the community, while providing a high quality public domain and outdoor areas that will encourage a lively, attractive and activated streetscape.

This new residential population will stimulate the proposed businesses and retail outlets in the new commercial/ retail hub of Marketown. Mixed uses along with premium grade office space and temporary accommodation will increase opportunities for residents to work locally and use local retail and leisure facilities. It is envisaged that the secondary street network will accommodate active uses such as open air dining and retail shopping facilities.



Figure 29 Photomontage of the Indicative Reference Scheme looking south from Norwest Lake

Source: FJC Studio

Open spaces (including a new 6,000m² public park and plaza space fronting Norwest Lake) will be integrated with new civic spaces and community facilities that will increase amenity for new residents and will foster the growth of a community. The inclusion of new vehicle and pedestrian links will increase permeability of the precinct and allow better activation and connectivity to key nodes within and surrounding the precinct.

The design of the Indicative Reference Scheme for the site considers its relationship to the heritage Bella Vista Farm Park as well as other key view points including from St Josephs Road, Spurway Drive, Windsor Road and from Balmoral Road Sports Complex. The Scheme ensures there is generally a minor impact, extending to moderate in some circumstances, in the context of the visual impact assessment as well as future development that is built, under construction and envisaged by the Norwest Strategic Centre Draft Precinct Plan. The Indicative Reference Scheme aims to provide vistas internal to the site that maximise sightlines of natural features including Norwest Lake.

The scale of the proposed built form comprises a cluster of slender tower elements that increase in height towards Norwest Rail Station and decline in height towards Norwest Lake. This is generally configured to concentrate density around the future station in accordance with local and state strategic planning policies and to protect the amenity of existing natural features and public open space areas. **Figure 30** provides an example of how the site may develop as a result of the proposed controls being sought in this planning proposal.



Figure 30 Artist's impression of the proposed precinct landscape and public domain strategy

Source: Realm

4.2 Land Uses

4.2.1 Overview

The masterplanning process by FJC Studio has resulted in the careful spatial allocation of land uses within the site to best suit their intended purpose. Retail activation dominates the Ground plane adjacent to Century Circuit and Norwest Boulevard, with vertical connections to larger floorplate retail uses located at the Lower Ground level, which have direct connection to the pedestrian access under Norwest Boulevard into the Metro station. Within the precinct, podium level retail provisions are also aligned with skybridge connections to facilitate further activation.

Directly addressing the interface of Century Circuit and Norwest Boulevard is the positioning of a future commercial office tower which is intended to have a 'signature' design due to the outlook, locational prominence and to highlight Mulpha's commitment to the importance of employment generation within the Markettown site. A second tower is located mid-block along Norwest Boulevard. Other commercial office uses are located within the podiums of buildings throughout the precinct within the southern section of the site, to provide variety and diversity and to leverage upon retail provisions at the ground level.

Generally located mid-block along Century Circuit with the through interface from the lakefront to the Hillsong facility are proposed entertainment and some community type land uses within larger floorplate requirements. In terms of short stay accommodation, rooms are intended at the podium level mid-block addressing Norwest Boulevard with commercial office located above. Residential land uses are generally positioned in the tower components away from the key road interfaces and aligned with oversight of the lakefront and existing high-density residential to the north-west. Provided at **Figures 31-33** are extracts of the intended land use distribution at the ground plane and the podium levels, respectively, together with an extract of a building section demonstrating the intended land use in vertical setting. Full details are provided within the Urban Design Report provided at **Appendix A**.

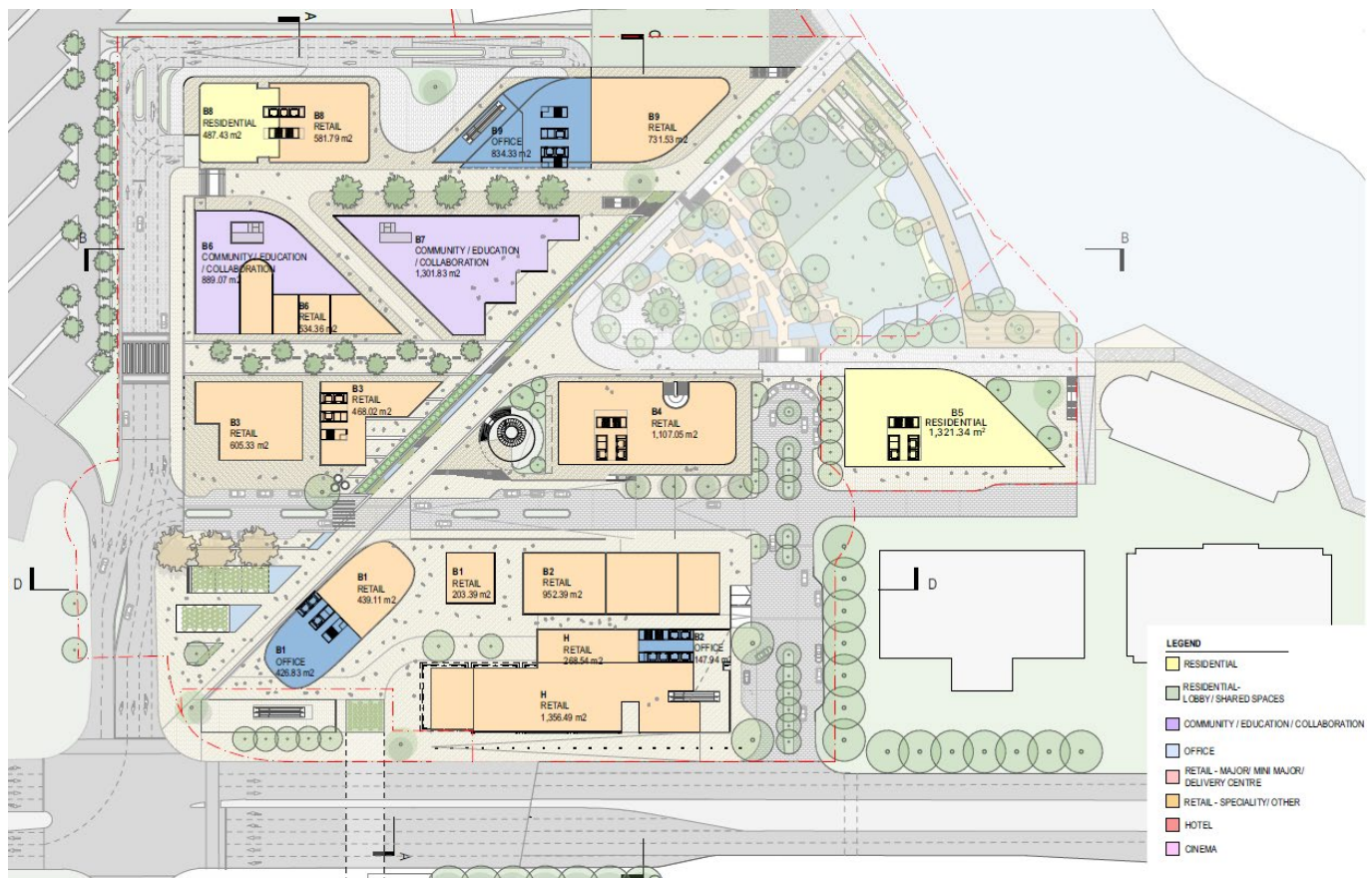


Figure 31 Proposed layout and distribution of uses at ground level

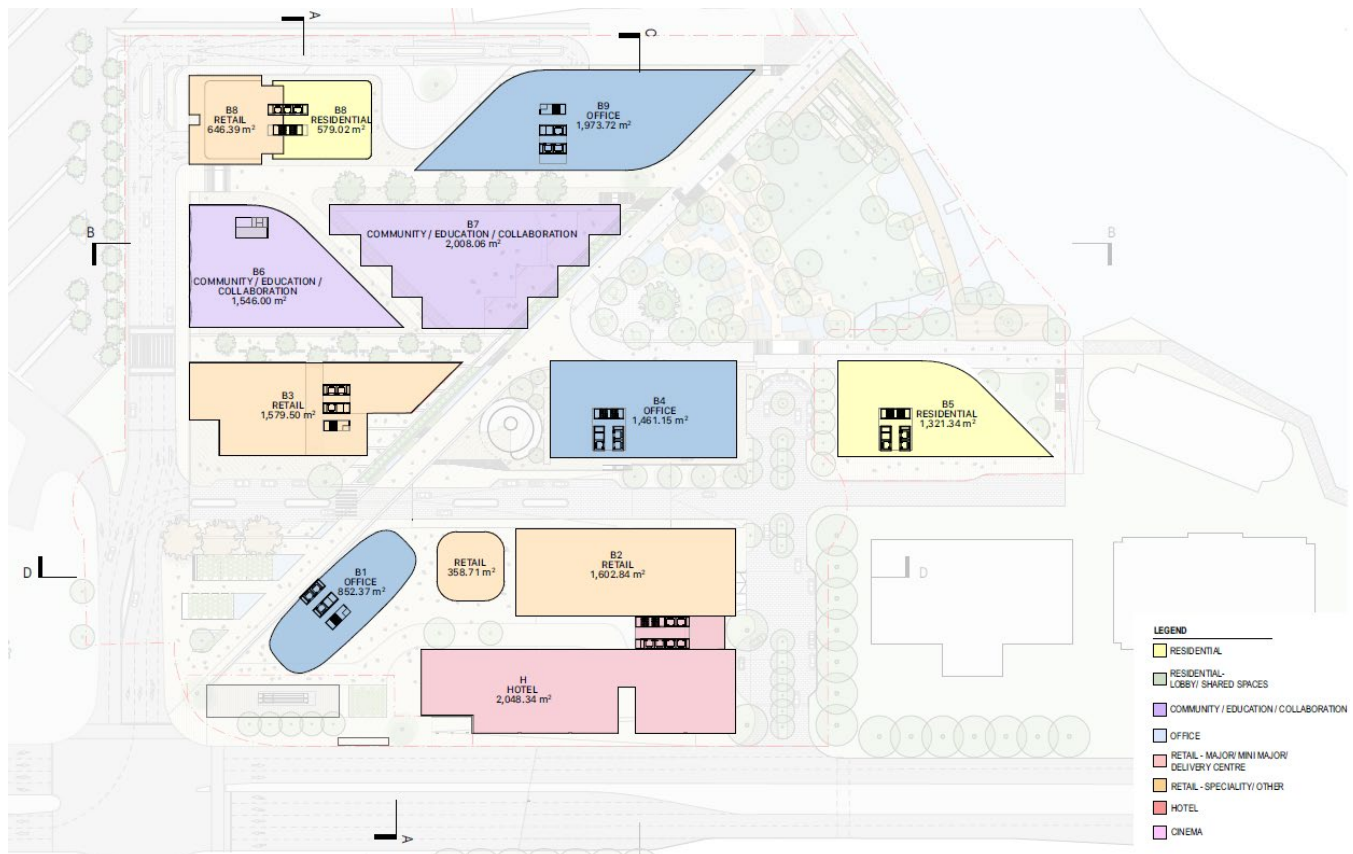


Figure 32 Proposed layout and distribution of uses at the podium level

Source: FJC Studio

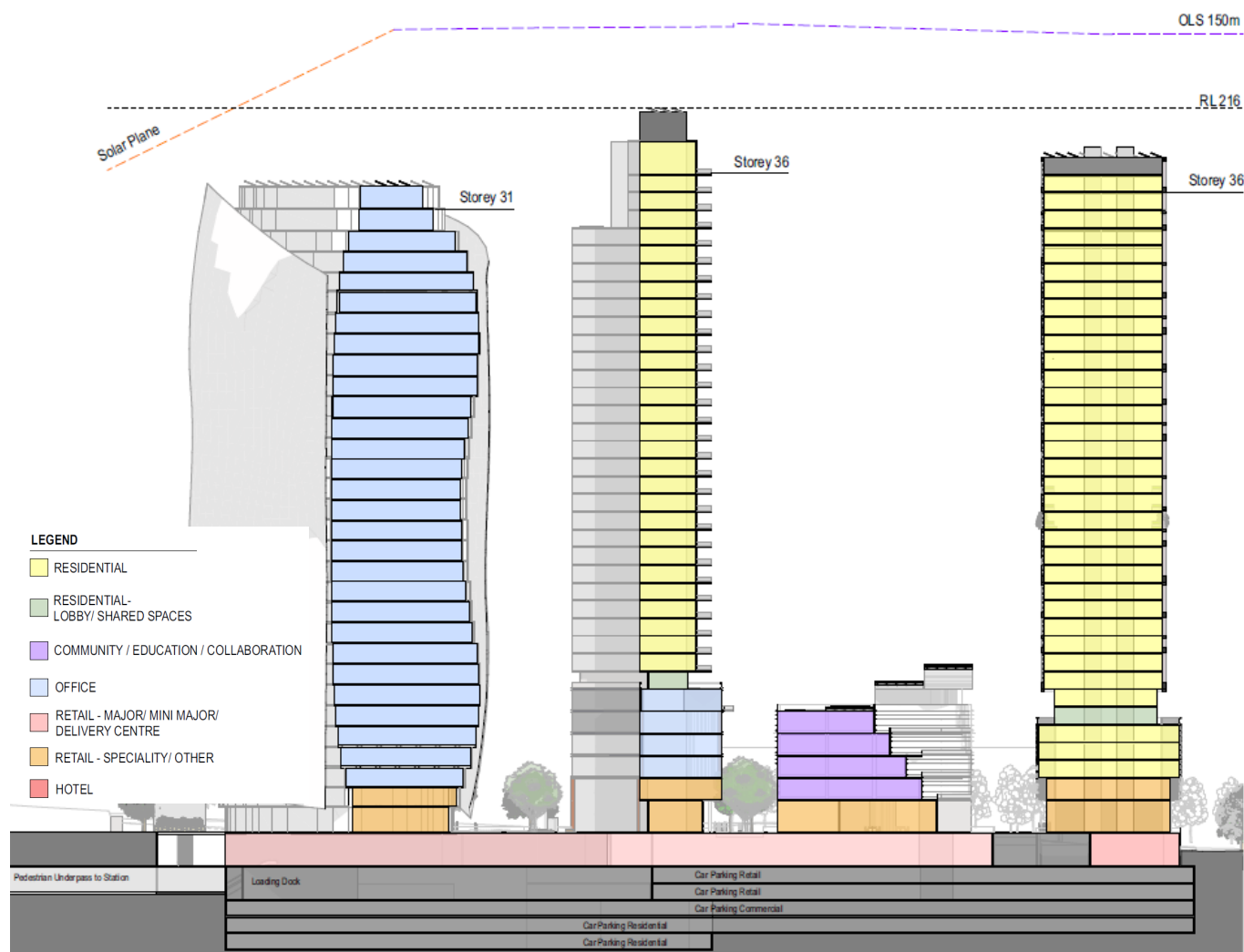


Figure 33 Section showing vertical arrangement of uses

Source: FJC Studio

4.2.2 Commercial and Office

The Indicative Reference Scheme provides for approximately 89,000m² of commercial office floor space dispersed through several buildings. Key commercial space is located along the prominent Norwest Boulevard frontage, located in a signature tower addressing the intersection with Century Circuit and in a mid-rise, larger floorplate tower directly opposite the Metro station. The provision of such commercial space will allow for a truly mixed use precinct that is directly connected to the Sydney Metro Norwest Station.

4.2.3 Retail

The Indicative Reference Scheme demonstrates the vision for retail on the ground plane, dispersed with community uses and occasional commercial and residential uses, separated by a generous predominantly pedestrian network of lane ways and through-site links. The indicative distribution of uses across the site's ground plane is illustrated in **Figure 31**.

The Indicative Reference Scheme vertically integrates uses across the site and below ground level. The intent is to create a vertical public activity zone that encourages activity throughout the levels of the building as opposed to just the ground plane. The proposed vertical distribution of uses and the indicative distribution of retail and parking uses below ground level is illustrated in **Figure 33**.

The retail uses contained within the podium will provide a significant amount of activation and will contribute to the development of a night-time economy. It is envisaged that 'Eat Street' located adjacent to The Grove and Boardwalk will function as a key pedestrian and entertainment connection that will accommodate open air dining. A number of

secondary pedestrian connections will also be provided, including Boutique Lane which have the potential to accommodate high end retail stores and small businesses.

4.2.4 Residential

The Indicative Reference Scheme contains a total of 854 apartments across 5 buildings which all include retail podiums. The Planning Proposal allows for flexibility in the future type of residential land use. Envelopes are capable of accommodating build to rent housing or key worker housing at an alternative residential yield. Both of these land uses becoming increasingly popular trends for transit oriented development and the masterplan has built-in flexibility in this regard.

4.2.5 Entertainment, Education and Community

The Indicative Reference Scheme allocates 12,523m² to community, indoor recreation, civic and education floorspace. The supply of community land uses on the site will address the demand for additional facilities and services for both the Norwest Marketown Precinct and the wider locality more broadly. In this respect, the proposed mix of uses will deliver a significant public benefit. The individual uses capable of being provided by the development within the entertainment, education and community uses include:

- Indoor swimming pool;
- A gymnasium and recreation centre;
- A childcare centre;
- Glasshouse connector;
- Serviced apartments;
- A librarium including IT hub and commercial incubator;
- The Grove to Boardwalk open space;
- Public entertainment including cinemas; and
- Open air dining precinct directly connected to the Garden Terraces.

Further details pertaining to some of the key community buildings are provided below.

'Glasshouse' display exhibition space

The display exhibition space will act as a place marker and physical connector located at the heart of the development that links the lower level retail vertically to the upper level public spaces.

Sky bridge

The sky bridge connects the glasshouse and buildings on either side of Lake Avenue at the upper podium level. It will provide pedestrians with views to the park and lake and will be designed as a lightweight structure with public artwork in the undercroft space.

Librarium

A community library and business hub is proposed to sit centrally within the site. The building will be publicly accessible which will provide services and collaborative workspaces to the local community and start-up businesses.

4.3 Built Form

The indicative built form scheme comprises of nine (9) towers of varying heights ranging from 5 to 36 storeys. In designing the towers, the distribution of mass and scale has been considered, to reduce the scale of the envelopes towards the north adjacent to the public domain and Norwest Lake. The massing increases to the south towards Norwest Station, with the largest towers concentrated along Norwest Boulevard adjacent to the transport hub.

Each indicative tower is positioned on a podium element that incorporates non-residential floor space. The podiums have been designed to address the public domain and facilitate the activation of the ground plane. It is envisaged that the provision of retail uses at ground and lower ground levels will contribute to the night time economy and activate the precinct at all hours of the day, ultimately contributing to the creation of a new hub of activity (refer to **Figure 34**).

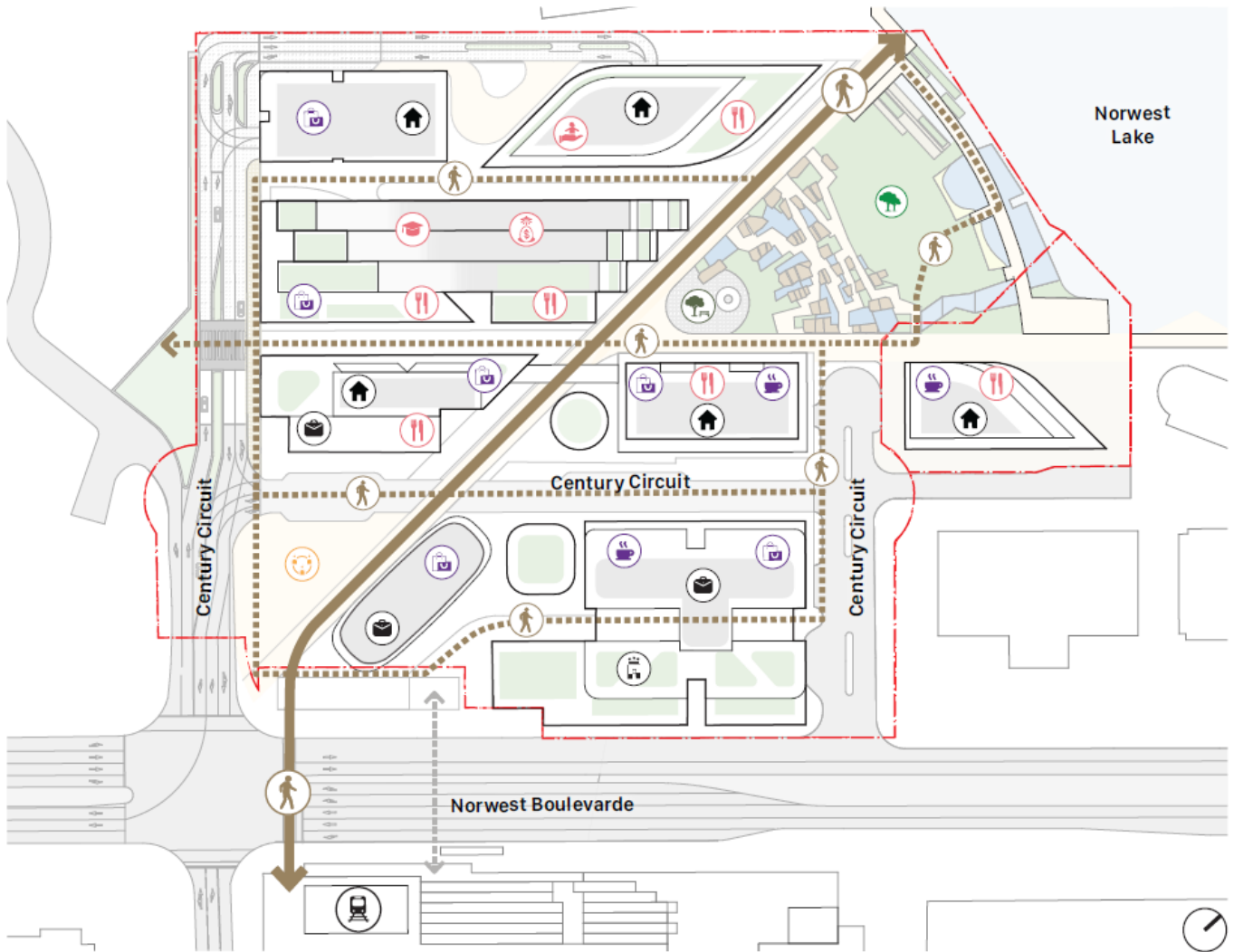


Figure 68. Urban Character - Mixed Use

KEY

-  Residential
-  Commercial/ Office
-  Pedestrian Path
-  Metro Station
-  Pedestrian Underpass

Figure 34 *Intended mixed-use urban character at the ground plane*

Source: FJC Studio

The holistic staged redevelopment of the site presents the opportunity to deliver a high quality architectural response that will positively contribute to the Norwest Strategic Centre. The Indicative Reference Scheme demonstrates that design excellence is capable of being achieved. The Urban Design Report at **Appendix A** shows that the proposed density is largely capable of compliance with the key requirements of SEPP 65 and the Apartment Design Guide. Residential amenity is further discussed at **Section 6.0**.

