
MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers 12 May 2026

145. RESOLUTION

1. This Mayoral Minute be received.
2. Council utilise its digital billboards on Memorial Avenue and Windsor Road bridges to thank the SES during National Volunteer Week.

MAYORAL MINUTE NO. 13/2026 – THE NSW GOVERNMENT MUST UPDATE OUR COMMUNITY ON THE CHERRYBROOK PRECINCT REZONING PROPOSAL

A MOTION WAS MOVED BY THE MAYOR AND SECONDED BY COUNCILLOR BLUE THAT

1. This Mayoral Minute be received.
2. Council write to the Minister for Planning and Public Spaces Paul Scully MP requesting an update on the NSW Government's progress on its rezoning proposal for the Cherrybrook Precinct.

THE MOTION WAS PUT AND CARRIED.

146. RESOLUTION

1. This Mayoral Minute be received.
2. Council write to the Minister for Planning and Public Spaces Paul Scully MP requesting an update on the NSW Government's progress on its rezoning proposal for the Cherrybrook Precinct.

ITEM 2 PLANNING PROPOSAL AND ASSOCIATED DEVELOPMENT CONTROL PLAN AMENDMENTS – NORWEST CENTRAL EMPLOYMENT (FP224)

7.51pm Councillor Blue having previously declared a pecuniary conflict of interest (owns property in the Norwest Precinct), signed the conflict-of-interest register, left the meeting for Item 2 and returned at 7.58pm for the start of Item 3.

7.51pm Councillor Jethi having previously declared a pecuniary conflict of interest (owns property in the Norwest Precinct), signed the conflict-of-interest register, left the meeting for Item 2 and returned at 7.58pm for the start of Item 3.

A MOTION WAS MOVED BY COUNCILLOR COX AND SECONDED BY COUNCILLOR GREVTSEVA THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

147. RESOLUTION

1. Council initiate a planning proposal to amend The Hills Local Environmental Plan 2019 to increase the Floor Space Ratio to a maximum of between 2:1 and 2.5:1, increase the Height of Buildings controls to a maximum of between 42 metres and 96.6 metres and introduce a Floor Space Ratio Incentive of 3:1 and permit ancillary residential

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers 12 May 2026

development as an Additional Permitted Use at 34-46 Brookhollow Avenue, Norwest, as detailed in Section 3 of this report.

2. The planning proposal be reported to the Local Planning Panel for advice. Provided the Panel's advice does not warrant any changes to the proposed LEP amendments, the planning proposal then be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination.
3. The draft Contributions Plan relating to the Norwest Central and Service Precincts be reported to Council for consideration and, subject to Council endorsement, be publicly exhibited concurrently with the Planning Proposal and draft DCP amendments.
4. Draft amendments to The Hills Development Control Plan 2012 as detailed in Section 5 of this report and included as Attachment 1, be publicly exhibited for a period of 28 days concurrently with the planning proposal.
5. Following public exhibition, the Planning Proposal, draft DCP amendments and draft Contributions Plan be reported to Council, with no finalisation of the planning proposal to occur until such time as supporting amendments to the contributions framework are also ready for finalisation

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Mayor Dr M Byrne
Clr J Jackson PSM
Clr Dr M Kasby
Clr J Cox
Clr T Cartwright
Clr R Boneham
Clr I Selvaraj
Clr J Grevtseva

VOTING AGAINST THE MOTION

None

ABSENT FROM THE ROOM

Clr M Blue
Clr R Jethi

MEETING ABSENT

Clr F De Masi
Clr A Haselden
Clr S Uno

**ITEM 3 POST EXHIBITION – GABLES SMALL LOT HOUSING
(10/2025/PLP)**

A MOTION WAS MOVED BY COUNCILLOR BLUE AND SECONDED BY COUNCILLOR COX THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

ITEM 2 **PLANNING PROPOSAL AND ASSOCIATED DEVELOPMENT
CONTROL PLAN AMENDMENTS – NORWEST CENTRAL
EMPLOYMENT (FP224)****MEETING DATE:** **12 MAY 2026**

COUNCIL MEETING

GROUP: **SHIRE STRATEGY****AUTHOR:** **TOWN PLANNER**

JACK FULTON

RESPONSIBLE **MANAGER – FORWARD PLANNING****OFFICER:** NICHOLAS CARLTON

PURPOSE AND EXECUTIVE SUMMARY

This report recommends that Council initiate a planning proposal for the area referred to as the “Norwest Central Designated Employment Area” within the Norwest Central Precinct of the Norwest Strategic Centre. This planning proposal is the implementation of Action B1 within Council’s adopted Norwest Precinct Plan, which states that Council will initiate a planning proposal to facilitate high density employment developments within this area ranging in height from 10-23 storeys.