4.4 Open Space, Waterfront and Civic Plazas

There are significant opportunities for planning proposal to deliver extensive civic and public domain works that would play a significant role in reinvigorating the Marketown site. Overall, the scheme will contribute approximately 32,200m² of open space to be delivered through retail laneways, pedestrian space and plazas, the new Lakeshore Green and various rooftop gardens. These features represents a significant public benefit to the locality.

A detailed breakdown of the uses is provided in **Table 8**. The indicative design of the civic and public domain works is shown in **Figures 35** and **36**. These elements will be delivered via a future Planning Agreement in consultation with Council.

Table 8 *Provision of open space*

Component	Existing (m ²)	Proposed (m ²)
Retail laneways, pedestrian space and plazas	620	23,200
Lakeshore Green	548	6,000
Rooftop gardens	0	3,000
Total	1,168m²	32,200m²

The scheme proposes a pedestrian oriented public domain structure comprising streets and laneways that intertwine between each building. The public domain structure will complement the community and the retail uses contained within each building which will address the street frontages and facilitate activation. In light of this, the atmosphere of the proposed public domain would be that of a plaza and would foster the delivery of new hub of commercial activity.

The street / laneway networks leads into Lake Avenue which will serve as a primary pedestrianised boulevard that traverses the site from south to north (refer to **Figure 34**). Significant open space areas comprising The Grove to Boardwalk Open Space are accommodated at the southern and northern ends of Lake Avenue. All streets and laneways within the site are car free with the only exception being Century Circuit and roads accessing below ground car parks and loading areas.

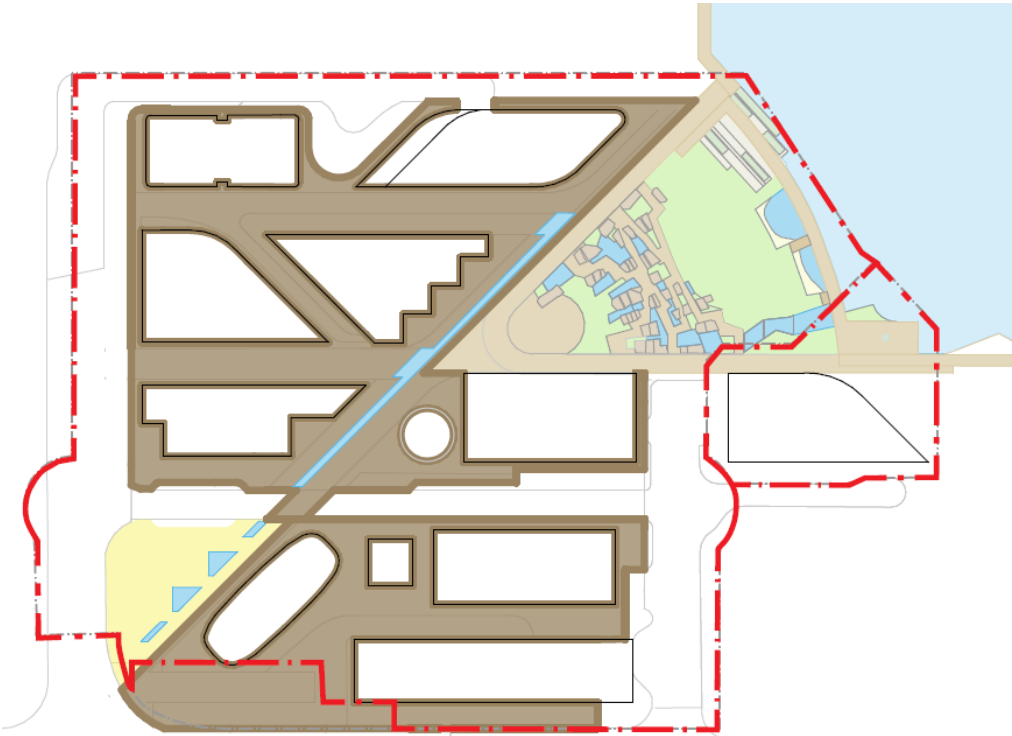
The Grove to Boardwalk Open Space represents a significant component of the public open space concept for the site. The Lakeshore Green occupies 6,000m² and frames Norwest Lake. It incorporates a garden terrace and expansive open lawn area with garden terracing that steps down towards the lake and integrates with the sloping topography. A boardwalk will be provided along the lake and will facilitate connectivity throughout the site and interaction with its natural elements.

Norwest Square will serve as an urban entry to the wider Norwest Marketown precinct. It is envisaged to comprise a plaza feature tree planting and soft landscaping. The civic square will be framed by active retail uses accommodated along Lake Avenue and Century Circuit.



Figure 35 *Artist's impression of the public domain and Lake Avenue looking north towards Lake Shore Park*

Source: FJC Studio



- KEY**
- Water
 - Public Park
 - Public Forecourt
 - Plaza And Terrace Space
 - Retail Lane And Pedestrian Space

Figure 36 *Composition of the indicative public domain layout*

Source: FJC Studio

4.5 Landscaping Strategy

A Landscape Strategy has been prepared by Realm and is provided at **Appendix B**. The following design principles have been adopted:

- Respond to the natural landscape, landforms and history of the area. Flexibility will be built into the design which will allow for the identity of the city to evolve into the future.
- Provide increased space and facilities for the community to share and enjoy.
- Create opportunities for both day and night-time uses, including markets, festivals and cultural events.
- Design with best practice universal design and accessibility standards.
- Increase amount of open space for public use in different seasons and weather conditions.
- Integrate into the wider public transport network.
- Priority for community facilities, services and public spaces.

The Landscape masterplan has been provided at **Figure 37** which identifies the various pockets of landscaping and public domain throughout the site. Collectively, the works will seek to meet the following intentions and ambitions:

- **Ground Plane:**
 - Provide on-grade access to buildings and cross-links
 - Consider water movements and ingress to mitigate need for subsurface drainage
 - Ensure cross site (north/south) falls are considered as opportunities
 - Major entries to basements to be located on the southern side of lot
 - Connect building ground levels and the public realm
- **Blue Systems:**
 - Mix water expression with capture and re-use at various scales
 - Manage and filter stormwater before discharging into creek system
 - Rainwater and greywater collected, treated, stored and reused within building envelope and within the wider precinct
 - Excess water produced within lot further utilised and treated within the wider precinct
 - Integrated garden beds and roads to hold water within landscape reducing flood risk through increasing areas of passive irrigation
 - Stormwater runoff managed and filtered through planted biofiltration
 - Trees located within areas of permeable paving with sub-surface storage cells or within swales/biofiltration wetlands
 - Drain to and recharge deep-soil zones where possible
 - Riparian corridors protected, naturalised and enhanced with diverse opportunities for public interaction including recreational (natural pool, playground, etc) and educational areas
- **Green Systems:**
 - Reach 40% canopy cover target
 - Biodiversity: (10% maximum percentage of one tree species)
 - Mitigate / adapt to climate change
 - Reduce urban heat island effect
 - Create healthier ecosystems by planting locally provenanced species
 - Position area as a leader in urban greening
 - Improve soil moisture and water quality
 - Integrate urban ecologies (native materials) into building forms and façades
 - Use Australian natives endemic to pre-colonial ecologies and systems
 - Integrate a resilient, healthy and diverse urban forest into the urban realm
- **Connectivity:**
 - Prioritise pedestrian and bicycle movements over car movement
 - Locate bicycle infrastructure near major lobbies and entries
 - Implement safe cycle routes and walkways
 - Minimise vehicle (service / car) impact on the overall urban realm where possible
 - Provide on-grade access to buildings and cross site links.
 - Ensure doorways and entries have northern aspects where possible.

- **Spatial fabric and environmental performance:**

- Ensure paths of travel are shaded through summer periods.
- Ensure winter sun penetration occurs to key public areas and interfaces (at a minimum).
- Mitigate hot northerly prevailing winds.
- Ensure doorways and entries have northern aspects where possible.
- Achieve a comfortable and habitable public realm all year round.



Figure 37 Landscape masterplan

Source: Realm

4.6 Roads, Servicing and Access

Vehicular Access to the Site

The proposed development will retain and upgrade existing access from the intersection of Norwest Boulevard and Brookhollow Avenue, Century Circuit West and Century Circuit East.

Century Circuit

The existing Century Circuit configuration will be amended to be a shared zone for pedestrians, cyclists and motorists and will be extended to provide improved access to the north west which will facilitate a future connection to Solent Crescent, consistent with the Norwest Strategic Centre Draft Strategic Plan in the medium to long term.

Vehicular Access to Car Park and Car Ramps

Vehicular access to the basement car park will be provided from the following locations (marked by red arrows in **Figure 38**):

- Western side of the site accessed via the main driveway servicing retail at the upper levels, office in the mid levels and residential at the lower levels (red arrow);
- At rear of the site also accessed via the main driveway, servicing retail and community facilities (purple arrow);
- Eastern side of the site off Century Circuit east, servicing residential (blue arrow);
- Eastern side of the site off Century Circuit east, servicing the Hotel (yellow arrow);
- Under proposed building on site of existing Swimming Centre servicing residential (black arrow).

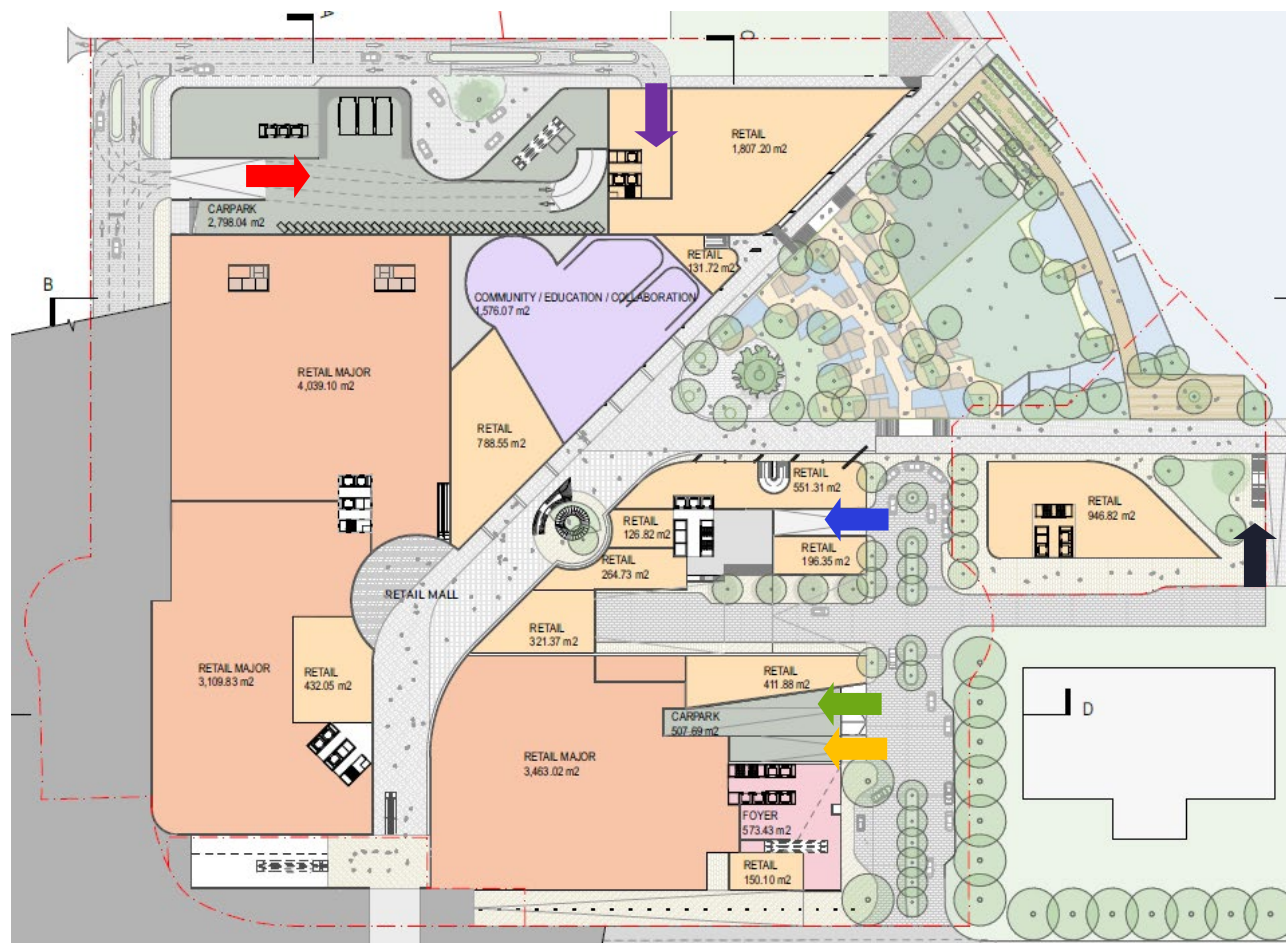


Figure 38 Vehicular access points to basement

Source: FJC Studio/Ethos Urban

Loading Facilities

Loading facilities are proposed to be accessed off Century Circuit East (indicated above in **Figure 38** with a green arrow). The area is accessible for articulated truck deliveries. This arrangement negates the need for heavy deliveries to traverse the shared zone along the central spine of Century Circuit.

4.7 Development Staging

It is expected that the development will be staged over medium term period from 2027 to 2047, across four (4) broad phases which are set out in **Table 9** and **Figures 39 – 42**. The indicative staging is predicated on the need to deliver a balance of uses within each phase that will support the gradual growth of the population across the new Norwest Precinct.

Table 9 *Indicative development staging*

Stage	Scope
Stage 1	<ul style="list-style-type: none"> Existing service station and car wash demolition Construction of new supermarket and specialty retail, major commercial buildings and hotel Construction of major loading dock and parking for Stage 1 uses Street works to Century Circuit (including east and west links to Norwest Boulevard) Existing centre and on-grade parking remains in operation during construction
Stage 2	<ul style="list-style-type: none"> Staged demolition of existing centre Construction of new parkland (deep soil) and lake edge Retain on-grade parking of existing centre
Stage 3	<ul style="list-style-type: none"> Removal of on-grade parking Construction of second supermarket / discount department store and speciality retail Construction of library / community / commercial and residential buildings Construction of basement parking for Stage 3 uses Leasing and fit out of eat-street and park side retail
Stage 4	<ul style="list-style-type: none"> Demolition of existing swim centre Construction of mixed use building Construction of parking for Stage 4 uses Leasing and fit out of park side food and beverage



Figure 39 *Indicative Stage 1*



Figure 40 *Indicative Stage 2*



Figure 41 *Indicative Stage 3*

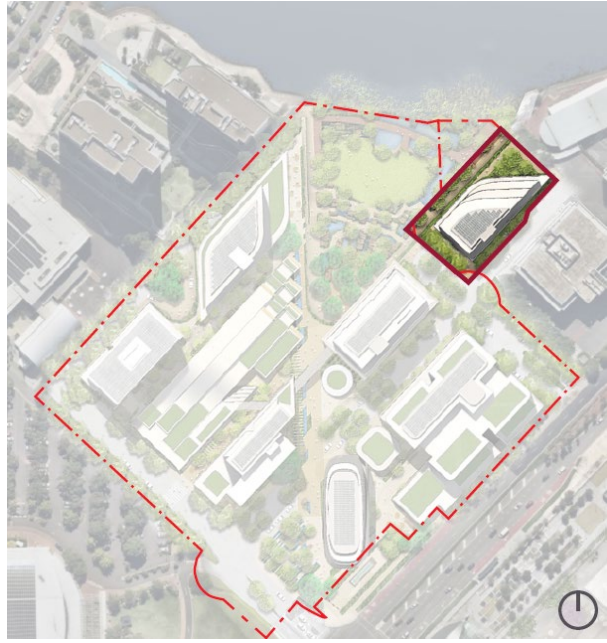


Figure 42 *Indicative Stage 4*

5.0 Planning Proposal

This Planning Proposal seeks to amend The Hills LEP 2019 to facilitate a mixed use precinct that will transform the current Norwest Marketown Shopping Centre and the adjacent swimming school site. Revised planning provisions will enable the creation of a vibrant high density mixed-use hub, providing expanded employment generating floorspace provisions, residential uses with high amenity and opportunity to realise an extensive public domain with well-located community, open space and entertainment facilities.

The Planning Proposal will achieve the envisioned redevelopment by inserting new Part 7 Additional local provisions to the site alongside revisions to land use zoning, maximum floor space ratio, maximum building height, additional permitted uses specific to the site.

5.1 Proposed Amendments to LEP Provisions

Informed by the Indicative Reference Scheme presented at **Section 4.0**, this Planning Proposal seeks the following amendments to The Hills LEP 2019:

- Application of the MU1 Mixed Use zone across the land currently zoned as E1 Local Centre on the site (comprising Lot 5080 in DP 1008602 and Lot 2 in DP 1213272) to form a development zone;
- An increase in overall maximum building height from RL 116m to RL 216m, which is equivalent to total maximum height of 36 storeys, across the site;
- An increase in overall floor space ratio from 1.49:1 to 5.0:1 across the entirety of Lot 2 in DP1213272, Lots 81 and 82 in DP DP1257646 and Lot 5080 in DP 1008602 provided a certain quantum of particular employment generating uses is achieved subject to Part 7 of The Hills LEP 2019;
- Creation of site-specific additional local provisions under Part 7 of The Hills LEP 2019 to address retention of the majority of floorspace on the site for employment generating purposes and to address specific aspects in a future redevelopment such as car parking and residential apartment numbers and sizes; and
- Application of Schedule 1 Additional Permitted Uses for the part of the site that is zoned SP2 Infrastructure (part of Lot 5080 in DP 1008602 and part of Lot 2 in DP 1213272, which includes waterfront components) to allow for the following uses – recreation areas, retail premises, recreation facility (outdoor), water recreation structure, waterbody (artificial) and wharf or boating facilities.

5.2 Overview of Proposed Amendments

An overview of the proposed amendments to The Hills LEP 2019 is provided in **Table 10** below.

Table 10 Overview of proposed amendments

Control	Existing	Proposed
2.1 – Land Use Zones Land Use Zones Map	E1 Local Centre	Amend Land Zoning Map (Sheet 16) to identify the site as ‘MU1 Mixed Use’. <i>Rezoning the site to MU1 Mixed Use will maximise the realisation of a mixture of uses including employment generating floorspace comprising commercial, entertainment, retail and hotel accommodation, residential floorspace as well as community, indoor recreation, civic and education floorspace. Such a combination of land uses will enable a truly vibrant and activated precinct that is well connected to public transport.</i>
4.3 – Height of buildings Height of Buildings Map	RL 116m	Amend Height of Buildings Map (Sheet 16) to identify the site as subject to maximum height of RL 216m. <i>Amending the height of buildings control to a maximum of RL 216m will enable future development to reach 36 storeys as illustrated in the Indicative Reference Scheme.</i>
4.4 – Floor space ratio Floor Space Ratio Map	1.49:1	Amend Floor Space Ratio Map (Sheet 16) to identify the site as “Area M” subject to Clause 7.11. Implement a revision to the Floor Space Ratio Incentive Map to show a FSR of 5.0:1. <i>Amending the Floor Space Ratio provisions across both parcels of land making up the site will allow for a concentration of development,</i>

Control	Existing	Proposed
		<i>comprising approximately 232,375m² of GFA, with an assurance that 50% of the GFA is considered employment generating floorspace.</i>
7.11 – Development on certain land within the Sydney Metro Northwest Urban Renewal Corridor	-	<p>Amend Clause 7.11 to include site specific 'Clause 7.11 (3B)'. Refer to Section 5.2.</p> <p><i>Amending Clause 7.11 allows Council's objective of 50% employment GFA being provided with a maximum permissible FSR incentive adhered to on the site. As noted previously, a minimum of 50% of the GFA is to be employment generating.</i></p>
Schedule 1 – Additional permitted uses	Clause 20 of Schedule 1 permits residential flat buildings permissible for sites identified as 'Item 26' (the site).	<p>Amend the Additional Permitted Uses Map (Sheet 16) and Schedule 1 of the LEP:</p> <ul style="list-style-type: none"> Remove additional permitted use related to residential flat buildings as this is a permitted use in the MU1 zoning; and Identify the area subject to the SP2 Infrastructure as "Item 27" and include an additional clause under Schedule 1 to allow for the following uses on that part of the site: recreation area, retail premises, recreation facility (outdoor), water recreation structure, waterbody (artificial) and wharf or boating facilities. <p><i>Amending Schedule 1 to include the portion of the site that is zoned SP2 Infrastructure will ensure the uses as envisaged by the Indicative Reference Scheme and which relate to the public domain are permissible with consent for future DAs.</i></p>

5.2.1 Land Use and Zoning

MU1 Mixed Use

In line with State, Regional and Local Council strategic plans, the strategic objective of the proposal to facilitate a truly mixed use precinct with a diverse range of land uses to support an active and vibrant area, it is proposed to rezone the site to match the desired future land uses and better align Mulpha's vision with the best-fit land use zoning objectives and permissibility under The Hills LEP 2019.