The proposed changes align with and give effect to the land use, density and built form outcomes set out in Council’s adopted Norwest Precinct Plan and are consistent with the relevant State and local strategic planning policies which aim to increase the capacity for new jobs and productive economic activities in well-located areas close to transport and significant housing development. This is a critical component of Council’s strategic objectives to promote the right mix of land uses within The Hills and ensure capacity for new jobs close to home for residents, in the right industries that align with the skills and education of working residents.

The proposal would amend The Hills Local Environmental Plan (LEP) to:

- Amend the Floor Space Ratio map from a maximum of 1:1 to a maximum ranging between 2:1 and 2.5:1;
- Amend the Height of Buildings map from a maximum of RL116 metres to a maximum ranging between 42 metres (approximately 10 storeys) and 96.6 metres (approximately 23 storeys).

It would also incorporate a change to permit a small amount of ancillary residential development as an Additional Permitted Use at 34-46 Brookhollow Avenue, Norwest and introduce a Floor Space Ratio Incentive of 3:1, consistent with a previous decision of Council in relation to a site-specific planning proposal for this land.

Associated amendments to The Hills Development Control Plan 2012 (DCP) have also been prepared to include new controls applicable to the Norwest Central Employment Area within a new DCP section titled ‘Norwest Central (Employment)’.

This planning proposal is one of a number of concurrent projects and actions focussed on updating the planning framework for Norwest Strategic Centre to give effect to the outcomes envisaged in Council’s adopted Norwest Precinct Plan. Other relevant projects include:

- Review of planning controls for Cattai Creek West within the Norwest Service Precinct;
- A review of the contributions framework applicable to Norwest to ensure a suitable infrastructure funding and delivery mechanism is prepared concurrent with any changes to planning controls that give effect to the land use and density outcomes in Council’s Norwest Precinct Plan; and
- Preparation of a Public Domain Plan for Norwest Strategic Centre to help guide character and public domain outcomes across the Strategic Centre.

These projects are underway and will be reported to Council separately in due course. Ultimately it is intended that any rezoning of land would not be finalised until such time as the appropriate infrastructure contributions mechanisms and framework are also put in place.

A draft Preliminary Infrastructure Schedule has been prepared to identify the infrastructure required to service future development arising from the rezoning. The draft Schedule will inform the preparation of a draft Contributions Plan for the broader Norwest Central and Service Precincts, which is currently underway. This will be refined and formalised for Council’s consideration in a further report on a draft Contributions Plan, prior to public exhibition.

Should Council resolve to progress the planning proposal, the matter will be reported to the Local Planning Panel for advice, prior to submission to the Department of Planning, Housing and Infrastructure for Gateway Determination. These steps will likely take a number of months, during which time it is anticipated that the draft Contributions Plan and draft Infrastructure Schedule would be refined and formalised for Council’s consideration.

The steps in the process for the planning proposal are set out below.



A decision of Council to initiate a planning proposal in accordance with the recommendations of this report would represent the start of the rezoning process. Should the proposal progress, public exhibition and consultation with stakeholders (including landowners, businesses and the community) would form an important part of this process.

The location and context of the Norwest Central Employment Area is outlined in yellow in the following image, along with an overview of the proposed mix and distribution of different land uses throughout the broader Norwest Strategic Centre as set out in Council’s adopted Norwest Precinct Plan. The planning proposal area includes a parcel of land that is under Council’s ownership at 3 Columbia Court, Norwest (Council Administration Building). The planning proposal would moderately increase the development potential on this land, consistent with the

broader changes and strategic approach and objectives for the employment area and in alignment with the planning outcomes identified within the adopted Norwest Strategic Centre Precinct Plan. The Department of Planning, Housing and Infrastructure has advised that where a planning proposal increases the development potential of Council-owned land, Council is still able to be the planning proposal authority. All planning proposals still require Gateway Approval from the Department in order to progress and Council will generally will not be given delegation to finalise any amendment to the LEP that relates to Council-owned land. Accordingly, the Department would remain responsible for decision making in relation to the proposal at both the Gateway Assessment and finalisation stages of the proposal.