The Indicative Reference Scheme envisages a collection of uses including residential accommodation, tourist and visitor accommodation, commercial premises, community facility, information and education facility, recreation facility (indoor), recreation area and entertainment facility. It is understood from a review of the current zoning that Tourist and Visitor Accommodation is a prohibited use under the existing E1 Local Centre zoning. It has been found the use is however permissible under the MU1 Mixed Use zone. Further, an assessment of the Indicative Reference Scheme has been undertaken against the proposed MU1 Mixed Use zone objectives (as listed in **Table 11**) and it is considered that the objectives better align with the vision for the site for the following reasons:

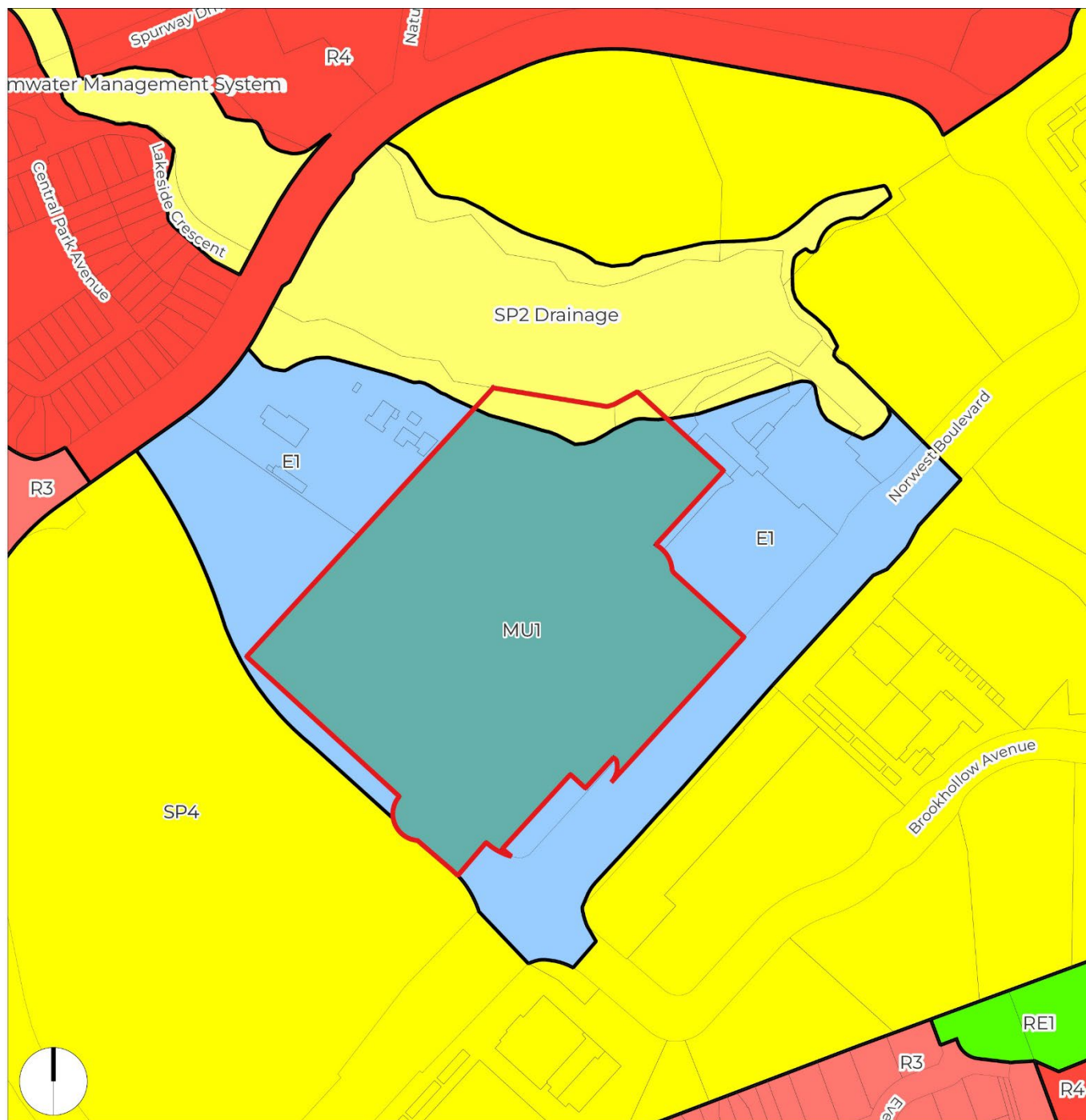
- The zoning will allow for a mix of employment generating land uses on the site which is directly connected to the Norwest Metro Station;
- The zoning will encourage development that prioritises the pedestrian experience, providing for an activated and functional street network with public spaces for workers, residents and visitors to enjoy;
- The zoning will encourage community and retail uses within the ground floor plane which will contribute to a visually interesting and inviting area;
- The zoning will encourage leisure and entertainment facilities to be dispersed within a mix of employment generating uses, residential uses and public domain; and
- The zoning will facilitate high density residential uses that are integrated which is directly connected to the Norwest Metro Station, enabling a live, work, play precinct.

The Norwest Strategic Centre Draft Precinct Plan identifies Marketown as the “*vibrant heart of the Norwest Strategic Centre as a walkable centre with taller, well-designed buildings at its core*” and a place which provides “*appealing and safe places to shop, dine, socialise, live and enjoy cultural and leisure experiences*”. The proposed rezoning to MU1 Mixed Use zone is considered to be the best land use zoning to enable the clustering of land uses that are also vertically integrated to create a functional and desirable working and living environment in alignment with Council's vision for Marketown.

For the above reasons, it is considered appropriate that the Planning Proposal seeks to rezone the area of the site that is currently subject of the E1 Local Centre zone to the MU1 Mixed Use zone. The amendments to the Land Use Zoning Map are illustrated in **Figure 43** below.

Table 11 **Proposed MU1 Mixed Use land zoning and permissibility**

Control
<p>1. Objectives of the zone:</p> <ul style="list-style-type: none"> • To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities. • To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces. • To minimise conflict between land uses within this zone and land uses within adjoining zones. • To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. • To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening. • To provide for high density housing that is integrated with civic spaces.
<p>2. Permitted without consent:</p> <p>Home businesses; Home occupations</p>
<p>3. Permitted with consent:</p> <p>Amusement centres; Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Entertainment facilities; Function centres; Information and education facilities; Light industries; Local distribution premises; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Recreation areas; Recreation facilities (indoor); Registered clubs; Residential flat buildings; Respite day care centres; Restricted premises; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation; Vehicle repair stations; Any other development not specified in item 2 or 4</p>
<p>4. Prohibited:</p> <p>Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities</p>



LEGEND

 Subject Land	 MU1 Mixed Use	 RE1 Public Recreation	 SEPP (Precincts-Central River City) 2021
 Cadastre	 R3 Medium Density Residential	 SP2 Infrastructure	
 E1 Local Centre	 R4 High Density Residential	 SP4 Enterprise	

Figure 43 Proposed amendments to Land Use Zoning Map

Source: Ethos Urban/NSW Legislation

5.2.2 Additional Permitted Uses

Part of the existing public domain associated with the site currently sits within land zoned SP2 Infrastructure (Drainage). Development (apart from that which is associated with drainage) is currently not permitted within this zone under The Hills LEP 2019, therefore the Planning Proposal seeks to utilise Schedule 1 Additional Permitted Uses of the LEP to allow future development in this area, which is commensurate with the Indicative Reference Scheme, provided it does not impact on the flood storage capacity of the lake. The use of Schedule 1 will also allow the calculation of floor space ratio across the site to include the full Planning Proposal site boundary and allotments controlled by Mulpha, including areas zoned SP2 Infrastructure. This entirely consistent with the approach taken with the immediately adjacent E1 zoned land.

The extent of land zoned for drainage purposes in Norwest was determined in an August 1999 amendment to the Baulkham Hills Local Environmental Plan 1991 and has been translated in the same form in each subsequent LEP. It was acknowledged that the lake was constructed as both a central landscape feature and significant stormwater basin to manage flows from the planned business park. The same approach to include additional permitted uses within the SP2 zoned land was adopted for the neighbouring site at 11-13 Solent Circuit, Baulkham Hills as part of a planning proposal for the site (PP-2020-1891) that was undertaken in 2014.

Accordingly, it is proposed to insert an additional clause (Clause 21) to Schedule 1 of The Hills LEP 2019 to allow for permissible uses within the land zoned SP2 Infrastructure (Drainage). The proposed wording of the new clause is provided below:

Clause 21. Use of certain land at Norwest Marketown

1. This clause applies to that part of land shown as “Item 27” on the Additional Permitted Uses Map.
2. Development for the purposes of recreation area, retail premises, recreation facility (outdoor), water recreation structure, waterbody (artificial) and wharf or boating facilities.

The current Additional Permitted Uses Map (Sheet 16) outlines part of the site as Item 26, which under Clause 20 of Schedule 1 permits residential flat buildings on the site (amongst other sites). Since the Planning Proposal seeks to rezone the site to MU1 Mixed Use, whereby residential flat buildings are a permissible land use, it is no longer considered a necessary inclusion. The amendments to the Additional Permitted Uses Map are illustrated in **Figure 44** below.



Figure 44 *Proposed amendments to Additional Permitted Uses Map*

Source: Ethos Urban/NSW Legislation

5.2.3 Principal Development Standards

Height of Buildings

It is proposed to introduce a revised maximum height of buildings control of RL216 (increased from RL 116) to enable sufficient uplift that aligns with the density envisaged for Norwest Marketown under the Norwest Strategic Centre Draft Precinct Plan. The Hills LEP 2019 currently prescribes a maximum height of building control in RLs for the site and the immediate surrounding sites. It is considered appropriate to continue the application of RLs for the proposed maximum height of buildings control. The proposed height in RL will also provide more certainty to Council and the community about the 'real' height of future development on the site. The amendments to the Height of Buildings Map are illustrated in **Figure 45** below.

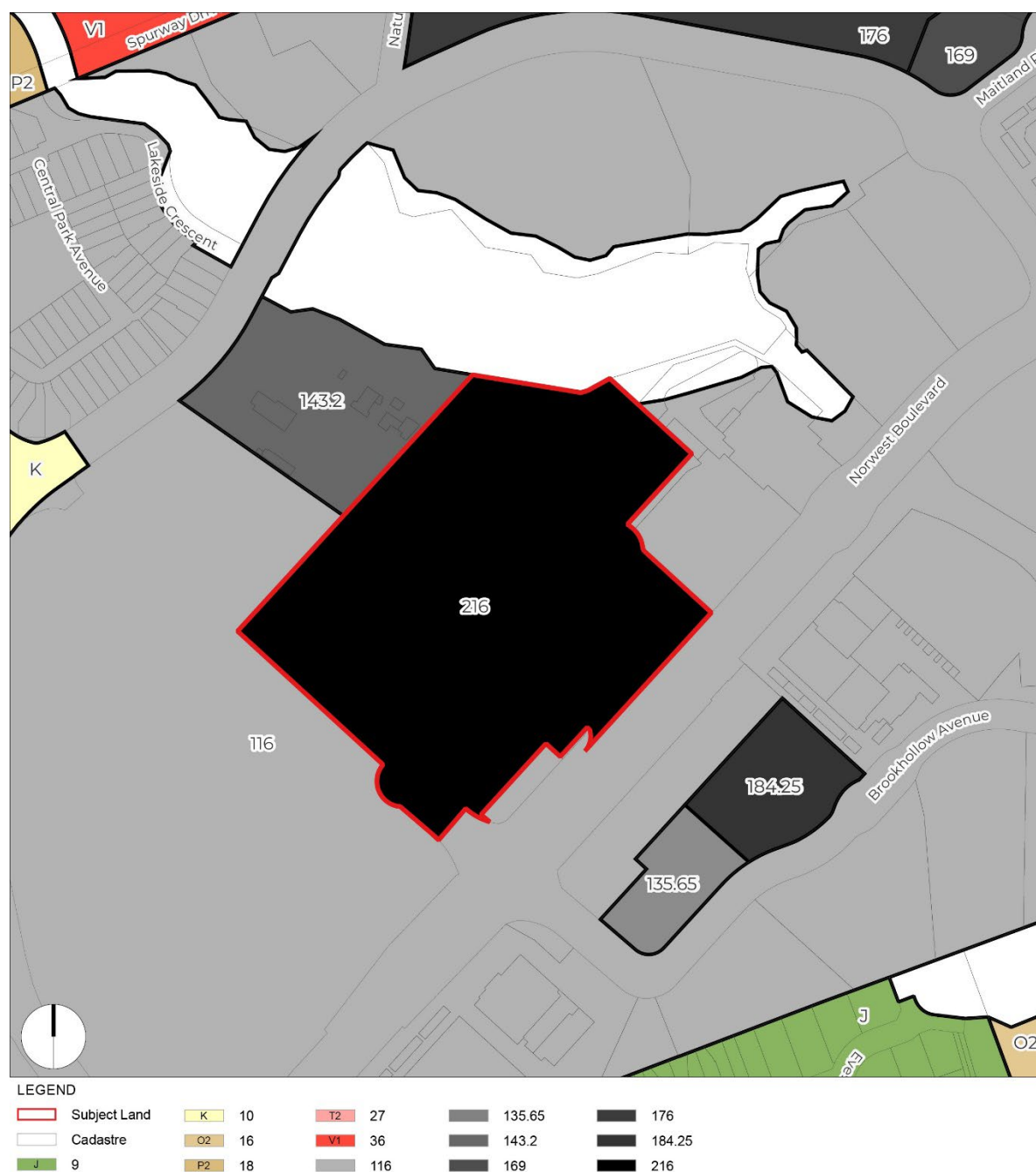


Figure 45 Proposed amendments to Height of Buildings LEP Map

Source: Ethos Urban/NSW Legislation

It should be noted that the site specific Draft DCP that is provided at **Appendix I** provides objectives for height across the site, ensuring that the scale of certain built form is appropriate, and that taller buildings are located towards Norwest Boulevard and Century Circuit.

Incentive Floor Space Ratio (Site Specific Floor Space Ratio Provisions)

To facilitate an exemption from the maximum 'base' FSR of 1.49:1 permitted under Clause 4.4 of The Hills LEP 2019, a new site-specific provision within Clause 7.11 is proposed to be introduced. In essence, this new provision facilitates the exceedance of the 'base' FSR permissible on the site if a certain quantum of particular uses is provided in future development on the site, up to a total of 5.0:1 FSR, proposed to be mapped on the Incentive Floor Space Ratio Map .

Of particular importance is the commitment to delivering a minimum 50% employment generating uses within the redeveloped Marketown site. Strategic documentation, as further explored in **Section 7.0**, indicates a strong strategic desire to ensure a minimum non-residential development outcome is delivered on the site along with other uses to result in a mixed use precinct. The site specific clause proposed below shows the proponent's commitment to delivering a minimum of employment generating floorspace responding to the Draft Norwest Precinct Plan.

Clause 7.11 (3B)

- (1) Despite clause 4.4, the consent authority may consent to development marked as 'Area M' on the [Floor Space Ratio Map](#), being land to which this clause applies with a floor space ratio that does not exceed the increased floor space ratio identified on the [Floor Space Ratio Incentive Map](#), if the consent authority is satisfied that –
 - (a) A minimum 'commercial premises' and 'entertainment facility' FSR of 2.5:1 is capable of being achieved across the site.
 - (b) A maximum 'residential flat buildings' and 'shop top housing' FSR of 2.21:1 is provided across the site.
- (2) The consent authority must not consent to development comprising residential flat buildings unless –
 - (a) It is satisfied that no more than 854 dwellings are proposed
 - (b) It is satisfied that the dwelling mix comprises –
 - i. no more than 25% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be studio or 1 bedroom dwellings, or both,
 - ii. at least 20% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be 3 or more bedroom dwellings,
 - iii. at least 40% of all 2 bedroom dwellings contained in the development will have a minimum internal floor area of 110m², and
 - iv. at least 40% of all 3 bedroom dwellings contained in the development will have a minimum internal floor area of 135m².
- (3) The consent authority is to be satisfied car parking spaces are provided in accordance with the following minimum and maximum number provisions:
 - (a) For each 1, 2, 3 or more bedroom dwelling – 1 car parking spaces minimum;
 - (b) For visitor parking – 1 car parking space per 12 dwellings minimum;
 - (c) For retail uses – a maximum of 1 space per 37m² of gross floor area.
 - (d) For commercial uses – a maximum of 1 space per 100m² of gross floor area.

This Planning Proposal seeks to amend the Floor Space Ratio Map under The Hills LEP 2019 to show the site as 'Area M' subject to the provisions of Clause 7.11(B) above. The amendments to the Floor Space Ratio Map are illustrated in **Figure 46**.

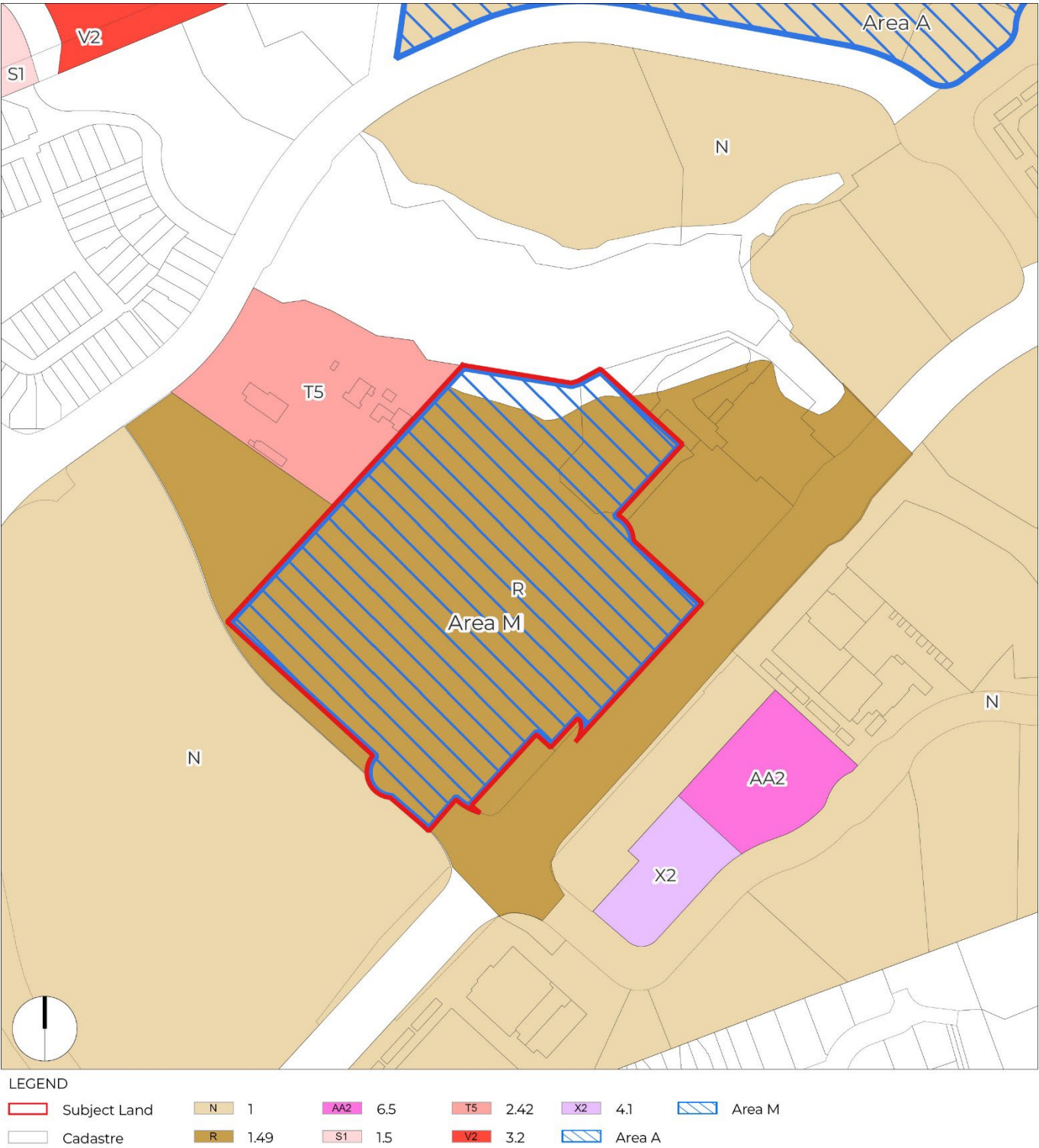


Figure 46 Proposed amendments to Floor Space Ratio LEP Map

Source: Ethos Urban/NSW Legislation

The amendments proposed related to the Incentive Floor Space Ratio Map under The Hills LEP 2019 are illustrated in **Figure 47** below.

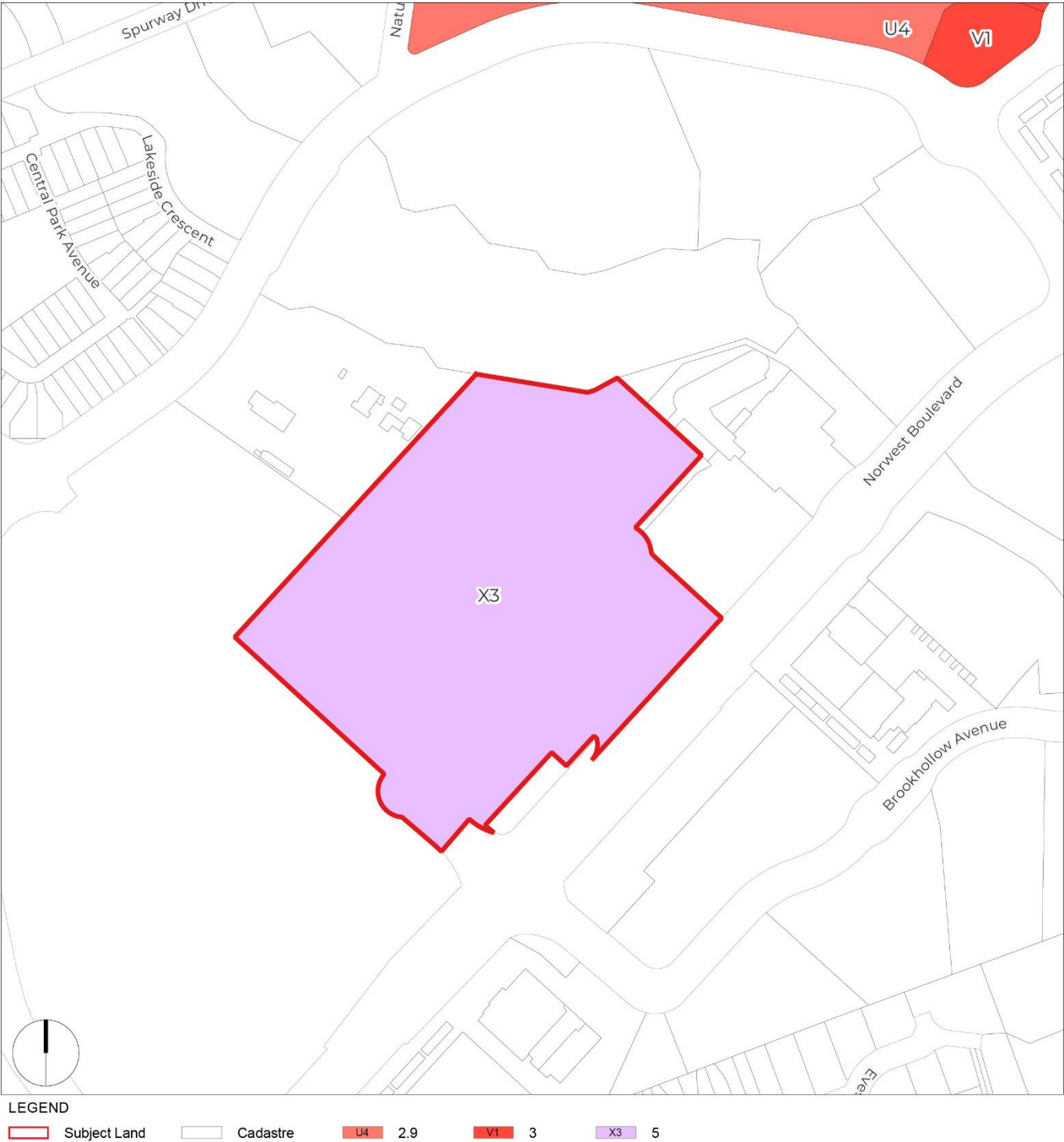


Figure 47 Proposed amendments to Floor Space Ratio Incentive LEP Map

Source: Ethos Urban/NSW Legislation

5.3 Proposed Development Control Plan Framework

A Draft DCP amendment to The Hills Development Control Plan 2012 (The Hills DCP 2012) has been prepared by Ethos Urban is provided at **Appendix I**. The DCP contains planning and environmental controls required for the envisaged development. Key considerations that have been addressed in the Draft DCP include:

- Urban context;
- Desired future character and principles;
- Public domain and open space;
- Built form;
- Active frontages;
- Solar access and overshadowing;
- Vehicular access and connectivity;
- Landscaping;
- Design excellence;
- Sustainability;
- Wind; and
- Development staging and implementation.