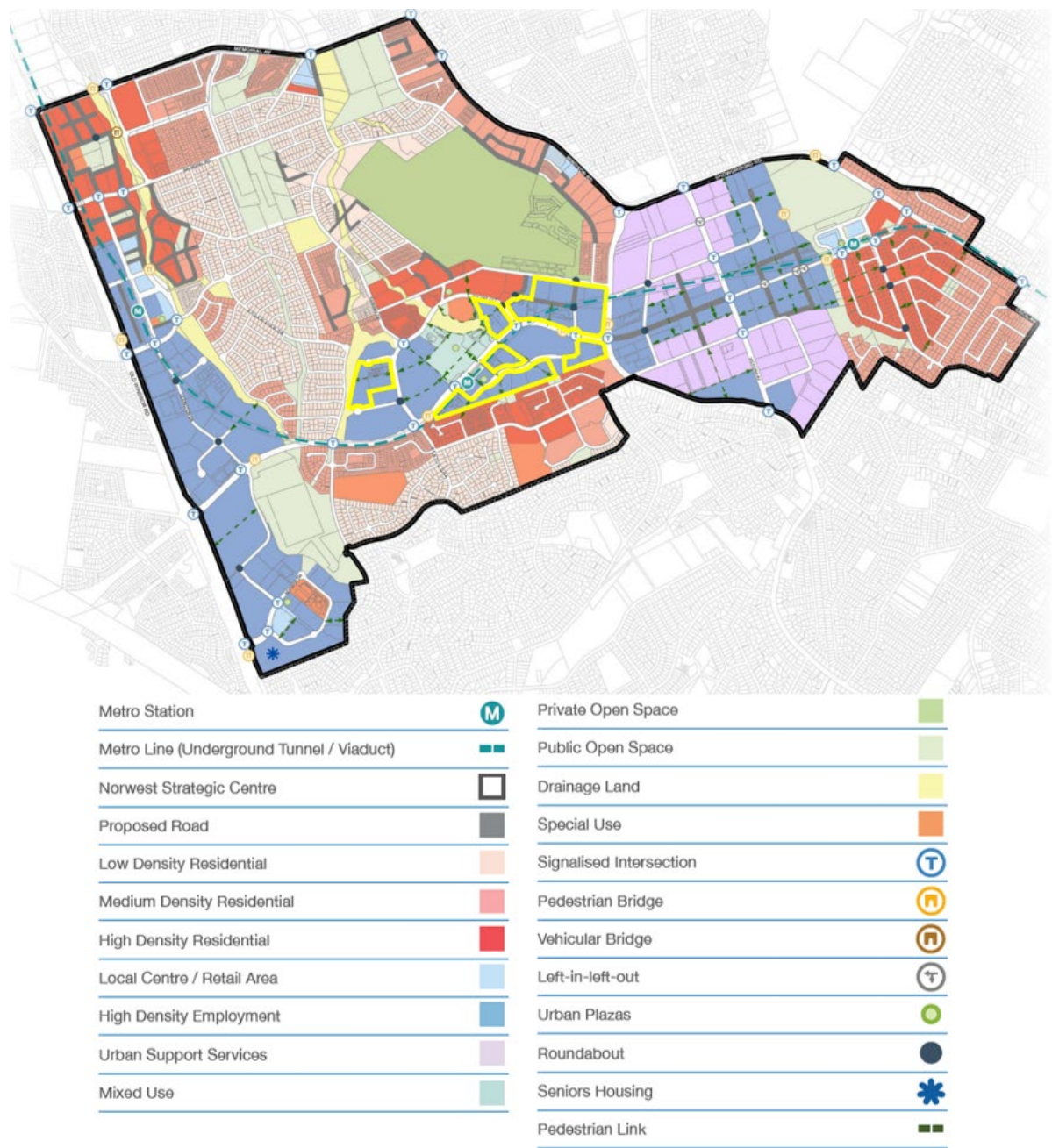


Figure 1
Location and Context of Subject Land

Of the 26 sites included within this planning proposal, 4 have now been recommended as State Significant Development (SSD) by the Housing Delivery Authority (HDA) and have subsequently been declared as SSD by the Minister for Planning and Public Spaces. All recommended and declared sites within Norwest Central are outlined in the figure below. The green outline indicates sites that have been recommended by the HDA and that also form part of this planning proposal. Sites outlined in red have been declared as SSD through the HDA Pathway, however these sites are not covered by the subject planning proposal.

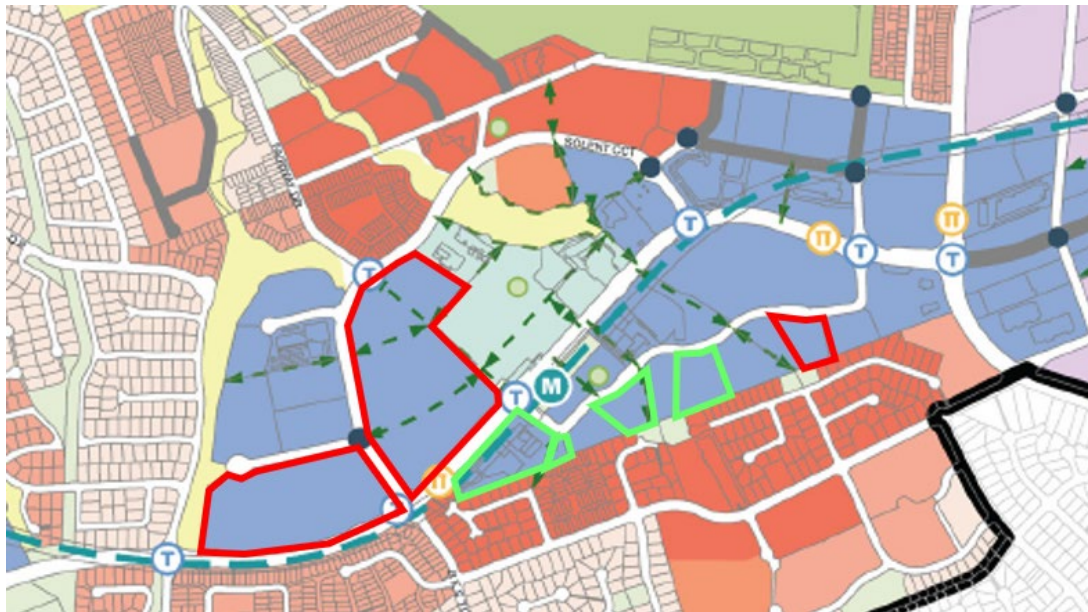


Figure 2

Location of HDA Recommended Sites – Norwest Central

It is important to note that there is currently no certainty of whether declared HDA projects will ultimately progress to approval and completion. It is therefore prudent to progress the subject planning proposal, irrespective of any alternative outcomes that may be possible through the HDA pathway. The 4 SSD declared sites on the southern side of Brookhollow Avenue are proposed to have a combined yield of over 1,300 units through the HDA Pathway. This is in addition to other HDA declared sites in the surrounding locality and significant zoned residential capacity already available within Norwest and the surrounding Precincts. Given the significant approved and zoned residential supply within the vicinity of these sites, it is highly unlikely that all of the HDA sites will be viable to progress within the mandated timeframe of 12 months from approval. As such, it is expected that some combination of these are unlikely to progress for the outcomes envisaged through the HDA applications and it is imperative that Council progresses with putting in place suitable baseline controls to facilitate longer-term strategic objectives in the event that short-term ad-hoc HDA outcomes are not able to be met.

The views of State Government with respect to the merits of this approach will be determined through the Gateway Determination process. Depending on the outcomes of this process, refinements may be required to the planning proposal which will be reported to Council in the future for consideration, if required.