5.4 Design Excellence

The Draft DCP at **Appendix I** outlines the following objectives related to design excellence which all future development must adhere to:

- Future development must provide diversity and contribute to architectural character of the precinct. Buildings that are located adjacent to or opposite to one another are not to be of the same or similar design.
- Buildings are to create a distinct visual feature and exhibit a high standard of architectural design, materials and detailing.
- Large development blocks which have multiple buildings or building cores are to be designed to provide individual character so that each core is recognisable from the street (including different architectural languages for elements such as building entrances, balconies and balustrades, awnings, planters, pergolas, boundary walls and fences).

6.0 Environmental Assessment

This section considers the key planning issues associated with the Planning Proposal, as well as a high level consideration of technical assessment issues to support the proposal for altered planning controls within the site.

6.1 Urban Design and Built Form

In establishing the Planning Proposal, an Indicative Reference Scheme has been prepared, as outlined in **Section 4.0** and at **Appendix C**, to ensure all relevant built form, separation, amenity and design parameters have been considered, and to establish an appropriate scale and density for the future building on this particular site. Accordingly, the outcomes of these investigations and analysis have largely guided the content of this Planning Proposal.

The Indicative Reference Scheme concept has considered and achieves the following outcomes for the site:

- It facilitates an appropriate bulk and scale that is commensurate with the status of Norwest as a Strategic Centre being the largest employment centre within Sydney's north-west;
- It locates the higher density and key employment generating components along Norwest Boulevard in proximity to the Norwest Metro Station;
- It provides for towers that will sit comfortably within the surrounding future urban context that is expected to experience significant growth following the delivery of the Sydney Metro Northwest.
- It provides for towers that will be slender in formation to allow for adequate building separation, views and vistas, and limited shadow impacts to the surrounding area.
- It distributes the built form across the site in a way that protects solar access for residential development located on the periphery of the Norwest Business Park to the south;
- It allows for each building podium to address the public domain by providing active uses at ground level to encourage the pedestrianisation of the area;
- It promotes a pedestrian focused environment that allows for permeability through a series of secondary access paths;
- It demonstrates that significant public open space can be delivered by the scheme and will complement existing natural features in and around the site such as Norwest Lake.

In light of the above, it is considered that the proposed LEP amendments will facilitate the delivery of a built form outcome that is capable of exhibiting design excellence (consistent with the intended objectives outline in **Section 5.4**).

6.1.1 Location of Height

The Indicative Reference Scheme comprises mid-rise and tower building forms ranging from 5 to 36 storeys. The built form is in general alignment with the Norwest Strategic Centre Draft Precinct Plan which envisages a range of 8 to 15 storeys on 6 Century Circuit (of which 23 storeys are proposed as part of the Indicative Reference Scheme) and 8 to 35 storeys on 4 Century Circuit (of which 5 to 36 storeys are proposed as part of the Indicative Reference Scheme) (as shown in **Figure 48** below).

It is acknowledged the Indicative Reference Scheme envisages a height of 23 storeys on 6 Century Circuit. The height is considered appropriate given it will provide a transition in height (by 9 storeys) from the adjacent building to the west (proposed to be 32 storeys). The contextual outcome of the Planning Proposal is fully described at in the Urban Design Report and analysed in the Visual Impact Assessment.

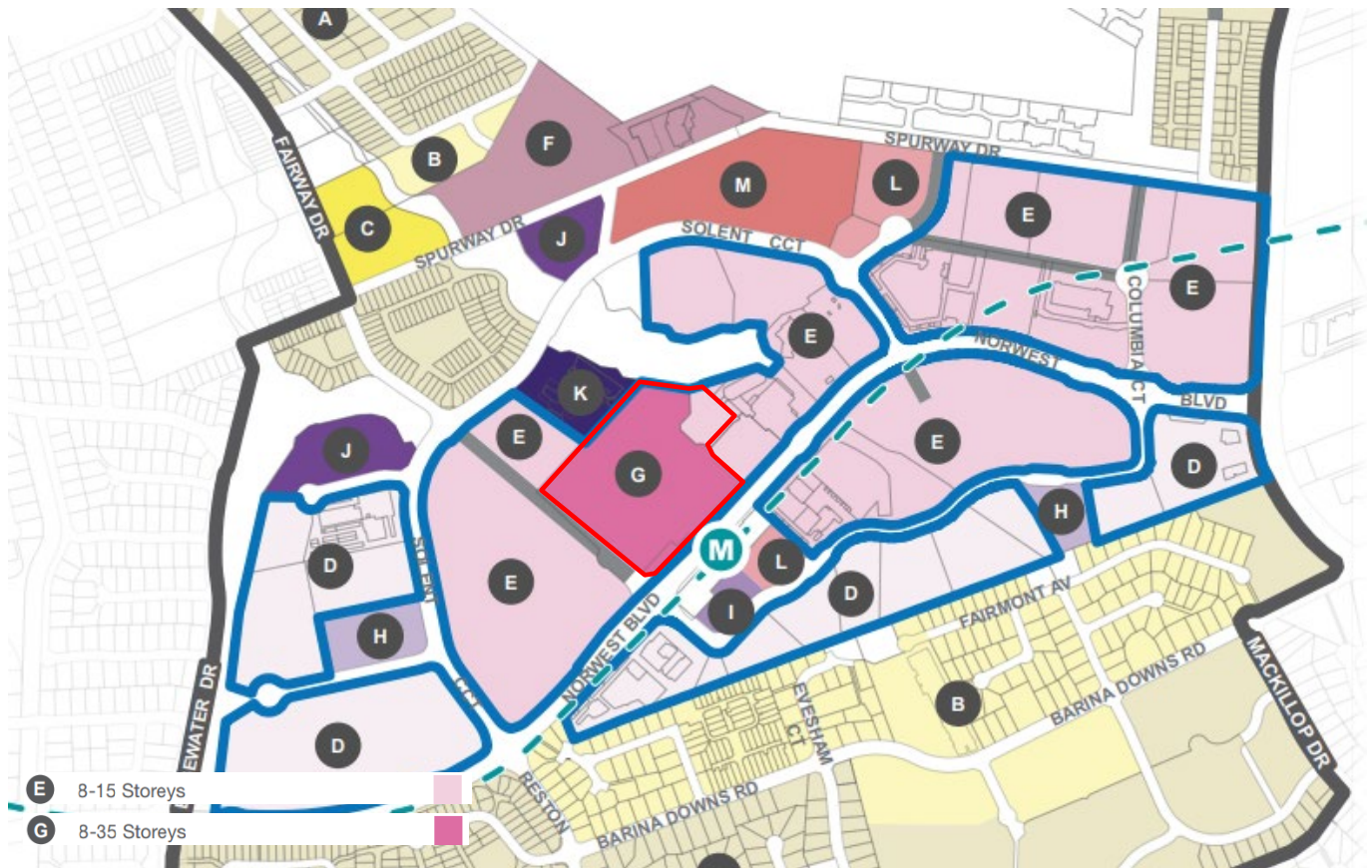


Figure 48 Built form as envisaged by Draft Norwest Precinct Plan

Source: Draft Norwest Precinct Plan

The proposed massing is considered acceptable for the following reasons:

- Taller buildings have been strategically positioned to maximise solar access, natural ventilation and views to and from the site and surrounding key vantage points;
- Taller buildings are located towards Norwest Boulevard and Century Circuit to signify entrance to the heart of the precinct and to provide for a buffer from surrounding main roads to the open space and public domain within the site and adjacent to the lake;
- Shorter buildings are located adjacent to public spaces to frame the areas and reduce visual impacts; and
- Building heights have been guided by the principle of a solar envelope which minimises the impact on adjoining development by setting a 4 hour solar access target to existing residential development between 9am and 3pm on 21 June.

The proposed built forms represent a comparable height to its future context. The mapped built forms generally form a desired future character that respond to their varied proximity to the metro station and roles in the Norwest Centre urban structure (as shown in **Figure 49**).

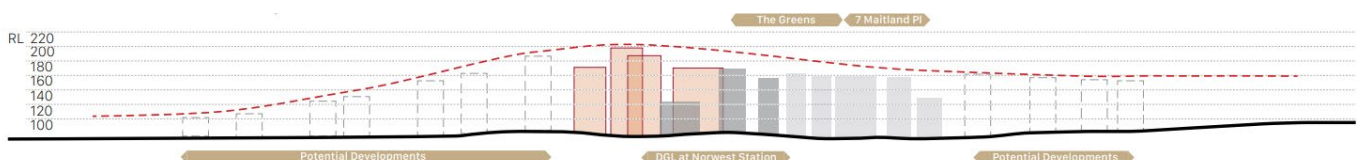


Figure 49 Proposed transition in building height within the Norwest Centre

Source: FJC Studio

Further, the proposed height is considered appropriate for a strategic centre such as Norwest. The Eastern Economic Corridor (EEC), comprises development in the following centres and the associated maximum building heights:

- Sydney CBD: 235m
- St Leonards: 180m
- Chatswood: 142.8m
- Macquarie Park: 120m

The Norwest strategic centre will form part of the extended Greater Parramatta and Olympic Peninsula (GPOP) corridor, within its 10km catchment. When comparing the analysis for the EEC, a strategic centre 10km from Sydney CBD should have a maximum building height of 120 to 142.8m. Accordingly, the proposed height range of 130m-140m sits within that range and is lower than the nearest strategic centre, Olympic Park which comprises a maximum height of 149m.

It is for the above reasons that the proposed maximum height is considered appropriate. Refer to the Urban Design Report, prepared by FJC Studio (**Appendix A**) which further analyses the building heights and density of comparable centres to Norwest.

6.1.2 Building Separation and Visual Privacy

In designing the Indicative Reference Scheme due consideration has been given to the provision of adequate building separation. The separation distances between each tower have been informed by the requirements of the ADG under Section 2F and Objective 3F-1. The underlying intent of the numerical building separation requirements is to:

- *Ensure that new development is scaled to support the desired future character with appropriate massing and spaces between buildings;*
- *Assist in providing residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook; and*
- *Provide suitable areas for communal open spaces, deep soil zones and landscaping.*

The following design guidance under Objective 3F-1 of the ADG are of relevance to the assessment:

- *For residential buildings next to commercial buildings, separation distances should be measured as follows:*
 - *For retail, office spaces and commercial balconies use the habitable room distances.*
 - *For service and plant areas use the non-habitable room distances.*
- *No separation is required between blank walls.*

The indicative separation distances are illustrated in **Figure 50**.

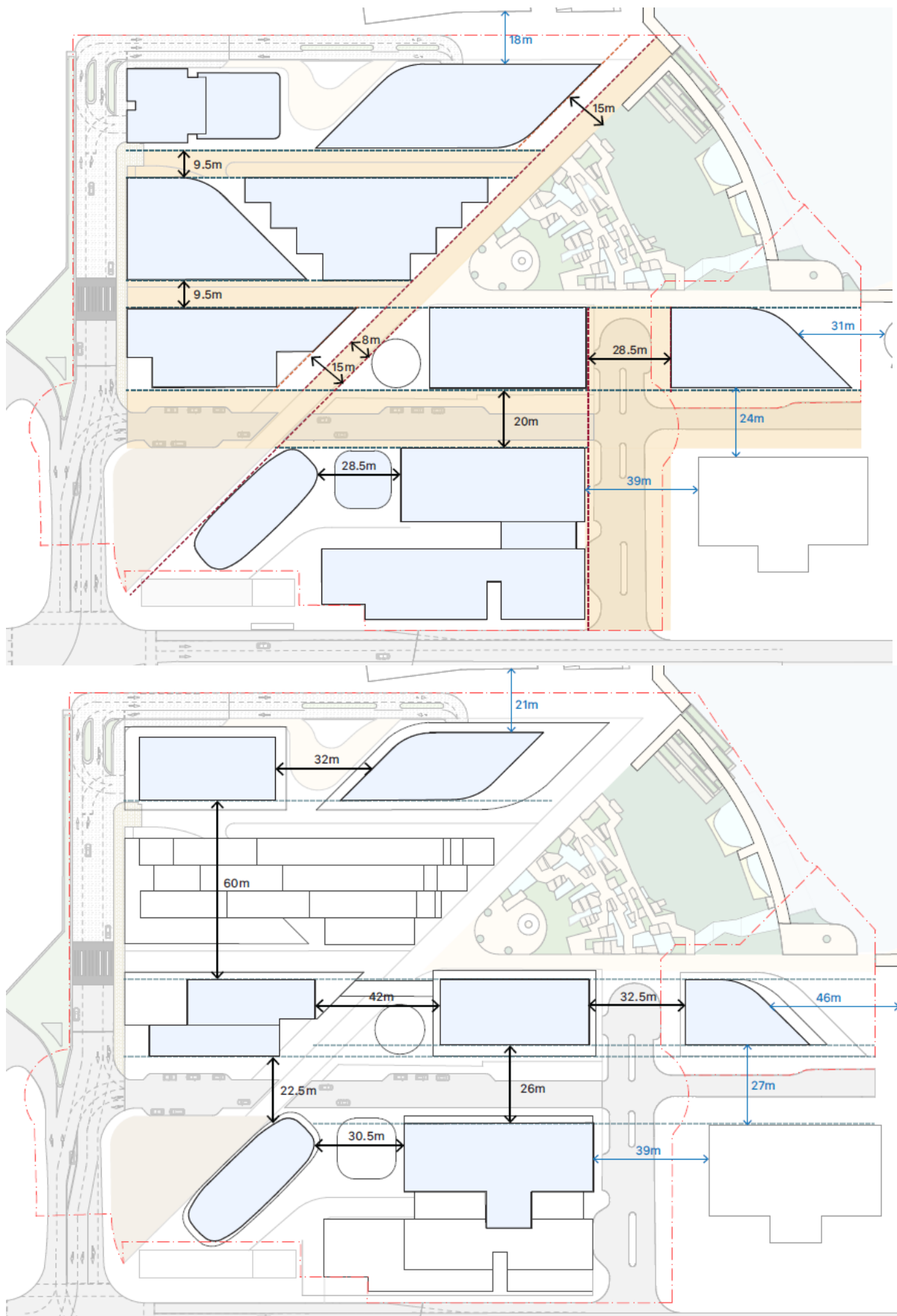


Figure 50 Proposed building separation at the podium (top) and towers (bottom) levels

Source: FJC Studio

6.1.3 Compliance with State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development

The ADG requires that buildings over nine (9) storeys containing habitable space provide a minimum building separation of 24m. As illustrated in **Figure 50**, the Indicative Reference Scheme is entirely consistent with this requirement in that all towers proposed to contain residential floor space provide a minimum 24m separation.

Reduced building separation is provided between commercial and residential buildings. Section 3F of the ADG requires that a maximum separation distance of 12m where the interface is characterised by service / plant areas and non-habitable rooms. As such, subject to the design of the internal layouts, the scheme has the potential to comply with the building separation requirements.

The above assessment demonstrates that the Indicative Reference Scheme is capable of achieving adequate building separation. It is noted that the provision of blank walls, location of habitable spaces and windows will be determined at the detailed DA phase. In the instance that variations are proposed, it is expected that visual and acoustic privacy impacts will be addressed using appropriate mitigation measures.

6.1.4 Internal Residential Amenity

The Indicative Reference Scheme is capable of achieving the solar access ADG requirement for a minimum of 2 hours solar access on 21 June between 9am and 3pm with a large portion of apartments capable of achieving more than 2 hours of direct sunlight to living areas and private open space.

In designing the internal layouts, natural ventilation and cross ventilation have been considered in order to reduce the reliance on mechanical ventilation. The Indicative Reference Scheme indicates 66.6% of units in the first nine storeys achieve natural cross ventilation. The precise cross ventilation percentages will be determined at the detailed DA phase. Notwithstanding, the towers are capable of including:

- A large quantity of dual aspect apartments;
- A façade design that maximises the provision of windows;
- Adequate ceiling heights; and
- Adequate apartment depths.

Detailed studies pertaining to solar access and cross ventilation will be provided at the detailed DA phase to demonstrate consistency with the Apartment Design Guide and State Environmental Planning Policy 65 (Design Quality of Residential Apartment Development).

6.1.5 External Solar Access and Overshadowing

An overshadowing analysis has been prepared by FJC Studio and is included at **Appendix A**. The analysis illustrates the shadow impacts resulting from the proposal from 9am to 3pm during the Winter Solstice on 21 June. As illustrated in **Figures 51 – 54**, the shadow cast by the proposal predominantly falls to the west and south. The shadow impacts are the greatest at 9am and 3pm on the 21 June.

At 9am the shadow predominantly impacts the surrounding public domain and car park surrounding Hillson College / Church. A minor amount of overshadowing falls across Solent Circuit and slightly impacts the eastern facades of the industrial/commercial developments located on the western side of Solent Circuit. As shown in **Figure 51**, separation between the proposed towers reduces the extent of the overshadowing impacts. The shadow impacts are considered reasonable given that the impacted uses are non-residential and the shadow cast to the west of the development impacts the affected uses for a limited duration of time between 9am and 11am. Accordingly, these shadows are fast moving, and will have shifted to the south by the late afternoon.

In the afternoon period, the shadow falls to the south and largely impacts the Norwest rail station site and adjoining non-sensitive commercial uses within Norwest Business Park. At 3pm the shadow cast by the proposed envelope increases and slightly impacts the residential precinct in Baulkham Hills (refer to **Figure 54**). The impacted dwellings are generally located along Evesham Crescent and Jacqui Circuit. Whilst the indicative envelopes will have some impact to these residential uses, the impacts are limited to the late afternoon. Accordingly, they will continue to receive high levels of solar access throughout the rest of the day.



Figure 51 Shadow impacts at 9am on 21 June



Figure 52 Shadow impacts at 11am on 21 June



Figure 53 Shadow impacts at 1pm on 21 June



Figure 54 Shadow impacts at 3pm on 21 June

Solar Impacts to Adjoining Properties

FJC Studio have prepared a solar access analysis to determine if the proposed envelopes result in solar impacts to the surrounding properties. The analysis relates to the period between 9am and 3pm during the Winter Solstice on the 21 June.

Section 3.11 of The Hills DCP 2012 requires that buildings be designed to ensure that adjoining residential development and the major part of their landscaped area receive at least 4 hours solar access between 9am and 3pm on 21 June. Consistent with the DCP requirement, the analysis demonstrates that with the proposed envelopes, the adjacent residential precinct to the south and south east will continue to receive full solar access during the nominated time period (refer to **Figures 55 - 56**).

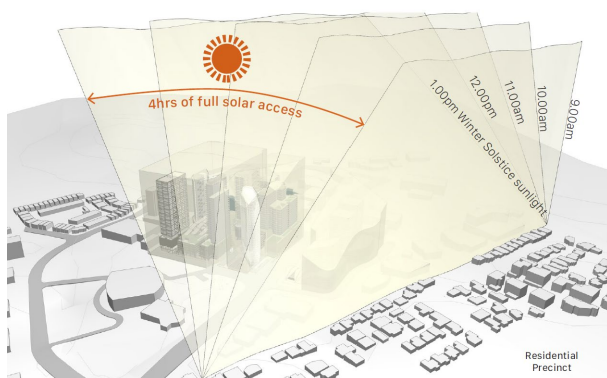


Figure 55 Solar access to the adjacent residential precinct between 9am and 1pm

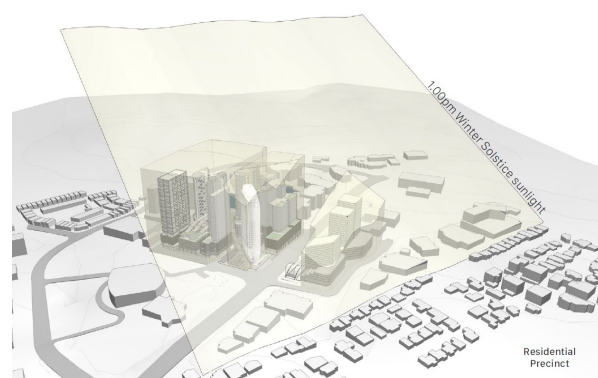


Figure 56 Solar access at 1pm during the Winter Solstice

6.2 Placemaking

The Planning Proposal will enable the delivery of a live, work play precinct that is vibrant, active and connected. The Indicative Reference Scheme shows how the integration of commercial, retail, community and green space can provide for a precinct appropriate for its location next to the metro station. Further, the delivery of social infrastructure will ensure the future community on site will have access to premium, versatile community space that will suit the changing needs of the local community. Opportunities for public artwork will also be facilitated through the Planning Proposal and will create points of interest that will add vibrancy to the precinct.

The public domain has been a key consideration in the development of the Indicative Reference Scheme, prioritising the pedestrian experience and encouraging activated communal areas for enjoyment by workers, residents and visitors (refer to **Figure 57**). The scheme provides for direct access to the proposed lake interface and boardwalk opportunity from the metro station via an underground plaza that is envisaged to comprise retail uses to activate the space.



Figure 57 View of the Indicative Reference Scheme as viewed from Norwest Lake

Source: FJC Studio

6.3 Traffic and Transport

A Traffic and Parking Study has been prepared by Gennaoui Consulting and is included at **Appendix K**. The report has provided the following with respect of the planning proposal:

- Estimation of car parking requirements in response to Council and TfNSW's requirements;
- Assessment of existing traffic conditions using recent traffic counts at all intersections along Norwest Boulevardde between Windsor Road and Reston Grange;
- Existing trip generation of the current development based on the latest counts.
- Estimation of future traffic generation for all envisaged uses; and
- Assessment of traffic impacts of the Planning Proposal on the approach roads and critical intersections to assess their suitability to accommodate future traffic.

Access Arrangements

The main vehicular access to the proposed development will be off Norwest Boulevardde at the intersection with Century Circuit West/Brookhollow Avenue. Access will also be provided at Century Circuit East off Norwest Boulevardde.