RECOMMENDATION

1. Council initiate a planning proposal to amend The Hills Local Environmental Plan 2019 to increase the Floor Space Ratio to a maximum of between 2:1 and 2.5:1, increase the Height of Buildings controls to a maximum of between 42 metres and 96.6 metres and introduce a Floor Space Ratio Incentive of 3:1 and permit ancillary residential development as an Additional Permitted Use at 34-46 Brookhollow Avenue, Norwest, as detailed in Section 3 of this report.
2. The planning proposal be reported to the Local Planning Panel for advice. Provided the Panel's advice does not warrant any changes to the proposed LEP amendments, the planning proposal then be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination.
3. The draft Contributions Plan relating to the Norwest Central and Service Precincts be reported to Council for consideration and, subject to Council endorsement, be publicly exhibited concurrently with the Planning Proposal and draft DCP amendments.
4. Draft amendments to The Hills Development Control Plan 2012 as detailed in Section 5 of this report and included as Attachment 1, be publicly exhibited for a period of 28 days concurrently with the planning proposal.
5. Following public exhibition, the Planning Proposal, draft DCP amendments and draft Contributions Plan be reported to Council, with no finalisation of the planning proposal to occur until such time as supporting amendments to the contributions framework are also ready for finalisation

IMPACTS**Financial**

Changes to the planning controls that increase permissible development intensity and densities are expected to place additional demand on Council infrastructure and service provision, resulting in higher ongoing operational, maintenance and asset renewal costs. Any uplift in property values and future rates revenue will need to be carefully balanced with these additional financial obligations to ensure Council's ongoing fiscal sustainability.

The additional development that would be facilitated through the planning proposal will also contribute to demand for the provision of new local infrastructure by Council, including land acquisition and capital costs. This will be the subject of a future report to Council which will identify the schedule and estimated cost of new and upgraded local infrastructure required and establish a new Contributions Plan which aims to ensure that the cost of providing this new and upgraded infrastructure is funded through development contributions collected from that development.

LINK TO HILLS SHIRE PLAN**Value & Strategic Direction:**

Connected People & Places CPP1. A growing Shire and economy

Strategy:

CPP1.1 Support the development, growth and retention of business and industry, employment land and strategic centres

LEGISLATIVE CONTEXT

The legislative framework for Planning Proposals which amend a Council's Local Environmental Plan is established within Part 3, Division 3.4 of the Environmental Planning and Assessment Act 1979 (the Act) (Sections 3.31 to 3.37). This report, in part, seeks a decision of Council as to whether or not to prepare and submit a planning proposal to the Department of Planning, Housing and Infrastructure for Gateway Determination in accordance with Sections 3.33 and 3.34 of the Act (following consideration by the Local Planning Panel).

The legislative framework for preparing and amending a Development Control Plan (DCP) is established within Part 3, Division 3.6 of the Environmental Planning and Assessment Act 1979 (the Act) (Sections 3.41 - 3.46). This report, in part, seeks a decision of Council as to whether or not to progress and publicly exhibit amendments to The Hills Development Control Plan in accordance with Section 3.43 of the Act.

1. THE SITE

The site is known as the "Norwest Central Designated Employment Area", as defined under the Norwest Precinct Plan. It is located within the Norwest Central Precinct, within the broader Norwest Strategic Centre. The area is approximately 77.8ha in size and comprises a total of 26 sites.

The land is generally bound by the Castle Hill Country Club to the north, Windsor Road to the east, low density residential development to the south and a tributary of Strangers Creek to the west. Existing development within the subject area generally ranges from 2 to 3 storeys, comprising various low scale commercial and office buildings.

The site and its surrounding context are shown in the figure below.

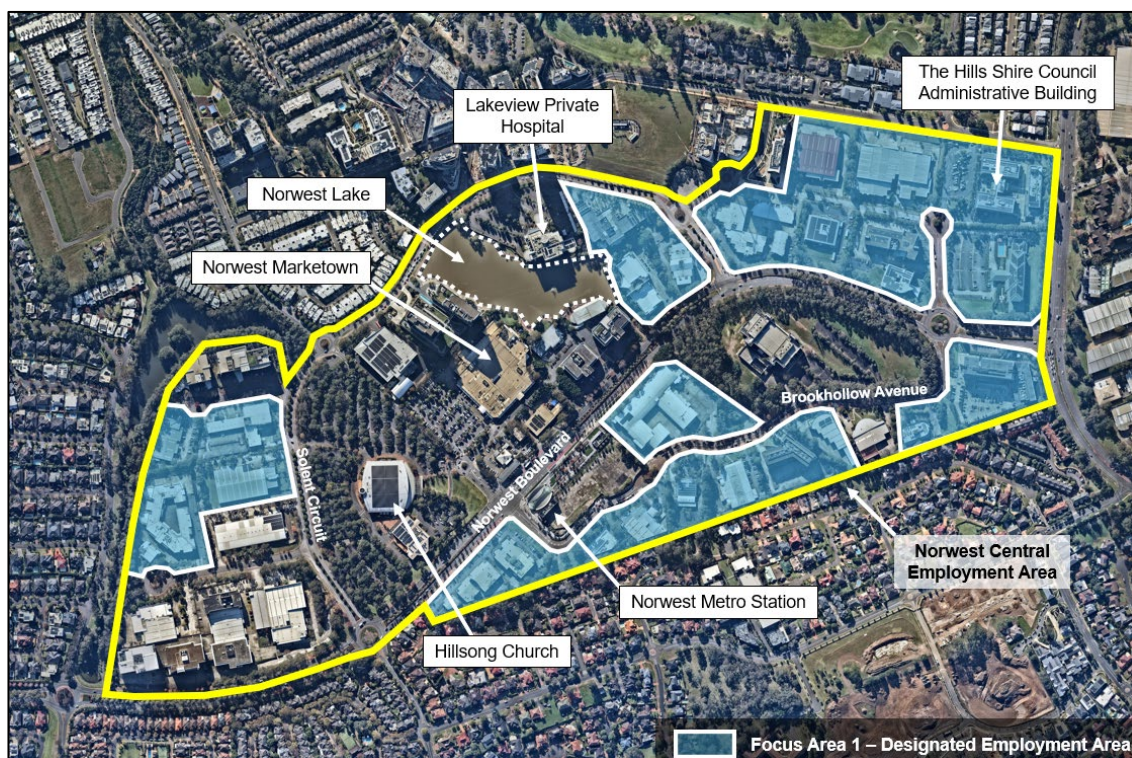


Figure 3

Designated Employment Area (shaded in blue) and surrounds

There are some sites within the yellow boundary where development controls are not proposed to be amended through this Planning Proposal, as they have either been subject to previous site-specific planning proposals or are identified in the Norwest Precinct Plan as “Investigation Sites” for more detailed site-specific master planning and planning proposals in the future. Future investigations at these sites, including the Norwest Hillsong Campus, Century Estate (2-12 Inglewood Place) and 1-9 Brookhollow Avenue (Data Centre), will be separate to this Planning Proposal for the broader designated employment area.

2. STRATEGIC CONTEXT AND BACKGROUND

a) Norwest Precinct Plan

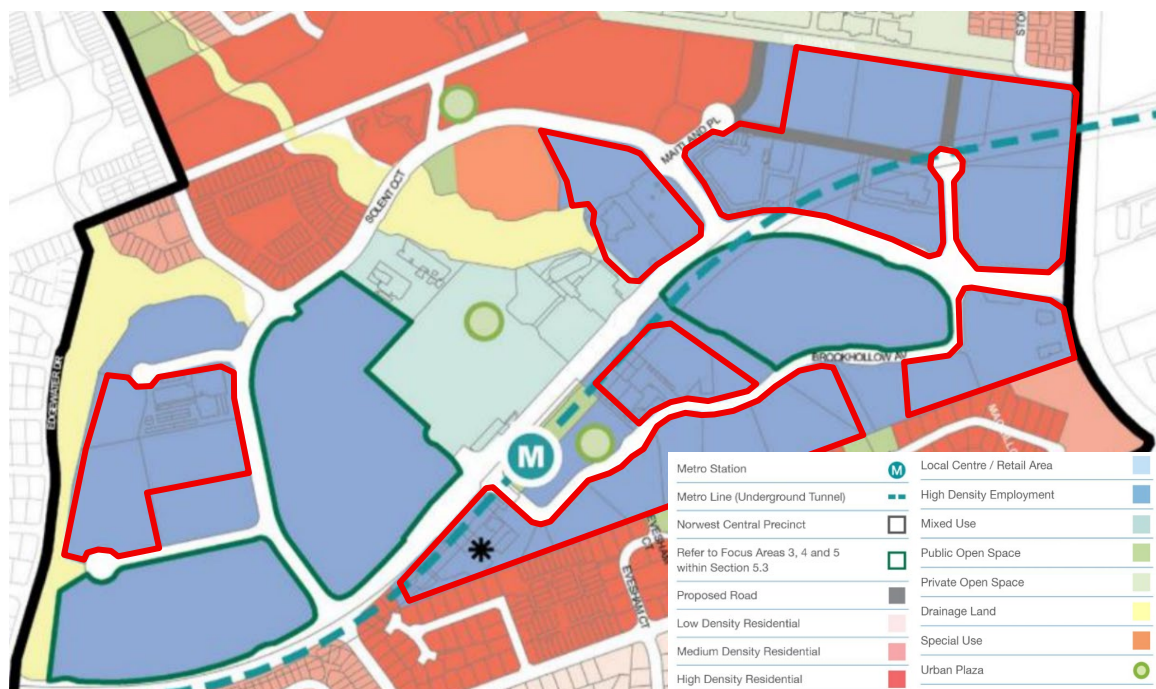
The Norwest Precinct Plan was adopted by Council in July 2024, following the completion of a detailed precinct planning process including preparation of technical studies, detailed analysis of constraints and opportunities and extensive consultation with the community, landowners and State agencies.