Existing and planned infrastructure

The site is serviced by both Sydney Metro and public buses along Norwest Boulevardde. It benefits from a number of bus services located along Norwest Boulevardde, including the T62, 619X, 628, 613X, 714, 745, 715, T64 and T70 services. These bus services provide connections to Castle Hill, Rouse Hill, Parramatta, Chatswood and Sydney CBD. Dedicated footpaths and cycling routes are also located in the surrounding street network.

The proposal recognises the opportunity for a new road connection from Norwest Boulevardde to Solent Circuit as envisaged by Council in the Draft Norwest Precinct Plan. This will depend upon future staged development on the subject site and Hillsong. The desired outcome is to realise the opportunity for full pedestrian and cycle access across the boundary, possibly grade separated from any vehicle movement, and connecting to Norwest Marketown's pedestrian plaza and laneway network.

Norwest Metro Station is located directly opposite the site and a direct connection is provided from the station to the site. The station has been operational since 26 May 2019. The Bella Vista Station Precinct Finalisation Report (2017) prepared by TfNSW indicates that the majority of trips made to and from the Norwest Marketown precinct are made by private vehicles. The report establishes the need to reduce the reliance of private vehicle use and achieve a mode share target of 53% for public and active transport trips. The delivery of the Norwest rail station along with a new bus interchange and pedestrian / cyclist links will assist in meeting this target.

6.3.1 Car parking assessment

Gennaoui Consulting have prepared a parking assessment based on a range of usage assumptions for each individual use. In many instances the assessment has not adopted Council's DCP parking rates. Specialised rates have been adopted for the following reasons:

- The development is in very close proximity to the Norwest Metro station providing a high level of convenience and attraction to commuters;
- The proposed development is expected to be completed over the next two decades allowing for gradual adoption of mode change measures;
- The larger a commercial development the lower the rate of parking requirement particularly for mixed uses centres on the Sydney Metro network;
- State Government policy to reduce parking where adequate public transport services are provided; and
- It is Sydney Metro's objective to reduce the car mode of travel in the precinct from over 90% to approximately 50%.

A summary of the parking rates associated with each use is provided in **Table 12**. In addition to the rates identified, travel mode assumptions have been made in relating to business premises, gymnasium and child-care centre (refer to **Table 13**). It should be noted the assumptions are well below the target stipulated in the Bella Vista Station Precinct Finalisation Report (2017) prepared by TfNSW. A calculation has been made based on the rates in **Table 12** and the travel mode assumptions in **Table 13**, which are provided in **Table 14** and show that some 1,672 spaces would be sufficient to

cater for the non-residential component of the proposal. Considering the residential component estimated at 925 spaces, approximately 2,600 spaces would be needed, of which the Indicative Reference Scheme provides 2,597 spaces.

Table 12 Summary of statutory parking requirements

Land Use	Proposed Development	Initial Rates for Development	
Residential	Units	Rate	Quantity
1 bedroom	213	1 per unit	213
2 bedroom	472	1 per unit	472
3 bedroom	169	1 per unit	169
Visitor spaces		1 per 12 units	71
Total residential			925
Commercial	GFA		
Retail	28,154m ²	1 per 37m ²	761
Office	82,591m ²	1 per 100m ²	806
Total commercial (m² GFA)	108,745m²		1,567
Other facilities			
Child care centre	90 children / 14 staff	1 per staff + 1 per 6 children	29
Learning swimming pool	750m ²	As per existing centre	35
Gymnasium	1,210m ²	1 per 25m ² GFA	50
Cinema	3,111m ²		35
Librarium/Community/Educational	5,641m ²		60
Total community/other facilities			209
Hotel			
Rooms	200 units	Refer to Appendix A of the Traffic and Parking Study	96
Staff	40 persons		20
Total hotel			116
Total required			2,817

Table 13 Targets for Mode Share Transport Initiative

	Walking from nearby residential area & use of public transport	By Car
Business Premises	25%	75%
Gymnasium	25%	75%
Child Care Centre	20%	80%

Table 14 Proposed Car Parking Provision under Mode Share Initiative

Commercial Land Use	Spaces	Discount	Spaces
Business premises	806	25%	604
Retail	761		761
Gymnasium	50	25%	38

Commercial Land Use	Spaces	Discount	Spaces
Child Care Centre	29	20%	23
Other facilities	130		130
Hotel	116		116
Total non-residential	1,892		1,672
Residential	925		925
Total	2,817		2,597

6.3.2 Existing Traffic Conditions

Gennaoui Consulting have provided an assessment of the existing traffic conditions to facilitate in evaluating the extent of the traffic impacts associated with the proposed development.

The assessment was undertaken on Thursday 15 September from 7:30 to 9:30am and between 4:00 and 6:00pm.

The key findings of the assessment of the existing conditions are as follows:

- In the morning peak period between 8:15 to 9:15am, 658 vehicle trips were generated;
- In the afternoon peak period between 4:15 to 5:15pm, 1,025 vehicle trips were generated.

6.3.3 Impact of Proposed Development

Trip Generation

Gennaoui Consulting conclude that the Indicative Reference Scheme proposed by the planning proposal will precipitate the generation of 1,667 and 2,161 vehicle trips during the morning and afternoon peak periods, respectively. This equates to a net increase of about 1,008 and 1,136 additional trips during the morning and afternoon peak hours, respectively.

Impact on the surrounding road network

Gennaoui Consulting have prepared an analysis of the operation of the key intersections in proximity to the site using SIDRA modelling. The assessment confirms the following in respect to the impact on Critical Intersections and Major Approach Roads.

Critical Intersections

- Norwest Boulevard and Windsor Road intersection would operate at level of service “C” and decrease to a level of service “D”, during the morning and afternoon peak periods respectively.
- The roundabout controlling the intersection of Norwest Boulevard with Columbia Court and Brookhollow Avenue is expected to operate at a good level of service “B”. However, the queue likely to be generated along Norwest Boulevard at Windsor Road will be longer (~250m) than the distance between Windsor Road and the roundabout (125m) thus extending well beyond the roundabout and affecting its operation. To address this issue, it is understood that TfNSW is planning the replacement of the roundabout with traffic signals with the banning of the right turning movements from Norwest Boulevard.
- The signalised intersection of Norwest Boulevard with Solent Circuit would operate at a good level of service “B” in the morning and afternoon peak respectively.
- The roundabout at the intersection of Norwest Boulevard with Solent Circuit and Reston Grange would operate at an acceptable Level of Service “D” or better.
- The roundabout at the intersection of Fairway Drive with Solent Circuit would operate at a good level of Service “B” or better.

- The signalised intersection of Norwest Boulevard with Brookhollow Avenue and Century Circuit would operate at a very poor level of service “F” in the morning and afternoon peak respectively. Recommendations are provided below for the intersection.

Major Approach Roads

- Northwest Boulevard between Windsor Road and Columbia Place would operate at level of service ‘B’. The remainder of the road would operate at ‘A’.
- North of Northwest Boulevard along Windsor Road would operate at level of service ‘B’. To the south of Norwest Boulevard, Windsor Road would continue to operate at a level of service ‘A’.
- Century Circuit would operate at a very good level of service ‘A’.

Recommendations

The following improvements have been recommended to improve the level of service operation of the intersection of Norwest Boulevard with Brookhollow Avenue and Century Circuit:

- Provision of an additional right turn lane in Norwest Boulevard into Century Circuit west.
- Extend a right turn lane from Century Circuit into Norwest Boulevard for a length of 200m. This will necessitate the removal of the roundabout at the access of Hillson. Access to Hillson and Century Estate via Norwest Boulevard will be retained for both left and right-hand turning movements. Hillson egress via Century Circuit will be provided via the proposed extension within the site.
- Provision of an additional kerbside lane in Brookhollow Drive to cater exclusively for the left turn movement into Norwest Boulevard. The existing two lanes would cater for the through and right turn movements.

The above improvements at the intersection of Norwest Boulevard with Brookhollow Avenue and Century Circuit, will result in levels of service “D” or better.

Summary

Overall, the Traffic, Parking and Transport Strategy prepared by Gennaoui Consulting concludes that the proposed development would have a manageable impact on the surrounding road network provided the recommended measures noted above are implemented. A Green Travel Plan will be prepared in support of reducing parking supply of the development and to encourage the use of public transport and active transport connections in the area.

6.4 Sustainability

A Sustainability Strategy has been prepared by Finding Infinity and is provided at **Appendix C**. The Report compiles the summary of environmental initiatives and opportunities under consideration as part of the Planning Proposal. The following key initiatives and opportunities and targets are provided in **Table 15** below.

Table 15 Sustainability targets

Key initiatives and opportunities	Targets
Zero carbon, zero waste & circular construction	<ul style="list-style-type: none"> Zero embodied emissions in building materials. Zero waste on construction of the precinct
Electric Precincts	<ul style="list-style-type: none"> No gas connection
Net Zero New Builds	<ul style="list-style-type: none"> High performance building fabric, highly efficient systems, maximised solar, low to no embodied emissions
Renewable Energy Generation & Storage	<ul style="list-style-type: none"> Facade PV and maximise rooftop areas Net Zero – low bills for residents Maximise waste to energy plant
Wastewater Treatment & Reuse	<ul style="list-style-type: none"> Rainwater catchment, treatment and reuse Greywater catchment, treatment and reuse Black and grey water to potable
Rainwater Capture, Treatment & Infiltration	<ul style="list-style-type: none"> 100% of rooftop rainwater collection & no stormwater run-off – maximum permeable ground surfaces Facade rainwater collection
Organic Waste to Energy	<ul style="list-style-type: none"> Large scale on-site anaerobic digester
Circular Economy	<ul style="list-style-type: none"> Zero embodied emission construction, all materials are designed for disassembly and circular building materials No waste to landfill
Safe and Comfortable Microclimates	<ul style="list-style-type: none"> Maximise tree street canopy Smart landscape design
Community Resilience Through Public Realm	<ul style="list-style-type: none"> Urban forest and biodiversity
Food production	<ul style="list-style-type: none"> Community gardens and urban farming

6.5 Economic Impacts

An Economic Impact Assessment (EIA) has been prepared by WSP and is provided at **Appendix N**. The EIA identifies the potential socio-economic impacts of the Planning Proposal on the local community around the site and NSW and includes an assessment of the economic impacts or benefits of the project for the site and the surrounding area as well as NSW.

The study area chosen for the purposes of the EIA comprises six (6) LGAs including Blacktown, Cumberland, Hawkesbury, The Hills, Hornsby and Parramatta.

The main quantified benefits of the proposal during the construction phase that were identified by the EIA are:

- \$3.32 billion in additional output (including direct, supply-chain and consumption flow-on effects) for the study area and up to a total of \$4.23 billion in additional output for the State (including the Norwest study area) during the 11-year construction phase;
- In the study area at peak construction in 2034, the construction phase will support up to 1,187 full-time equivalent (FTE) jobs per annum (including direct, supply-chain and consumption flow-on effects). Over the 11-year construction period, when totalling the sum of the number of FTEs from each year, the project will support a total of 6,502 FTEs in the study area. In New South Wales at peak construction in 2034, the construction phase will support a total of up to 1,497 FTE jobs per annum for New South Wales, supporting a total sum of 8,352 FTE jobs over the total 11-year construction period;

- \$1.16 billion value-added for the study area and a total of \$1.49 billion value-added for the State; and
- Up to \$602.55 million in wages and salaries for the study area, and a total of \$776.92 million for the State.

The main quantified benefits of the project during the operation phase that were identified by the EIA are:

- Up to \$3.39 billion in additional operational output per annum (including direct, supply-chain and consumption flow-on effects) for the study area, and up to a total of \$4.40 billion in additional output for New South Wales (including the Norwest study area) once peak employment is reached in 2038 (Year 12);
- In the study area, once peak employment has been reached in 2038, the operation phase will support up to 9,839 full-time equivalent (FTE) jobs per annum (including direct, supply-chain and consumption flow-on effects). In New South Wales once peak employment has been reached in 2038, the operation phase will support a total of up to 12,779 FTE jobs per annum for New South Wales;
- Once peak employment is reached, the project will contribute \$1.69 billion value-added per annum to the study area and a total of \$2.20 billion value-added per annum for the State; and
- Up to \$983 million in wages and salaries per annum for the study area, and a total of \$1.28 billion per annum for the State.

Overall, the key economic benefits from the proposal that were identified by the EIA include:

- Mulpha's proposed capital investment of \$2.14 billion for Norwest City, of which an estimated \$1.44 billion will be incurred within the study area and \$1.84 billion within NSW (including the study area), will support a total of \$3.32 billion in economic output for the study area during the 11-year construction phase, and \$4.23 billion for NSW (including the study area). This will support a total of 6,502 FTE jobs in the study area, and 8,352 FTE jobs in NSW (including the study area), between 2028 and 2037;
- The 11-year construction phase is estimated to add a total of \$1.49 billion in additional value to the State;
- Once construction is complete and full operational employment is achieved, assumed in FY2038, the Norwest City development is estimated to support an economic output of \$3.39 billion per annum for the study area, and \$4.40 billion per annum for NSW (including the study area). This Norwest City development will support 9,839 FTE jobs per annum within the study area (including direct, supply-chain and consumption flow-on effects), and 12,779 FTE jobs per annum within NSW (including the study area); and
- Once fully operational, Norwest City is estimated to add \$2.20 billion per annum in additional value to the State.

6.6 Social Impacts

A Social Impact Assessment (SIA) has been prepared by WSP and is provided at **Appendix M**. The SIA provides an overview of the community profile, community and stakeholder engagement undertaken, and the social impacts associated with the proposal. Each impact and the associated significance and recommended mitigation or enhancement and monitoring measures have been detailed in the SIA.

Transit Oriented Development (TOD) is essential to ensuring a productive, sustainable and liveable city. The site presents a unique opportunity to embrace the benefits of co-locating a range of uses including housing and employment generating uses around the catchment of a relatively new metro station. The TOD principles along with the other guiding principles (placemaking, employment, housing, design and connectivity), have driven Mulpha's vision for the site. The combination of these principles has resulted in a masterplan which prioritises place and ensures that the site's redevelopment will ultimately have significant social value.

At a high level, the positive social impacts and benefits associated with the Planning Proposal are as follows:

- Increased convenience and amenity for the local community, comprising a mix of land uses, public open space, through-site links, in addition to residential and additional commercial activity on the site;
- Increase local employment opportunities through the creation of significant additional commercial floorspace;
- Improved experience and opportunities for customers of the Marketown shopping centre;
- Opportunity for community facility floorspace to support existing and future communities;
- Increased convenience for local and new workers as well as residents, with the subject site in close proximity to public transport;
- Health and wellbeing benefits for existing and new residents with the location of uses and through-site links, encouraging active travel (walking) and lifestyles; and

- Improves to local amenity and streetscape through the project design and ground plane provisions – including a transformed civic domain.

It is acknowledged that negative impacts are foreseen to revolve around the expected change to the way of life of current employees and businesses of Marketown. The disruptions expected can be appropriately mitigated. The majority of negative social impacts are anticipated to occur pre or during the construction period. It should be noted that such impacts will be assessed as part of the DA stage.

The Planning Proposal will unlock a significant landholding in Norwest which is currently a tired, underutilised site into a mixed use, vibrant precinct that is easily accessible through its direct connection to the station. Further, the amendments to the legislation will enable a masterplan that prioritises pedestrian movement as well as access to blue and green systems with the site's prime location on Norwest Lake. The combination of land uses including the provision of community space will provide the existing and future community with an opportunity to embrace living, working and playing in Norwest which is considered to provide significant and exciting positive social value.

6.7 Visual Impact

A Visual Impact Assessment (VIA) has been prepared by AE Design and is provided at **Appendix P**. It assesses the visual impact of the Indicative Reference Scheme in relation to heritage impact considerations and key view corridors, in particular those to and from the Bella Vista Farm conservation area.

In designing the location of the indicative towers, due consideration has been given to the relationship between the Indicative Reference Scheme and the Bella Vista Farm Park. The Bella Vista Farm Park is a State heritage listed item. Council has indicated the desire to protect important sightlines to and from this item. Given the substantial distance between the site and those views, future development on the site is just one facet of the panoramic landscape.

The vantage points that were assessed and found to have minor and negligible impacts as a result of the Planning Proposal, comprised:

- Vantage Point 1: Bella Vista Farm, Bella Vista (North) (refer to **Figure 58**);
- Vantage Point 2: Bella Vista Farm, Bella Vista (refer to **Figure 59**);
- Vantage Point 3: St Josephs Road, Baulkham Hills (refer to **Figure 60**);
- Vantage Point 4: Spurway Drive, Norwest (refer to **Figure 61**);
- Vantage Point 5: Balmoral Road Sports complex (refer to **Figure 62**);
- Vantage Point 6: Windsor Road, Norwest (refer to **Figure 63**); and
- Vantage Point 7: Windsor Road, Norwest (North) (refer to **Figure 64**).

The viewpoints prepared by AE Design and provided below include the Indicative Reference Scheme and approved development including 11-13 Solent Circuit comprising a 19 storey building, Norwest Quarter comprising a 26 storey building and 47 Spurway, 30 and 33 Fairway Drive comprising 2-19 storeys among others. Norwest Station site comprising a 25 storey building has also been included in the surrounding context but is yet to be lodged. The VIA does not assess the proposal in the context of the heights envisaged under the Draft Norwest Precinct Plan as the Plan, being in draft form, is subject to change and information on building forms could not be determined within the timeframe.

The VIA notes, the Indicative Reference Scheme effectively aligns with the objectives and considerations relating to heritage and height of buildings in both The Hills LEP 2019 and The Hills DCP 2012 for the following reasons:

- The Indicative Reference Scheme's placement is outside the curtilage of any heritage item or Heritage Conservation Area (HCA), ensuring a lack of direct impact on the heritage significance of neighbouring items or HCAs;
- Views from Bella Vista Farm not profoundly impacted by the Indicative Reference Scheme;
- The distance between the site and nearby heritage items suggests that the proposal's size, shape, form, and height would not substantially diminish or dominate views that contribute to the heritage significance of various locations;
- The bulk, scale, form, and height of the Indicative Reference Scheme will be appropriately integrated with the future uplift envisaged by the Draft Norwest Precinct Plan;
- The Indicative Reference Scheme does not overly overshadow or dominate the views that contribute to the heritage significance of neighbouring heritage items and HCAs;

- The public and users of the heritage items and HCAs are still able to appreciate the views to and from the site, ensuring no substantial impairment of their respective heritage significance;
- The development's location within its immediate context ensures that it does not obstruct any significant views, and it provides distinct perspectives toward the site from key surrounding vantage points;
- Landscaping is thoughtfully planned to create view corridors between buildings, especially in areas with lower street elevations;
- A range of strategies, including setbacks, inter-building gaps, floor heights, roof forms, and transparent elements like open materials and balustrades, are strategically employed to foster view sharing among various elements within the built environment; and
- The potential consideration of reducing the development's height would not significantly impact view preservation, particularly given the shared horizontal plane between the subject site and its western neighbour.

Overall, the projected impacts on views are generally reasonable.



Figure 58 Existing and proposed view from Bella Vista Farm to Norwest looking towards the north east

Source: AE Design



Figure 59 Existing and proposed additional view from Bella Vista Farm to Norwest looking towards the north east

Source: AE Design



Figure 60 Existing and proposed view from St Josephs Road, Baulkham to Norwest looking towards the north west (with surrounding approved development)

Source: AE Design



Figure 61 Existing and proposed view from Spurway Drive, Norwest to Norwest looking towards the south west (with surrounding approved development)

Source: AE Design



Figure 62 Existing and proposed view from Balmoral Road Sports Complex looking towards the south east (with surrounding approved development)

Source: AE Design



Figure 63 Existing and proposed view from Windsor Road, Norwest looking towards the south west (with surrounding approved development)

Source: AE Design

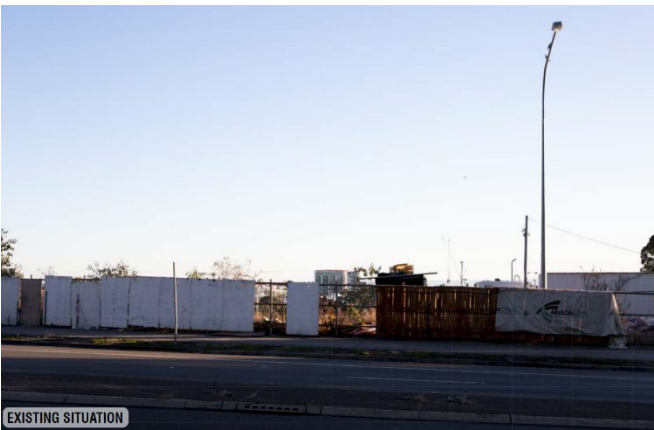


Figure 64 Existing and proposed view from Windsor Road, Norwest looking towards the south west (with surrounding approved development)

Source: AE Design

6.8 Heritage

A Heritage Assessment Report (HAR) has been prepared by Advisian and is included at **Appendix O**. The HAR has been prepared to assess the impact(s), if any, of the proposal on any conservation values that may constitute the heritage significance of the heritage items and Heritage Conservation Area (HCA) in the vicinity as well as any potential historical and Aboriginal archaeological impacts.

While there are no heritage items located on the site. There are heritage items located in the vicinity of the site comprising:

- *Avenue of trees leading to Castle Hill Country Club* – 7 and 9 Spurway Drive and Castle Hill Country Club, Spurway Drive (local item I25) (approximately 400m north east of the site);
- *Windsor Road from Baulkham Hills to Box Hill* – Windsor Road from Baulkham Hills to Box Hill (local item I28) (approximately 850m east of the site);
- *Bella Vista Homestead Complex* – Old Windsor Road, Baulkham Hills (Heritage Conservation Area C2) (approximately 1,000m south west of the site);
- *Bella Vista* – Elizabeth Macarthur Drive, Bella Vista (State Heritage Register No.00754) (approximately 1,000m south west of the site); and
- *St Joseph's Novitiate* – Mackillop Drive (local item I7) (approximately 760m south east of the site)

The HAR found there is partial obstruction to distant views to the former Seventh Day Adventist Church which has been replaced by a residential flat building. The proposal was found not to have a significant impact on the views to and from Bella Vista Farm. It was noted the site intercepts the former view corridor with distant views to the former Seventh Day

Adventist Church site (formerly located on Spurway Drive) which has since been replaced by a residential flat building when viewed from Bella Vista Farm Park. In summary while there may be partial obstruction and minor visual impact on the former view corridor with distant views to the former Seventh Day Adventist Church site, it was concluded that on heritage grounds, the proposal can be supported.

6.9 Contamination

A Preliminary Site Investigation (PSI) has been prepared by Geotechnique and is provided at **Appendix Q**. The objective of the PSI was to ascertain whether the site potentially presents a risk of harm to human health and the environment, and to determine the suitability of the site for the proposed redevelopment in consideration of State Environmental Planning Policy (Resilience and Hazards).

A previous investigation was conducted by Geotechnique in 2014 with a limited number of boreholes. The laboratory test results indicated the soil at the borehole locations are environmentally suitable to retain or reuse as fill within the site. All fill encountered at the 8 locations were classified as general solid waste. The PSI considers the site suitable for future development on the site subject to implementation of the following recommendations, prior to earthworks:

- Sampling and testing of soils at additional 55 locations across the site, following removal of the site features, to confirm the contamination status of the site and waste classification of the soil to be removed due to basement construction;
- Further sampling and testing of the deeper natural shale/siltstone at BH3;
- Assessment of the soil, groundwater and soil vapour within the service station must be carried out in accordance with the current NSW EPA 2014 Technical Note: Investigation of Service Station Sites, as well as tanks & pipes integrity test in order to confirm the contamination of the service station;
- Validation of the underground storage tank areas following removal of the tanks and pipes within the service station; and
- Development of a remedial action plan (RAP) to remediate any contaminated soil and/or groundwater if identified through the recommended additional sampling and testing, followed by appropriate validation.

If any suspect materials (identified by unusual staining, odour, discolouration, or inclusions such as building rubble, asbestos sheets/pieces/pipes, ash material, etc) are encountered during any stage of future earthworks/site preparation/demolitions, the Unexpected Finds Management Protocol located at **Appendix Q**, should be implemented. In the event of contamination, detailed assessment, remediation and validation will be necessary.

6.10 Wind

A Pedestrian Wind Environment Statement has been prepared by Windtech and is provided at **Appendix R**. The Statement assesses the likely impact of the Indicative Reference Scheme on the local wind environment at the critical outdoor areas within and around the site. The analysis of the wind effects have been carried out in the context of the local wind climate, building morphology and land topography. No wind tunnel testing has been undertaken at this stage in the planning phase and hence the report addresses only the general wind effects and any localised effects that are identifiable upon a desktop review of the Indicative Reference Scheme Drawings.

The results from the assessment indicate future development is exposed to the three prevailing wind directions and therefore there is potential for wind impacts on the wind comfort for pedestrian trafficable areas within and around the site. It is likely future development around the site may reduce prevailing wind exposure.

The Indicative Reference Scheme adopts the following measures to reduce the effect of the prevailing wind impacts:

- The provision for landscaping in the form of trees and shrubs throughout the Garden Terrace, Eat Street, Norwest Square, and other ground level areas within and around the site;
- Awnings over the ground level around the base of some of the tower forms;
- Chamfered or rounded building corners; and
- Varied orientations of the building forms to avoid alignment with Westerly and South-Easterly winds.

The Statement notes specific treatment strategies can be developed during the detailed design stage to improve wind conditions where required for longer duration stationary activities. Examples of these are summarised below:

- Additional densely foliating evergreen landscaping for areas where winds are expected to funnel or side stream, such as communal open spaces or through site links that are situated between two buildings. Where planting

cannot be utilised, the inclusion of localised screening, placing awnings to deflect down-washing winds away from pedestrian trafficable areas to lessen this wind effect is recommended;

- The inclusion of densely foliating evergreen landscaping, permanent screening or operable screening where the prevailing winds are expected to interact with building corners;
- The inclusion of awnings, canopies, or densely foliating evergreen trees where winds are expected to downwash from facades onto footpaths or communal open spaces; and
- The inclusion of high impermeable balustrades or densely foliating evergreen landscaping for areas that are exposed to directly impacting winds.

With the adoption of the above recommendations in the detailed design stages, wind conditions within outdoor trafficable areas of the development are expected to be suitable for their intended uses.

6.11 Stormwater Management and Flooding

A Stormwater Management Report has been prepared by Egis and is provided at **Appendix S**. The Strategy recommends the installation of two (2) on-site detention (OSD) tanks (with a total storage minimum volume of 665m³ which will attenuate the flow from 2 year to 100 year ARI storm event). It does note however if OSD is not provided, Norwest Lake could be relied on, which would result in an increase in the water level of 35mm.

To ensure future development on the site meets Council's stormwater pollution reduction target, two (2) water quality treatment options have been explored being Bioretention Basins and Filter Cartridge. Further investigation and modelling will be carried out at the DA stage and upon finalisation of the Norwest Lake foreshore access improvements.

6.12 Utilities Servicing Strategy

A Utility Servicing Report has been prepared by J.Wyndham Prince (JWP) and is provided at **Appendix T**. The Report has been prepared to provide a high level assessment of:

- Available utility services;
- Key utilities and augmentation needed for servicing the redevelopment; and
- Lead-in services that are likely to be required.

JWP also undertook a review into existing infrastructure services for sewer (wastewater), potable and recycled water, electricity, telecommunications and natural gas. Based on the finding of the assessment and limitation detailed within the report, the following conclusions were made:

- Sydney Water is the supplier of sewer, potable & recycled water infrastructure within the Norwest area.
- Wastewater services are available to the site. Some minor amplification would be required which can be achieved via an additional line to the northern side of the site.
- Potable water services are available to the site and could supply the development. As Sydney Water do not reserve capacity based on feasibility assessment, should additional supply be needed at time of redevelopment, this could be provided via a branch main from trunk mains which are approximately 380 metres from the site.
- Recycled water services are near to the site, however are part of the Rouse Hill Development Servicing Plan (DSP) Area. The site is not included as part of the Rouse Hill DSP. An application would need to be made to Sydney Water for the supply of recycled water from Rouse Hill DSP area. Supply would be over a distance of approximately 400m – 450m to site.
- Electrical supply is available via Endeavour Energy's existing network. The site is presently well serviced and has sufficient supply available at the time of this assessment. At the time of redevelopment, should additional supply be needed, this can be provided via a new feeder from Endeavour Energy's Bella Vista Zone Substation.
- Telecommunications are available via NBN Co. which already services the site. Business and residential grade NBN services can be easily provided. Telstra services are also presently available and servicing the site. NBN cables are in Telstra conduits. Optus services are adjacent and could be easily extended into the site if needed. There is mobile coverage from Telstra and Optus. Vodafone would also have some cover.
- Natural gas is available at Norwest Boulevard. Jemena can supply the site with gas which is expected to be used in restaurants, food and beverage.

The outcome of the assessment confirms a future development on the site can be adequately serviced with all essential utility infrastructure and the provision of utility services is not expected to be an impediment to redevelopment.

6.13 Community and Public Benefit

There is significant public benefit affiliated with this Planning Proposal beyond the VPA proposed. As demonstrated throughout this report, the proposal delivers upon economic growth and investment for the Hills and generates local prosperity through the provision of jobs close to home, services provision and contribution to community well-being.

The Planning Proposal presents a unique opportunity to revitalise the site into a vibrant commercial centre attractive to employees, residents and visitors. It is committed to delivering 32,200m² of retail laneways, pedestrian space, plaza and terrace space, public park, public forecourt and rooftop gardens, most of which will be publicly accessible and enjoyed by existing and future residents and workers. It will enable the activation of not only the broader site but also provide enable a green, usable space looking onto Norwest Lake.

Further, it demonstrates a commitment to providing new community floor space which can provide significant social value to the existing and future community, floor space that is minutes from Norwest Metro Station and which currently does not exist in Norwest.

The following public benefits will be delivered as part of future development on the site:

- The proposal will contribute to achieving the envisaged built form for the area in that it will deliver high density urban form adjacent to the Norwest Metro Station that will support a high amenity transit oriented development.
- The planning proposal will facilitate a mix of land uses that will increase the provision of much needed services necessary to support the growing population.
- The Planning Proposal will facilitate Norwest's status as the largest specialist employment centre in Sydney's north-west, made possible by the LEP amendments will generate approximately 3,000 to 3,200 operational jobs and an additional 600 to 700 jobs across the broader supply chain.
- The proposal will facilitate the delivery of additional employment generating floorspace that is consistent with the employment FSR of 2.5:1 prescribed by The Hills Corridor Strategy.
- The co-location of residential uses with retail and commercial will support transit-orientated development, contribute to the creation of a walkable precinct that provides homes in proximity to employment.
- The proposed public domain works and active retail uses will contribute to the revitalisation of the precinct.
- The proposal has the capacity to deliver approximately 32,200m² of open space, to be delivered through retail laneways, pedestrian space and plazas, the new Lakeshore Green (comprising up to 6,000sqm of open space) and various rooftop gardens.
- A range of community uses proposed under the Indicative Reference Scheme are capable of being provided by the development include and include:
 - A pool;
 - A gymnasium and recreation centre;
 - A childcare centre;
 - Glasshouse connector;
 - Serviced apartments;
 - A librarium including IT hub and commercial incubator;
 - Lake Shore Park;
 - Public entertainment including cinemas; and
 - Open air dining precinct directly connected to the Garden Terraces and Lake Shore Park.

6.14 Infrastructure Delivery and Planning Agreement

An Infrastructure Delivery Plan has been prepared to support the submission and assessment of the Norwest Marketown Planning Proposal (refer to Infrastructure Delivery Plan prepared by GLN Planning at **Appendix D**).

Mulpha's vision for the site is a revitalised and vibrant mixed-use precinct that increases the productivity of employment generating land, provides essential services and increases the provision of housing close to transport. The precinct will provide essential services and a range of new community facilities and open space areas that will benefit the broader community. These are designed to enable the creation of a vibrant and rejuvenated centre that fosters an attractive place to live, work and play.

Infrastructure demands that will be generated by the planning proposal are considered in various technical studies provided as part of the planning proposal package. The Infrastructure Delivery Plan summarises the infrastructure demands identified in the proposal and sets out a strategy to address this demand and the broader vision for the site.

Based on the assessment a range of new and upgraded infrastructure will be needed to support the proposal including local roads, streets, public domain, open space, services and community facilities. Key infrastructure proposed on the site includes:

- Lakeshore Green and foreshore improvements – a new lakeshore park to provide passive recreation opportunities and improve foreshore access for the development site and wider area, and embellished with district level facilities. A public access easement is proposed to secure public access.
- Community hub – a community 'hub' of approximately 3,000 m² fronting Lakeshore, strategically located within easy walking distance of Norwest Metro station, to meet the needs of the development and wider area, proposed to be dedicated to Council at no cost to Council.
- The Hills Square - a new public plaza to serve as a new pedestrian entry point and gateway between the site and Norwest station. A public access easement is also proposed.

As recommended by the Infrastructure Delivery Plan, it is proposed that a local planning agreement be entered into with Council to enable the provision of certain land and works on the site and the payment of a monetary contribution to Council towards the provision of offsite works (eg active open space and sports fields) by Council.

This offer will be formalised in a planning agreement with Council in future. Key terms of the suggested offer are shown in **Table 16**.

Table 16 Infrastructure delivery key terms of contribution offer

Infrastructure Delivery Key Terms of Contribution Offer	Value
Community floor space – dedication of approximately 3,000m ² land at no cost to Council for the purposes of a community facility	\$4,500,000*
Community facility – construction of a community facility including a cold shell	\$25,500,000*
Open space/public domain - 5,700m ² of open space works associated with the delivery of Lakeshore Green.	Excluded
Open space/public domain – Embellishment of Lakeshore Green and Norwest Lake water quality to establish a District Level Offering including water park, outdoor fitness gym, family bbq facilities, integrated wild landscape play and public art.	\$1,500,000*
Open space/public domain – 1,770m ² of public domain works associated with The Hills Square, including a public access easement.	Excluded
Transport – works associated with the delivery of Century Circuit and Norwest Boulevard.	Excluded
Active open space – payment of monetary contributions for the purposes of active open space/playing fields**	\$2,500,000*
Transport – 'First and last mile' initiative, to be agreed with Council	\$1,000,000
Total	\$35,000,000

*Values as at October 2023. Values to be indexed for inflation in accordance with quarterly CPI updates

**Works / principles to be agreed e.g. location, timing, distance from site etc. Potential opportunity includes active recreation upgrades to Bella Vista Farm

In summary the contribution offer comprises:

- Land (floor space) and works for a community facility (total estimated cost \$30 million);
- Open space embellishment of Lakeshore Green (estimated cost \$1.5 million);
- A monetary contribution of \$2.5 million to be applied towards Council priority infrastructure, such as active open space / playing fields. Principles for the allocation of the funds would need to be discussed and agreed with Council. These may relate to the type of works, location, timing, and distance from the site. Ideally, there would be a relationship the offsite works and the Norwest Marketown development; and
- Transport - "First and Last Mile" initiative to be agreed with Council.

The total value of the contribution (including land, works and a monetary contribution) is \$35 million. This is comparable to the contribution that would be required if a local infrastructure contribution plan was prepared for the site requiring contributions of \$20,000 per dwelling for residential development and 3% of the development cost for non-residential development. It is also comparable to other local infrastructure contribution plans prepared by Council and planning agreements recently entered into by Council in similar development contexts.

The planning agreement would wholly exclude the operation of section 7.11 and 7.12 per section 7.4(3)(d) of the EP&A Act. Such agreement has been found to be more administratively efficient than a site-specific contribution plan. It can 'switch off' the operation of section 7.11 and 7.12 contributions, subject to Council's agreement. This means a local infrastructure contribution would not need to be imposed on any development enabled by the Planning Proposal.

This does not include contributions towards State infrastructure. The State government has recently proposed to introduce new Housing and Productivity Contributions (HPC) and Development Servicing Plan (DSP) contributions. It is estimated an HPC contribution of approximately \$12 million and a DSP contribution of approximately \$4.4 million could be required from future development at the site.

7.0 Strategic and Site-Specific Merit

This chapter outlines the consistency of the Planning Proposal with the relevant Commonwealth, State and Local legislation and planning strategies and provides the assessment of the Proposal's strategic and site-specific merit.

7.1 Section A – The Need for a Planning Proposal

7.1.1 Question 1 – Is the planning proposal a result of an endorsed LSPS, strategic study or report?

Yes. The primary outcome of this Planning Proposal, to enable a higher density of development and mix of residential and commercial land uses, stems from local and state government strategic plans including the NSW Government's 'A Metropolis of Three Cities – Greater Sydney Regional Plan' (the GSRP), the Central District Plan, the Norwest Rail Link Corridor Strategy, The Hills Corridor Strategy and the Draft Norwest Precinct Plan. The proposal's consistency and alignment to these strategies is demonstrated later in this section of the report.

Council adopted The Hills Corridor Strategy on the 24 November 2015. The Strategy was developed in response to the Sydney Metro Northwest which delivered eight stations within or adjacent to the Hills Local Government Area. It was introduced following the release of the North West Rail Link Corridor Strategy prepared by the NSW State Government which established the envisaged built form for the Precincts surrounding each railway station. The Hills Corridor Strategy was prepared to provide a more detailed framework for the delivery of housing and employment growth over the next 20 years for each rail station precinct.

The Draft Norwest Precinct Plan was reported to Council in November 2022. This Plan builds on previous work undertaken and identifies site-specific principles related to land use, built form, public domain and connectivity and infrastructure. As previously noted, the site subject to this Planning Proposal is identified within 'Focus Area 2' and Council earmarks the site as being subject to 'market driven' change and that amendments to the planning framework would be driven by landowner-initiated Planning Proposals, along with associated amendments to the DCP, Public Domain Plan and appropriate infrastructure contribution mechanisms. This Planning Proposal has been prepared in direct response to the Norwest Strategic Centre Draft Strategic Plan.

7.1.2 Question 2 – Is the planning proposal the best means of achieving the objectives or intended outcomes or is there a better way?

Yes. As noted in the Norwest Strategic Centre Draft Strategic Plan, a Planning Proposal is necessary to achieve the objectives and intended outcomes of the Norwest Strategic Centre Draft Strategic Plan, the Norwest Rail Link Corridor Strategy and the Hills Corridor Strategy – the Council identifies a Planning Proposal as the planning pathway.

7.2 Section B – Relationship to the Strategic Planning Framework

7.2.1 Question 3 – Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

A Metropolis of Three Cities – Greater Sydney Region Plan

The NSW Government released 'A Metropolis of Three Cities – The Greater Sydney Region Plan' (the GSRP) in March 2018. It outlines actions to achieve the Government's vision for Sydney to 'enhance its status as one of the most liveable global cities'.

The GSRP situates the site within the Central City District (a review of the Central City District Plan is provided further below). It identifies that the Sydney Metro Northwest Rail Link will improve the growth prospects for the north-west area by increasing access to jobs. In light of this, the objectives and priorities relevant to the site and planning proposal are summarised in **Table 17**.

Table 17 **Consistency with the GSRP**

GSRP Objective	Planning Proposal Alignment
Objective 5. Benefits of growth realised by collaboration of governments, community and business.	The site is contained within the Norwest Precinct which under the Hills Corridor Strategy is designated to emerge as a larger employment centre containing a mix of business and commercial development in its core and residential housing. The Norwest Strategic Centre Draft Strategic Plan has also identified the site as the primary location of mixed uses within the Norwest Precinct. Whilst the site is not located within a Collaboration Area, its redevelopment as proposed by this Planning Proposal represents an opportunity to deliver a built form outcome consistent with applicable local and State strategic policies. Short stay accommodation and visitation are encouraged in the proposal including 200 room hotel and a range of food and beverage premises included within the Indicative Reference Scheme.
Objective 6. Services and infrastructure meet communities' changing needs.	The Planning Proposal capitalises on the opportunity to facilitate residential development, community services and employment growth within a precinct supported by the Norwest Metro Station. It also seeks to increase the provision of recreation and community facilities and therefore provides good accessibility to services required to address the varying needs of the community.
Objective 7. Communities are healthy, resilient and socially connected.	The Planning Proposal provides allowance for or contribution to, sufficient community facilities to manage the growth allowed for by the scheme and foster a socially connected community. Specifically, the scheme has the potential to incorporate co-working spaces, a library, community open space areas and shared meeting spaces within a walkable neighbourhood and offers a monetary contribution to active open space by way of a letter of offer to enter into a Planning Agreement with Council (Refer to Appendix A , Urban Design Report, p.12)
Objective 9. Greater Sydney celebrates the arts and supports creative industries and innovation.	It is intended that the future redevelopment of the site will support the growth of localised industries. Under the Planning Proposal a number of secondary streets are proposed and are intended to accommodate start-up businesses. A range of communal uses are also included and will provide opportunities for shared meeting spaces and resources that will support the growth of small businesses. These include A 3,000sqm Community Facility/Librarium integrated within an innovation and education hub of 12,500sqm.
Objective 10. Greater housing supply.	The Planning Proposal will contribute to delivery housing targets for the Central District and facilitate the provision of additional housing in proximity to the Sydney Metro Northwest. As evidenced at Appendix A , the precinct is capable of accommodating a range of housing types that will cater to a diversity of household types.
Objective 11. Housing is more diverse and affordable.	The Planning Proposal will facilitate a diversity of housing types, sizes and price points that will contribute to improving affordability. Under the proposal, these differing household types will be delivered within a precinct that sits directly adjacent to the Norwest Metro Station. There is also potential for future development on the site to deliver a range of dwelling types to accommodate housing need. The proposal has the capacity to delivery an array of community buildings and services within its non-residential component. As such, the proposed dwellings will be delivered alongside appropriate services and public transport.
Objective 12. Great places that bring people together.	The Indicative Reference Scheme demonstrates that a high quality built form can be delivered under the proposed LEP amendments. This scheme makes provision for extensive public open space areas that will provide opportunities for social interaction. Each tower incorporates non-residential uses at street level that will provide opportunities for a fine grain urban form along with active uses that will promote walkability within the precinct. Expended open space adjoining the lakefront will be a key gathering place.
Objective 13. Environmental heritage is identified, conserved and enhanced.	The Indicative Reference Scheme will not significantly impact views to and from Bella Vista Farm, which is located a significant distance from the site (approximately 1.1km). The proposed heights and overall density proposed by the planning proposal are appropriate for the site's positioning adjacent to a rail station and it was concluded that on heritage grounds, the proposal could be supported.
Objective 14. A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities.	The Planning Proposal will facilitate the supply of housing along the Sydney Metro Northwest corridor to create walkable, cycle-friendly neighbourhoods. Specifically, the site is located within Norwest Precinct which is earmarked to be the largest employment centre in the North West. It therefore provides future residents with ample access to jobs and services within 30 minutes.
Objective 22. Investment and business activity in centres	With an estimated Capital Investment Value of over \$2.2 Billion, the Planning Proposal will transform the heart of Norwest Business Park and the Norwest Precinct. The Planning Proposal will build on the vibrant work environment already created by the Business Park by providing a significant amount of commercial / retail floor space. This is underscored by

GSRP Objective	Planning Proposal Alignment
	the provision of a minimum of 50% of the GFA for employment-generating purposes within the Planning Proposal site. A range of community facilities are also capable of being delivered by the scheme, subject to further resolution with Council by way of a Planning Agreement. In line with the objective, these facilities will produce a range of productivity and liveability benefits and foster a sense of place and identity.
Objective 24. Economic sectors are targeted for success	The Planning Proposal has the potential to play a significant role in supporting the economic growth of the Norwest business park area and its development as a major specialised employment centre. It has the potential to deliver a significant amount of employment floorspace alongside facilities that will support innovation and growth.
Objective 28. Scenic and cultural landscapes are protected	The Indicative Reference Scheme has strategically located the proposed towers across the site in order to frame and retain sightlines to and from key landscape features, including Norwest Boulevard and Norwest Lake. In this regard the scheme is effective in protecting views of scenic landscapes from the public realm. As noted previously, the proposal was found not to have a significant impact on the views to and from Bella Vista Farm. Further discussion is provided in Section 6.7 .
Objective 31. Public open space is accessible, protected and enhanced.	The Planning Proposal will facilitate the delivery of 32,200m ² of additional open space distributed across new public parks, forecourt areas, roof top gardens, retail laneways and plazas as part of the Indicative Reference Scheme. This represents a significant public benefit that will contribute to the renewal of the area. Enhancement of the Norwest Lake foreshore and potential of the Urban Plunge program to create greater access to the waterbody will contribute significantly to passive and active recreation opportunities.

The Central City District Plan

The Central City District Plan was released by the NSW Government in March 2018 to give effect to the implementation of the GSRP. It provides a bridge between regional and local planning and informs local strategic planning including the preparation of Local Environmental Plans and the assessment of planning proposals. The following Planning Priorities that are relevant to the Planning Proposal and the actions that the Planning Proposal is consistent with are summarised at **Table 18**.

Table 18 Consistency with the Central City District Plan

Planning Priority	Planning Proposal Alignment	Compliance
Planning Priority C5. Providing housing supply, choice and affordability with access to jobs, services and public transport	The Planning Proposal is consistent with the Planning Priority and actions by facilitating new housing supply and choice which will put downward pressure on affordability. The site is in a key location along the Sydney Metro Northwest corridor and will therefore be close to jobs, service and public transport. Importantly, the Planning Proposal supports the appropriate land use planning of sites proximate to new public infrastructure, ensuring good utilisation of land.	✓
Planning Priority C6. Creating and renewing great places and local centres, and respecting the District's heritage	The Planning Proposal will renew a site that contains outdated building stock. It will enable revitalisation of the locality that will be activated by high quality spaces that will engage with the community. The Indicative Reference Scheme shows of future built form has been designed and planned to respond to the local context, in particular providing a suitable and well-scaled built form that achieves an appropriate transition across the site. These will be underpinned by site-specific planning provisions to ensure a high quality outcome.	✓
Planning Priority C9. Delivering integrated land use and transport planning and a 30-minute city	The Planning Proposal will facilitate housing and jobs in a location close to public transport, consistent with the principles of the 30-minute city. This balance is underscored by the provision of a minimum of 50% of the GFA for employment-generating purposes, allowing residents to live close to home.	✓
Planning Priority C10. Growing investment, business opportunities and jobs in strategic centres.	The Planning Proposal optimises the opportunity to achieve an appropriate balance between the provision of housing and employment floor space adjacent to the Norwest Metro Station. It incorporates direct connection to an underground pedestrian connection that will improve walkability and access to the station. It will enable the delivery of high quality commercial floor space that will attract new business activity capable of fostering employment creation. As shown at Appendix A , there is the capacity for each tower to incorporate active uses that have the potential to contribute	✓

Planning Priority	Planning Proposal Alignment	Compliance
	to the night-time economy. Further, the Planning Proposal has the capacity to deliver a significant amount of public open space.	
Planning Priority C17. Delivering high quality open space	The scheme makes provision for extensive public open space. In particular, it seeks to revitalise the public domain surrounding Norwest by delivering a new Lakeshore Green of up to 6,000m ² . The park will incorporate a boardwalk that lines the perimeters of the lake to encourage use of the area.	✓

7.2.2 Question 4 – Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Hills Corridor Strategy (2015)

Yes. The Hills Corridor Strategy is informed by the North West Rail Link Corridor Strategy and provides a more detailed framework for future development in the areas surrounding the future railway stations. The proposal is consistent with the Strategy in that it will:

- Increase the provision of apartment dwelling stock;
- Support a continual modal shift from private vehicle use to public transport by delivering housing and employment opportunities in proximity to public transport;
- Foster the growth of localised employment opportunities which will cater to the growth in the population within both the corridor impacted by the North West Rail Line and The Hills Shire LGA;
- Situate higher density development in walking distance of the future station and retail centres, allowing for nearby low scale residential to be maintained;
- Increase the provision of open space, community facilities and other contributory infrastructure to meet the lifestyle expectations of the local community;
- Reinforce the growth of the Norwest as a specialised employment centre; and
- Deliver a range of uses in accordance with the Norwest Structure Plan which designates the site as being suitable for accommodated mixed use development.

Hills Future 2036 – Local Strategic Planning Statement (2019)

This Planning Proposal and accompanying Indicative Reference Scheme has been formulated to give effect to the relevant Planning Priorities and Actions contained in the Hills Future 2036 Local Strategic Planning Statement (LSPS) as described in **Table 19** below.

Table 19 Consistency with the Hills Future 2036 LSPS

Heading	Planning Proposal Alignment
Economy	
Planning Priority 1: Plan for sufficient jobs, targeted to suit the skills of the workforce	
1.1 Protect the extent, role and function of strategic centres and employment lands through land use zones and objectives (June 2020).	The Planning Proposal will deliver a minimum quantum of well-located and high quality commercial floor space that will attract new business activity capable of fostering employment creation.
1.2 Include a commercial core within strategic centres for economic and employment uses (June 2021).	The Planning Proposal will enable the realisation of a mixed use precinct which includes a significant component of employment generating uses and will still enable clusters of higher-order employment where businesses can agglomerate.
Planning Priority 2: Build strategic centres to realise their potential	
2.1 Prepare and implement precinct plans and development controls for Norwest, Castle Hill and Rouse Hill strategic centres (June 2021).	As discussed in below, the Planning Proposal is consistent with the vision for the Norwest Precinct under the Norwest Strategic Centre Draft Strategic Plan.
2.3 Prepare and implement a Public Domain Strategy to enhance the image and amenity of strategic centres (June 2021).	The Planning Proposal demonstrates a commitment to delivering a pedestrian oriented public domain comprising streets and laneways that intertwine between each building.

Heading	Planning Proposal Alignment
	This will be further resolved with Council, implemented into a site-specific Public Domain Strategy and will be delivered as part of future development on the site.
Shaping Growth	
Planning Priority 6: Plan for new housing to support Greater Sydney's growing population	
6.1 Complete a Housing Market Demand and Diversity Analysis to confirm take-up rates and future demand (June 2020).	A review into housing market demand has been undertaken by Ethos Urban in the Market Potential and Retail Impact Review at Appendix J and summarised in this report in support of the Planning Proposal's intended housing supply.
Planning Priority 7: Plan for new housing in the right locations	
7.1 Prepare precinct plans for Castle Hill, Norwest and Rouse Hill strategic centres (June 2021).	As discussed below, the Planning Proposal is consistent with the vision for the Norwest Precinct under the Norwest Strategic Centre Draft Strategic Plan which directs the submission of this Planning Proposal.
Planning Priority 8: Plan for a diversity of housing	
8.1 Review residential zonings, objectives and provisions to provide for a diversity of housing in the right locations, with a focus on the capacity of land zoned R3 Medium Density Residential (June 2020).	A review into the supply and delivery of high-density residential uses within the Local Market (Primary) catchment has been undertaken within the Market Potential and Retail Impact Review at Appendix J and summarised in this report which is consistent with Council's strategic vision for Marketown.
8.2 Investigate demand for affordable rental housing and options for improving housing affordability (June 2022).	The provision of affordable housing is capable of being accommodated within the built form vision put forward in the Indicative Reference Scheme. Mulpha is open to further discussing this item in consultation with Council and in balance with the other items of public benefit which are included within the Letter of Offer, provided with this Planning Proposal.
Planning Priority 9: Renew and create great places	
9.4 Prepare and implement Commercial/Retail Urban Design Guidelines (June 2022).	A site specific DCP has been prepared to guide future mixed-use development on the site. Refer to Section 5.3 and Appendix I .
Planning Priority 10: Provide social infrastructure and retail services to meet residents' needs	
10.1 Prepare a library and community facility strategy (June 2021).	A Community Benefits Analysis has been prepared by Cred which provides an assessment of the social infrastructure and social needs generated by the future community of the site (refer to Appendix L). This has resulted in the identified provision of community floorspace provision on site in line with the Infrastructure Delivery Plan (Appendix D).
10.2 Reinforce and protect the hierarchy of centres through land use zones, objectives, permitted uses, local provisions and amended development controls where appropriate (June 2020).	The Planning Proposal will include social infrastructure, tourist and visitor accommodation and retail services that align with the objectives of the MUI Mixed Use zoning sought.
10.4 Complete a Commercial and Retail Floor Space Demand Analysis (June 2020.)	A review into market demands has been undertaken by Ethos Urban in the Market Potential and Retail Impact Review at Appendix J .
Infrastructure	
Planning Priority 13: Expand and improve the active transport network	
13.2 Improve wayfinding on existing and proposed cycleways (June 2023).	The Planning Proposal will enable a safe, connected network of pedestrian and cyclist oriented streets. Adequate wayfinding will be incorporated Public Domain Strategy, which will be required in the site-specific DCP.
Planning Priority 15: Provide new and upgraded passive and active open spaces	
15.1 Apply the criteria in the Recreation Strategy 2019 when planning for new passive and active open spaces (Ongoing).	Council's Recreation Strategy has informed the Community Benefits Analysis (refer to Appendix L).

Norwest Strategic Centre Draft Strategic Plan (2022)

As noted previously, at the time of writing this Planning Proposal, the Norwest Strategic Centre Draft Strategic Plan has been placed on exhibition until 31 July 2023. It is a document that has been prepared by Council as an extension to the previous strategic work undertaken by the DPE and Council. Whilst it remains a draft plan, it is a critical document showing Council's commitment to realising a 20 year vision for the Norwest Strategic Centre. The site is located within the Norwest Central Precinct. The vision for the precinct is noted below with key items of relevance to the Planning Proposal site highlighted in bold:

*"The **Norwest Central Precinct will remain a key employment destination**, with a designated commercial area close to the Metro Station and **mixed-use heart at Norwest Marketown. The highest densities will be concentrated around Norwest Marketown**, Norwest Lake and Norwest Metro Station as the key visual landmarks for the centre of the Precinct. It will be **supported by residential uses** surrounding, but not within, the designated commercial area, all within a **highly walkable distance to the Norwest Metro Station**."*

*The area near the Metro Station and **around the Lake will be the active heart**, providing a carefully planned balance of **high density housing**, people friendly public spaces and a focus on serving the needs of locals and visitors with a **diverse mix of retail, business, office, leisure, entertainment and community uses**. It will feature the **tallest buildings in the Strategic Centre (up to 35 storeys)** and will display a high standard of architectural design, distinctly marking the vibrant core of the Norwest Strategic Centre. The density and scale of development will gradually decrease away from the centre and Metro Station".*

The Structure Plan identifies the site as a mixed-use site containing an urban plaza and pedestrian linkages. It has also been identified as a site for future market drive change and that "any change to the planning controls to enable (these) future development opportunities would be facilitated by landowner-initiated planning proposals that would be considered by Council in the future, along with associated Development Control Plan amendments and appropriate infrastructure contribution mechanisms". The Plan also assigns characters areas which identifies the site as the "Mixed Use Area" within the Norwest Central Precinct. The vision for the Mixed Use Area (i.e. the Site) is noted below:

*"**Norwest Marketown and surrounds will be the key landmark for the Precinct, featuring buildings of up to 35 storeys** and a diverse range of uses that are compatible with the local surroundings. It will feature **activated ground floor uses to create a sense of vibrancy** and draw people to the area. Active movement will be prioritised by implementing **additional pedestrian links** and re-thinking the street structure. Improved footpaths, public furniture and outdoor dining opportunities will be prioritised, comprising durable materials. Established trees will be integrated with the new urban fabric to create a strong urban identity. **A minimum of 50% of the floor space within the mixed use area shall accommodate non-residential uses** such as supermarkets, shops, restaurants and commercial offices."*

Quotation sources: Norwest Strategic Centre Draft Strategic Plan, 2022, The Hills Shire Council

The Plan notes that the Marketown site is in the ‘Short to Medium Term’ category, of which the Council which expects Planning Proposals to eventuate over the next 5 to 10 years by way of market-driven redevelopment solutions.

The Site is identified in the Plan as development precinct which is capable of being logical, orderly and feasible within this period and is noted that Marketown is a unique site being identified for mixed-use purposes compared to the surrounding commercial sites.

The Plan identifies the site has been identified within ‘Focus Area 2 – Norwest Marketown and Surrounds’ (refer to **Figure 65**). The Plan notes that the site is “set to transform into a vibrant and active mixed use hub, providing a range of offices, retail, restaurants and residential opportunities”. The Plan goes on to note the site will also “provide an enhanced network of footpaths, forecourts and boardwalks that creates an attractive environment for pedestrians and cyclists”. The Plan has identified the Norwest Marketown site as a “key focal point of the Precinct, that puts Norwest on the map and signifies its status (both locally and regionally) as a Strategic Centre”.



Figure 65 Indicative Layout Plan (focus area outlined dark grey)

Source: Norwest Strategic Centre Draft Precinct Plan

A series of design principles have been developed related to land use, built form, public domain and connectivity and infrastructure for ‘Focus Area 2 – Norwest Marketown and Surrounds’. A consistency assessment of the Planning Proposal against these principles is provided in **Table 20** below.

Table 20 Planning Proposal response to Focus Area 2 Design Principles

Design Principles	Planning Proposal Alignment
Land Use	
Development will strike an appropriate mix of land uses, to prioritise employment opportunities and everyday services on the lower levels, complemented by some residential living on the upper levels.	The Indicative Reference Scheme incorporates a mix of land uses with a significant portion (minimum 50%) dedicated to employment generating land uses. Retail, community and commercial uses occupy the ground plane while residential uses are envisaged on upper levels.
Land uses are to be clustered together to create functional and desirable working and living environments.	All buildings within the Indicative Reference Scheme incorporate multiple uses. The ground plane is predominantly comprised of retail and community uses.
Any future planning proposal that seeks to rezone the land to MUI Mixed Use must include a planning mechanism	As noted in Section 5.0 , a MUI Mixed Use zoning is sought and proposed controls are sought to require a

Design Principles	Planning Proposal Alignment
(such as a local provision) that ensures minimum non-residential development outcomes on the land (a minimum of 50% of the floor space will be designated to commercial uses). This certainty is crucial to ensuring the appropriate land use mix and distribution to achieve the outcomes identified within the strategic planning framework.	minimum of 50% of the floor space within the site be designated for 'employment generating uses' in order to achieve the incentive FSR and the full and planned development density of 5:1 across the whole site.
Active uses will be incorporated into the ground floor level to create a desirable and vibrant streetscape.	As noted in Section 4.0 , the Indicative Reference Scheme envisages a combination of retail, dining, entertainment and community uses as well as a small proportion of commercial lobby space at the ground level throughout the site. This will facilitate frontages which will activate the envisaged network of streets and laneways.
Redevelopment needs to demonstrate how the longer term retail demand (including additional supermarket, hospitality, and specialty retail floorspace) can be accommodated having regard to the findings of the SGS Retail Floorspace Analysis (2021).	An assessment of the Planning Proposal's alignment with the SGS Retail Floorspace Analysis (2021) has been undertaken as part of the Market Potential and Retail Impact Review at Appendix J and summarised in Section 6.0 .
Built Form	
Buildings will be tall and slender and will display a high standard of architectural design, distinctly marking the core of the strategic centre.	Mulpha envisage the precinct to showcase a high standard of architectural design and to create a visual landmark for the centre of the Norwest Precinct. Appropriate design excellence measures are intended to be put forward in the site-specific DCP, with a key focus on the 'signature' commercial tower intended to be realised addressing the key the intersection of Century Circuit and Norwest Boulevard.
Tower elements are to be strategically positioned to maximise solar access, natural ventilation and views (both into and through the site and from key vantage points in the public domain).	The Indicative Reference Scheme showcases a layout of buildings which allow for adequate building separation, solar access, natural ventilation, views and vistas, and limited shadow impacts to the surrounding area.
Taller buildings (up to 35 storeys) are to be strategically located towards Norwest Boulevard and Century Circuit to signify the entrance to the mixed-use heart of the Precinct.	The Indicative Reference Scheme situates taller buildings towards Norwest Boulevard and Century Circuit and with adjacency to Norwest Metro Station, in support of transit-oriented development principles underpinning this Planning Proposal.
Shorter buildings are to be provided adjacent to public spaces, to sympathetically frame these areas and reduce visual impacts.	The Indicative Reference Scheme situates built form in a manner which cascades down to the lake, protecting the visual outcomes of the locality. The internal arrangement of buildings also have consideration of key public spaces and linkages to ensure solar access to key places such as passive recreation spaces and the eat street.
Building articulation is to be provided to soften visual impact of the towers and create a human scale.	Building articulation is to be provided for at the detailed DA stage.
Residential tower floor plates are to be a maximum GFA of 750m ² .	Indicative Reference Scheme has been designed generally in accordance with this guideline for this stage of design.
Building lengths are to be a maximum of 65m.	As above.
Public Domain and Connectivity	
High quality public domain and plaza areas should be integrated with key pedestrian movements within and beyond the site.	The Indicative Reference Scheme proposes a pedestrian oriented public domain structure comprising streets and laneways that intertwine between each building.
Create well defined and comfortable public spaces around Norwest Lake for casual recreation and relaxation.	Overall, the scheme will contribute approximately 32,200m ² of open space to be delivered through retail laneways, pedestrian space and plazas, the new Lakeshore Green and various rooftop gardens. These features represents a significant public benefit to the locality. Refer Appendix A .

Design Principles	Planning Proposal Alignment
Incorporate public art and informative way finding signage to strengthen Norwest's identity.	Public art and informative wayfinding signage is to be considered as part of any future DA on the site.
Create a pedestrian friendly environment.	The Indicative Reference Scheme includes a street and laneway network that is predominately a shared zone to be utilised by pedestrians and cyclists.
Connectivity	
Future development will be transit oriented by reducing car dependency and encouraging walking and cycling to and from the nearby Norwest Metro Station.	The Indicative Reference Scheme has adopted its own parking rates (as noted in Section 6.3) given its proximity to the Norwest Metro Station and public bus services on Norwest Boulevard. The scheme also provides for several through-site links and an underground connection to the station to encourage walking and cycling.
Reduced parking provisions to encourage a shift towards public transportation, away from the current car-dependent business park model.	As noted previously, the Indicative Reference Scheme has adopted its own parking rates (as noted in Section 6.3) given its proximity to the Norwest Metro Station.
Maximise active movement opportunities by providing cycling routes, pedestrian through site links and re-thinking the street structure	<p>The Indicative Reference Scheme includes fine-grained people focussed streets and generous public spaces which will create significant pedestrian connections and highly walkable environments.</p> <p>Dedicated bicycle lanes will provide convenient, car-free routes around the site aiding people of all ages and abilities to feel comfortable cycling in and around the site.</p>
The local road network will be reconfigured to provide enhanced permeability through the Precinct, including a new road connection from Norwest Boulevard to Solent Circuit.	The Indicative Reference Scheme recognises the opportunity for the connection from Norwest Boulevard to Solent Circuit. Further investigation and consultation with Council and the adjoining owner will be required before this opportunity may be realised.
Infrastructure	
The local road network will be reconfigured to provide enhanced permeability through the Precinct, including a new road connection from Norwest Boulevard to Solent Circuit.	The Planning Proposal recognises the opportunity for a road connection between Norwest Boulevard and Solent Circuit. Further investigation and consultation with Council and the adjoining owner will be required before this opportunity may be realised.
Tangible infrastructure solutions (including traffic, open space, water management) will be required to ensure that the uplift can be appropriately serviced.	An assessment of the Indicative Reference Scheme on existing infrastructure and how it will accommodate future provision of infrastructure has been provided in Section 6.0 .
Integrate evolving technologies, including digital infrastructure provisions, within future developments to provide better connected and informed communities.	To be addressed at detailed DA stage.

7.2.3 Question 5 – Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Yes. The applicable and relevant state and regional studies or strategies to the Planning Proposal are outlined in the following sections.

The North West Rail Link Corridor Strategy (2013)

The North West Rail Link Corridor Strategy highlights that the delivery of the North West Rail Link and the Norwest Metro Station has the potential to support the emergence of Norwest as the largest employment centre in the North West. The Strategy indicates that Norwest will be required to accommodate a significant job growth in order to meet the target of 15,000 additional jobs by 2031. This translates to approximately 225,00 – 375,000m² of commercial floor space. The Planning Proposal is consistent with the strategy in that it will:

- Create temporary construction jobs;
- Contribute to housing supply, providing residential dwelling of varying sizes and at different price points;
- Encourage business investment in the Norwest area;
- Deliver a high quality development with premium grade commercial floor space in proximity to new infrastructure delivered by the NSW Government, including the North West Rail Link, cyclist upgrades and road improvements; and
- Foster the delivery of Transit Oriented Development by significantly increasing the supply of residential and employment floorspace in proximity to the Norwest Metro Station.

Future Transport 2056 (2018)

The Future Transport Strategy 2056 is the 2018 update of the previous NSW Long Term Transport Master Plan 2012. It is a 40 year vision for mobility in NSW developed with the then GSC, the then Department of Planning, Industry and Environment (DPIE), and Infrastructure NSW. The Strategy outlines the NSW Government's long term vision for transport infrastructure in Greater Sydney and aligning it with the GSRP prepared by the then Greater Sydney Commission (GSC). Given the increasing emphasis on growth of jobs and housing in Greater Sydney, and the need to maximise the existing public transport network, it places a significant focus in the new plan on transit oriented development and public transport investment.

The vision for the future transportation within Greater Sydney is built on the following outcomes:

- A customer focus;
- Successful places;
- A growing economy;
- Safety and performance;
- Accessible services; and
- Financial and environmental sustainability.

The proposal supports a growing economy by redeveloping Norwest Marketown into to a transit-oriented mixed use at Norwest Station attracting investment and generating income for the local, regional and State economy.

The Planning Proposal will contribute to delivering upon these outcomes, namely, 'Successful Places' and 'Accessible Services'. The Proposal will support initiatives to promote more sustainable forms of transportation through new pathways and connections, high quality public domain treatments, bicycle priority and desirable provision of public open space. In addition, the Proposal will enable a pedestrian connection below ground from the Norwest Metro Station through to Norwest Lake which will enhance accessibility to public transport and public open space.

Better Placed (GANSW)

The Government of NSW has established seven (7) distinct objectives have to define the key design considerations. Achievement of these objectives from this early stage of the project, through to the detailed design and construction stage will ensure the development will be healthy, responsive, integrated, equitable, and resilient. **Table 21** demonstrates how the proposal is consistent with the objectives of the policy.

Table 21 **Consistency with the Objectives of GANSW's Better Placed**

Objective	Response
Objective 1 – Better fit	Of its Place: The Indicative Reference Scheme has been developed to seamlessly integrate with the public domain around Norwest Lake.
	Local/Contextual: The Indicative Reference Scheme provides an opportunity for a renewed, vibrant centre which aligns with the site's strategic location and vision set by both local and state government.
Objective 2 – Better performance	Sustainable: The proposal's commitment to sustainability is detailed in the Sustainability Strategy (refer to Appendix C).
	Durable and adaptable: The planning proposal allows for generous floor plates that can be adjusted to suit new purposes in the future if considered necessary. Detailed DAs will explore materiality and the durability of future built form meeting Design Excellence and Sustainability goals.
Objective 3 – Better for community	Inclusive: The Indicative Reference Scheme provides for 3,000m ² of built form community uses which will accommodate the needs of existing and future residents.
	Connected: The Indicative Reference Scheme provides for a seamless underground pedestrian connection from the Norwest underground from the Norwest Metro Station and improvements to pedestrian and cycleway connectivity.
Objective 4 – Better for people	Safe: Pedestrians, cyclists and vehicle entries have all been accommodated within the public realm with safety and amenity in mind.
	Comfortable: The Indicative Reference Scheme provides extensive civic and public domain works which will provide spaces for residents, workers and visitors to meet, play and relax.
	Liveable: The Indicative Reference Scheme has been designed to maximise residential amenity as well as provide a mixture of retail and community uses to accommodate the needs of residents, workers and visitors.
Objective 5 – Better working	Functional: Access points are well defined and convenient.
	Efficient: The development is efficient in its arrangement and seeks a high energy efficient and environmental performance to be resolved through the detailed DA process.
Objective 6 – Better value	Creating Value: Future development on the site will contribute a range of uses which will serve the needs of local residents as well as workers and visitors.
	Adding Value: Encourages transit oriented development which will provide access to jobs, housing and infrastructure.
Objective 7 – Better look and feel	Engaging and Inviting: The Indicative Reference Scheme includes a generous amount of community space as well as open space, waterfront areas and civic plazas which will activate streets and provide an enjoyable place for residents, workers and visitors.

7.2.4 Question 6 – Is the planning proposal consistent with applicable SEPPs?

Yes. The proposal does not raise any matters that would be inconsistent with, or prejudice the application of, the relevant State Environmental Planning Policies – see **Table 22**.

An assessment of the planning proposal against relevant State Environmental Planning Policies (SEPPs) is set out in **Table 22** below.

Table 22 Consistency with State Environmental Planning Policies

State Environmental Planning Policies	Consistency			Comment
	YES	NO	N/A	
State Environmental Planning Policy (Biodiversity and Conservation) 2021			✓	Not relevant to proposed LEP amendment.
State Environmental Planning Policy (BASIX) 2004			✓	Not directly relevant to proposed LEP amendment.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008			✓	Not relevant to proposed LEP amendment. May apply to future development on the site.
State Environmental Planning Policy (Housing) 2021			✓	Not directly relevant to proposed LEP amendment.
State Environmental Planning Policy (Industry and Employment) 2021			✓	Not directly relevant to proposed LEP amendment.
State Environmental Planning Policy No.65 Design Quality of Residential Apartment Development	✓			Not directly relevant to proposed LEP amendment, however will apply to future DAs and accordingly, Indicative Reference Scheme has been designed to meet the provisions of the ADG.
State Environmental Planning Policy (Planning Systems) 2021			✓	Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Central River) 2021	✓			No amendments to the Central River SEPP are necessary as a result of the proposed LEP amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021	✓			An assessment of the Indicative Reference Scheme against the Resilience and Hazards SEPP has been undertaken with regard to contamination. Refer to Section 6.9 .
State Environmental Planning Policy (Resources and Energy) 2021			✓	Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Transport and Infrastructure) 2021			✓	Not relevant to proposed LEP amendment. May apply to future development on the site.

The Hills Local Environmental Plan 2019

Consistency with Zone Objectives

As described in Section 5.2, this Planning Proposal seeks to amend The Hills LEP 2019 and rezone the land currently zoned as E1 Local Centre to MU1 Mixed Use. It also seeks approval for additional permitted uses under the SP2 Infrastructure subject to part of the site.

The proposal's consistency with the objectives of these land use zones is outlined in **Table 23** below.

Table 23 Consistency with the Objectives of the land use zones under The Hills LEP 2019

Objective	Comment
MU1 Mixed Use	
<ul style="list-style-type: none">To encourage a diversity of business, retail, office and light industrial land uses that generate employment opportunities.To ensure that new development provides diverse and active street frontages to attract pedestrian traffic and to contribute to vibrant, diverse and functional streets and public spaces.To minimise conflict between land uses within this zone and land uses within adjoining zones.To encourage business, retail, community and other non-residential land uses on the ground floor of buildings.To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening.To provide for high density housing that is integrated with civic spaces.	<p>The Planning Proposal is considered to align with the MU1 Mixed Use zone objectives for the following reasons:</p> <ul style="list-style-type: none">The zoning will allow for a mix of employment generating land uses on the site which is directly connected to the Norwest Metro Station;The zoning will encourage development that prioritises the pedestrian experience, providing for an activated and functional street network with public spaces for workers, residents and visitors to enjoy;The zoning will encourage community and retail uses within the ground floor plane which will contribute to a visually interesting and inviting area;The zoning will encourage leisure and entertainment facilities to be dispersed within a mix of employment generating uses, residential uses and public domain; andThe zoning will facilitate high density residential uses that are integrated which is directly connected to the Norwest Metro Station, enabling a live, work, play precinct.
SP2 Infrastructure	
<ul style="list-style-type: none">To provide for infrastructure and related uses.To prevent development that is not compatible with or that may detract from the provision of infrastructure.	<p>No changes to the SP2 Infrastructure zoning is proposed. The Planning Proposal does seek for additional permitted uses on the land zoned SP2 Infrastructure to allow for the following uses - recreation area, retail premises, recreation facility (outdoor), water recreation structure, waterbody (artificial) and wharf or boating facilities.</p>

Consistency with the Height Objectives

The proposed height limit across the site is generally consistent with the objectives of the height provisions within The Hills LEP 2019 as outlined in **Table 24** below.

Table 24 Consistency with the Height Objectives under The Hills LEP 2019

Objective	Comment
<ul style="list-style-type: none">to ensure the height of buildings is compatible with that of adjoining development and the overall streetscape,	<p>The proposed maximum height of building is considered to generally align with the future density and built form envisaged for the Norwest Centre. It will ensure the site is capable of being a key strategic centre which comprises significant employment generating floor space and housing,</p>

Objective	Comment
	amongst other communal, recreation and entertainment uses.
<ul style="list-style-type: none"> to minimise the impact of overshadowing, visual impact and loss of privacy on adjoining properties and open space areas. 	An assessment of the Indicative Reference Scheme has been undertaken with consideration to overshadowing, visual impacts and privacy on adjoining properties and open spaces. The overshadowing impacts are considered acceptable as noted in the Urban Design Report (Appendix A) and Indicative Reference Scheme (Appendix G). The visual impacts of the proposal have been assessed in the Visual Impact Assessment at Appendix P .

Consistency with Floor Space Ratio Objectives

The proposed maximum FSR arrangements across the site are generally consistent with the objectives of the FSR provisions within The Hills LEP 2019 as outlined in **Table 25** below.

Table 25 **Consistency with the Floor Space Ratio Objectives under The Hills LEP 2019**

Objective	Comment
<ul style="list-style-type: none"> to ensure development is compatible with the bulk, scale and character of existing and future surrounding development 	The proposed FSR of 5.0:1 is considered to generally align with the future density and best delivers the expected GFA and built form envisaged for the Norwest Marketown site the 'heart' of Norwest Strategic Centre. A comparison of FSR and building height for existing strategic centres is shown in Appendix A .
<ul style="list-style-type: none"> to provide for a built form that is compatible with the role of town and major centres 	The proposed FSR of 5.0:1 is considered to enable sufficient gross floor area to accommodate adequate residential and commercial floor space uses and to enable the realisation of Norwest as a mixed use centre which includes significant commercial floor space to support jobs within close proximity to housing and public transport.

7.2.5 Question 7 – Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?

Yes the Proposal is consistent. Ministerial Directions under Section 9.1 of the EP&A Act require Councils to address a range of matters when seeking to rezone land. A summary assessment of the Planning Proposal against all other remaining Directions issued by the Minister under Section 9.1 of the EP&A Act is provided in **Table 26** below.

Table 26 Consistency with Section 9.1 Directions

Ministerial Direction	Consistent			Comment
	Yes	No	N/A	
1. Planning Systems				
1.1 Implementation of Regional Plans	✓			The Planning Proposal is consistent with the GSRP as noted in Section 7.2.1 .
1.2 Development of Aboriginal Land Council land			-	Not applicable
1.3 Approval of Referral Requirements	✓			This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The relevant requirements of this direction have been considered in the preparation of this Planning Proposal.
1.4 Site Specific Provisions	✓			A particular development scenario is envisaged for the site. The proposed site-specific controls will allow for the envisaged development to be carried out on the site.
1. Planning Systems – Place-based				
1.5 Parramatta Road Corridor Urban Transformation Strategy			-	Not applicable
1.6 Implementation of the North West Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			-	Not applicable
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan			-	Not applicable
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation			-	Not applicable
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor			-	Not applicable
1.10 Implementation of the Western Sydney Aerotropolis Plan			-	Not applicable
1.11 Implementation of Bayside West Precincts 2036 Plan			-	Not applicable
1.12 Implementation of Planning Principles for the Cooks Cove Precinct			-	Not applicable
1.13 Implementation of St Leonards and Crows Nest 2036 Plan			-	Not applicable
1.14 Implementation of Greater Macarthur 2040			-	Not applicable
1.15 Implementation of the Pyrmont Peninsula Place Strategy			-	Not applicable
1.16 North West Rail Link Corridor Strategy	✓			This planning proposal supports transit oriented development and intensifies development of the site, by promoting high density development consistent with

				<p>the North West Rail Corridor Strategy, the Hills Corridor Strategy and the Norwest Strategic Centre Draft Strategic Plan (refer to Section 7.2.2).</p> <p>This proposal seeks to redevelop Norwest Marketown into a vibrant urban village with a primary focused on commercial business and retail development altering the character of the existing centre. The proposal complies with State Government objectives for development on the metro line and with Council's density expectations nominated under The Hills Corridor Strategy and the Norwest Strategic Centre Draft Strategic Plan</p> <p>In light of the above, the proposal seeks an amended height control and new FSR control to facilitate the achievement of State and local government planning objectives.</p>
3. Biodiversity and Conservation				
3.1 Conservation zones			-	Not applicable
3.2 Heritage Conservation	✓			<p>The site is not a heritage listed item nor is it located in the immediate vicinity of a heritage item. The following heritage items are sited in the broader surrounds of the site:</p> <ul style="list-style-type: none"> • Avenue of trees leading to Castle Hill Country Club - 7 and 9 Spurway Drive and Castle Hill Country Club, Spurway Drive (local item I25) • Windsor Road from Baulkham Hills to Box Hill - Windsor Road from Baulkham Hills to Box Hill (local item I28) • Bella Vista Homestead Complex - Old Windsor Road, Baulkham Hills (Heritage Conservation Area C2) • Bella Vista - Elizabeth Macarthur Drive, Bella Vista (State Heritage Register No.00754) • St Joseph's Novitiate – Mackillop Drive (local item I7) <p>The proposal will not have any adverse impacts on the heritage site's operation or heritage conservation. Refer to Section 6.8.</p>
3.3 Sydney Drink Water Catchments			-	Not applicable
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs			-	Not applicable
3.5 Recreation Vehicle Areas			-	Not applicable
4. Resilience and Hazards				
4.1 Flooding			-	The site is not identified to be affected by flooding. Appropriate stormwater measures for the site and its future redevelopment will be determined at the detailed DA phase.
4.2 Coastal Management			-	Not applicable
4.3 Planning for Bushfire Protection			-	Not applicable
4.4 Remediation of Contaminated Land	✓			A PSI has been prepared and is provided at Appendix Q . As noted in Section 6.9 , the PSI considers the site suitable for future development subject to the implementation of relevant recommendations prior to earthworks.
4.5 Acid Sulfate Soils	✓			The Hills LEP 2019 contains acid sulphate soils provisions and this proposal does not seek to amend them. Acid sulphate soils investigations and analysis will accordingly be undertaken as part of any future development of the land in accordance with the requirements of the LEP.
4.6 Mine Subsidence and Unstable Land			-	Not applicable

5. Transport and Infrastructure				
5.1 Integrating Land Use and Transport	✓			<p>The Planning Proposal is consistent with the guidelines identified within this Direction in that it will:</p> <ul style="list-style-type: none"> • Create a vibrant mixed use precinct adjacent to the Norwest Metro Station; • Improve access and connectivity to the existing public transport; and • Implement high quality urban design through considered planning and design.
5.2 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.
5.3 Development Near Regulated Airports and Defence Airfields			-	Not applicable
5.4 Shooting Ranges			-	Not applicable
6. Housing				
6.1 Residential Zones	✓			<p>The Planning Proposal expands the opportunities for housing by encouraging the development of a mixed use centre. The Planning Proposal will encourage a variety of choice in housing, make efficient use of infrastructure and services, reduce consumption of land for housing, and associated urban development on the urban fringe, and satisfy design excellence objectives. This will facilitate achievement of high density residential accommodation in accordance with the Hills Corridor Strategy and the Norwest Strategic Centre Draft Strategic Plan.</p>
6.2 Caravan Parks and Manufactured Home Estates			-	Not applicable
7. Industry and Employment				
7.1 Business and Industrial Zones	✓			<p>The Planning Proposal has a positive impact on the amount of employment land currently zoned in the LGA for business and industrial uses. The proposal is to encourage the provision of employment generating uses on the site, which will increase the amount of non-residential floorspace across the Marketown Business Park.</p> <p>The Planning Proposal seeks to increase the amount of employment generating floor space from 1.49:1 to 2.5:1 to encourage ample job opportunities within a highly accessible location.</p> <p>The LEP amendments and Indicative Reference Scheme are consistent with Council's strategic work in that it will:</p> <ul style="list-style-type: none"> • facilitate the delivery of 117,330m² of employment floor space which exceeds the employment FSR target of 2.5:1; • will provide a residential density of 184 dwellings per hectares which falls well short of the maximum of 240 dwellings nominated by the Hills Corridor Strategy. <p>This Planning Proposal will have a positive impact on employment in both short and long terms by providing for mixed use development in the Norwest strategic centre. This will facilitate achievement of additional job creation in accordance with the Hills Corridor Strategy and the Norwest Strategic Centre Draft Strategic Plan.</p> <p>The proposal seeks to facilitate density and job creation by locating additional commercial and retail development adjacent to facilities and services which will</p>

				increase the viability and patronage of the significant infrastructure investment in Sydney Metro Northwest.
7.2 Reduction in non-hosted short-term rental accommodation period			-	Not applicable
7.3 Commercial and Retail Development along the Pacific Highway, North Coast			-	Not applicable
8. Resources and Energy				
8.1 Mining, Petroleum Production and Extractive Industries			-	Not applicable
9. Primary Production				
9.1 Rural Zones			-	Not applicable
9.2 Rural Lands			-	Not applicable
9.3 Oyster Aquaculture			-	Not applicable
9.4 Farmland of State and Regional Significance on NSW Far North Coast			-	Not applicable

7.3 Section C - Environmental, Social and Economic Impacts

7.3.1 Question 8 – Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

No. The site is located within a highly modified urban environment and does not contain critical habitat or threatened species, populations or ecological communities, or their habitats.

7.3.2 Question 9 – Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

There are no unmitigated impacts arising from the Proposal. A detailed assessment of the environmental effects as a result of the Planning Proposal is identified in **Section 6.0**. Relevant management and mitigation measures are identified where appropriate and, on this basis, no unacceptable impacts are likely to result from the Planning Proposal or future development on the site, subject to detailed consideration at the appropriate stage in the planning process.

7.3.3 Question 10 - Has the planning proposal adequately addressed any social and economic effects?

Yes. The Planning Proposal will result in positive social and economic effects for the local area through the generation of localised employment opportunities during construction and operation. The proposal will have the following positive social and economic impacts:

- The Planning Proposal will contribute new community facilities that will benefit the wider LGA;
- It will increase the provision of employment opportunities beyond what could be achieved under the current planning controls;
- The scheme will deliver additional housing in close proximity to public transport and will introduce a greater diversity of housing to the locality;
- The Indicative Reference Scheme will significantly increase the provision of public open space;
- As noted in the Market Potential and Retail Impact Review at **Appendix J**, the planning proposal will not prevent or impact any existing or planned centres and will have a negligible impact on the trading viability of other nearby centres.
- As demonstrated by supporting subconsultant documentation the proposal will result have a positive social and economic impact. Specifically, the proposal will provide the following benefits:

- The proposal addresses the significant demand for retail floorspace (approx. 90,800m²) in the Marketown Business Park and provide much needed retail services to support the growing worker and resident populations.
- The proposal will contribute a significant amount of employment generating floorspace which will maintain and improve Norwest Business Park's status as a primary specialist employment centre;
- The proposed office and commercial floorspace has the potential to cater for small business, including start-up business and encourage innovation.
- The scheme will contribute a significant amount of retail floorspace which will promote activation and support the viability of the night-time economy.
- The provision of open space and civic facilities will benefit not only residents across the site but the broader community.

7.4 Section D – Infrastructure (Local, State and Commonwealth)

7.4.1 Question 11 – Is there adequate public infrastructure for the planning proposal?

Yes. The Planning Proposal promoting the redevelopment of Marketown Shopping Centre and the adjacent swimming school capitalises on the site's proximity to Norwest Metro Station and the need to increase jobs and housing around the significant transport node. The Planning Proposal will allow and contribute to improvements to existing road transport infrastructure along with the necessary public facilities to service a growing residential community.

The Traffic and Parking Study prepared by Gennaoui Consulting concludes that the proposed development would have a manageable impact on the surrounding road network provided the following recommendations are adopted to improve the service operation of the intersection of Norwest Boulevard with Brookhollow Avenue and Century Circuit.

The proposal recognises the opportunity for a new road connection from Norwest Boulevard to Solent Circuit and the Proponent will undertake further investigation in consultation with the adjoining land owner is required.

It should be noted that upon a review of the existing infrastructure services (including sewer (wastewater), potable and recycled water, electricity, telecommunications and natural gas), future development on the site can be adequately serviced with all essential utility infrastructure and the provision of utility services is not expected to be an impediment to redevelopment, see the Utilities Servicing Report at **Appendix T**.

7.5 Section E – State and Commonwealth Interests

7.5.1 Question 12 – What are the views of state and federal public authorities and government agencies consulted in order to inform 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. The determination will identify State agencies to be consulted regarding the rezoning proposal.

8.0 Project Consultation and Timeline

Provided below is an indicative timeline for the Planning Proposal through the assessment and public exhibition phases through to gazettal of the amended planning controls for the site.

Table 27 *Project timeline*

Stage	Timeframe and/or date
Consideration by council	3-4 months
Council decision	
Gateway determination	1-2 months
Pre-exhibition	3-4 months
Commencement and completion of public exhibition period	
Consideration of submissions	
Post-exhibition review and additional studies	
Submission to the Department for finalisation (where applicable)	2 months
Gazettal of LEP amendment	

8.1 Stakeholder Engagement

The following engagement activities were undertaken to ensure all stakeholders were aware of Mulpha's intention to redevelop the site:

- An online survey to maximise community input with 41 responses.
- Total of 11 semi-structured online video interviews conducted between December 2022 and May 2023, with:
 - Norwest Association Ltd (body corporate responsible for maintaining development standards in Norwest Business Park under the Norwest Master Scheme)
 - Sydney Hills Business Chamber
 - Carlile Swimming Centre
 - Norwest Community Association
 - Norwest Marketown centre management representative
 - Three Norwest Marketown tenants identified by WSP or Mulpha
 - School Infrastructure NSW (SINSW)
 - Western Sydney Local Health District (WSLHD).

A meeting was also held with the strategic planning team at the Hills Shire Council and the project team.

The engagement has ensured stakeholders are aware of both the positive and negative impacts expected as a result of future development on the site. The community were given opportunities to provide feedback which has been summarised in the SIA provided at **Appendix M**.

This Proposal is only at an early stage in the planning process which will allow further consultation and engagement opportunities to be undertaken for the wider community, government and interested parties.

9.0 Conclusion

This Planning Proposal Justification Report has been prepared by Ethos Urban to support a Planning Proposal to The Hills Shire Council, seeking amendments to The Hills Local Environmental Plan 2019, to facilitate the redevelopment of 4-6 Century Circuit, Norwest for a new mixed use precinct. Amendments to The Hills Development Control Plan 2012 will also be required to support this outcome.

The Planning Proposal is underpinned by a shared vision with Council to allow additional site-specific uplift on this site to deliver a new mixed-use precinct that includes new civic spaces, public open space, through-site links as well as entertainment and community floorspace, all within close proximity to Norwest Metro Station.

The Marketown Master Plan has been prepared as part of a comprehensive Urban Design Report to guide best practice design and to achieve an attractive precinct with high amenity. Key features of the Master Plan are:

- A net development zone of 46,455m² with up to 232,375m² Gross Floor Area (GFA) comprising a Floor Space Ratio of 5.0:1. This includes the following components:
 - 117,330m² of employment generating floorspace comprising commercial, entertainment, retail and hotel accommodation
 - 102,523m² of residential floorspace comprising approximately 854 apartments
 - 12,523m² of community, indoor recreation, civic and education floorspace
- Building heights above ground ranging from 5 storeys to 36 storeys;
- A Lower Ground level providing a direct connection to Norwest Metro through Norwest Lake at grade, with retail and food and beverage opportunities;
- Basement parking, loading and servicing across 4 subterranean levels, with spaces for some 2,600 cars, which are intended to be allocated by way of a parking management system;
- Substantial open space provisions including:
 - The Rivulet – pedestrian linkage connecting Norwest Boulevard to Norwest Lake
 - Cascading open space, providing an enhanced Norwest Lake Foreshore
 - The Hills Square – local passive open space and alfresco dining
- Community and civic buildings such as the Glass House and Librarium;
- Significant enhancements to the existing Century Circuit, including the intersection with Norwest Boulevard, the provision of internalised local streets and pedestrian connections and recognition of a staged opportunity to realise a future northern connection to Fairway Drive with the adjoining land owner; and
- A comprehensive infrastructure strategy to address complementary on and off-site infrastructure by way of Planning Agreements and future development applications.

This Planning Proposal is considered justified for the following reasons:

- The proposal is consistent with the strategic planning framework and identifies the appropriate emergence of a new epi-centre with a concentration of commercial, business, retail, residential and community facilities in Norwest Strategic Centre. Further, the proposal directly aligns with Council's vision and intent for the site as set out in the Draft Norwest Precinct Plan;
- The proposal is consistent with the objects of the Environmental Planning and Assessment Act 1979, in that it promotes the orderly and economic use and development of land.
- It will facilitate the opportunity to revise planning controls which will deliver additional employment, residential and community floor space in The Hills LGA;
- The proposal is consistent with the applicable SEPPs and Ministerial Directions;
- It will facilitate the opportunity to improve public access through the site and through to Norwest Lake;
- It will provide for significant public benefit through the provision of civic and public open space as well as a vibrant internal street network;
- Sufficient specialist technical and environmental assessment and validation to support the proposed planning controls; and
- Confirmation that appropriate services and infrastructure will be provided to meet the demands arising from the proposal.

The site is a sizeable and highly appropriate location for such a proposal. This Planning Proposal demonstrates that it can suitably accommodate Mulpha's vision to create a beating heart for Norwest by delivering a high-quality, mixed-use scheme with significant public benefit, while minimising environmental impacts and delivering a built form that reflects the site's location just minutes from Norwest Metro Station.

More broadly, this report outlines the Planning Proposal has demonstrable strategic and site-specific merit and will enable future development that aligns with Council's vision for the site, particularly the desire to provide a minimum of 50% of the site's GFA towards employment generating land uses.

In light of the above, we have no hesitation in recommending that the Planning Proposal proceed through Gateway to public exhibition.