The Norwest Central Designated Employment Area forms a specific “Focus Area” of the Norwest Precinct Plan (“Focus Area 1” within Norwest Central Precinct), with the analysis culminating in recommended outcomes for this land in terms of land use, built form, density, public domain, connectivity and infrastructure.

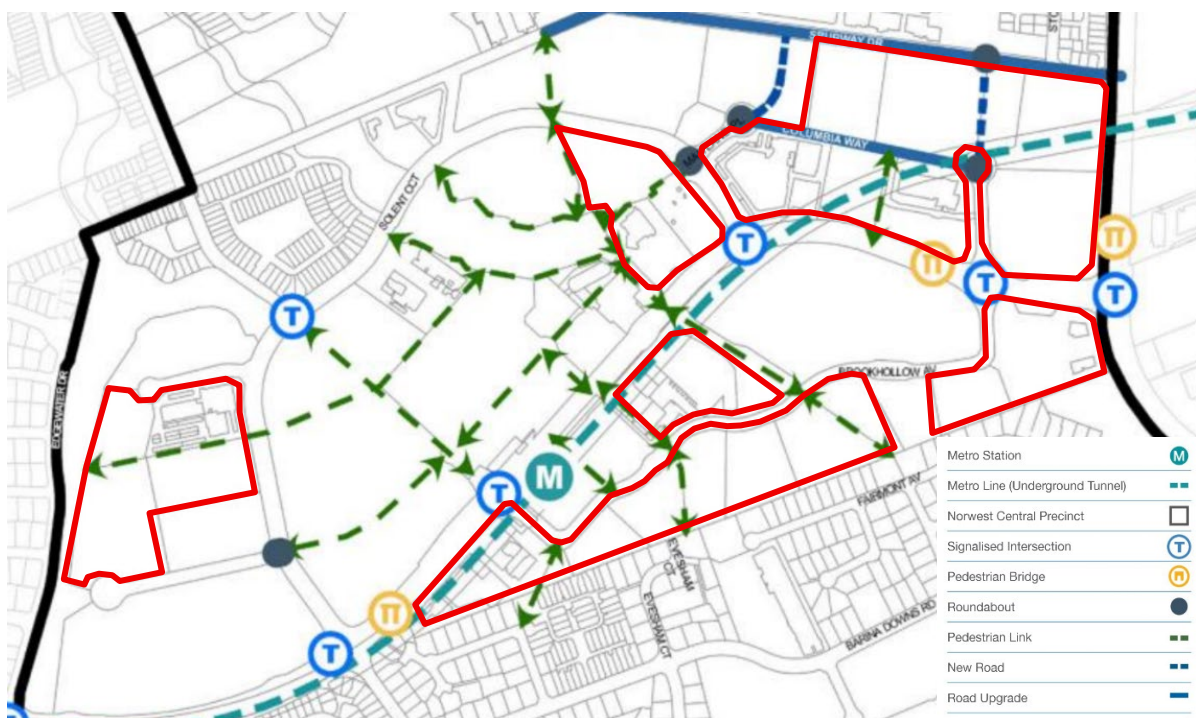
Under the Norwest Precinct Plan, the Norwest Central Designated Employment Area is earmarked to evolve into a high density employment area. The land subject to this planning proposal is expected to accommodate around 20,000 additional jobs, noting that this projected job growth would be at 100% uptake, with only a portion of these jobs are expected to be delivered by 2041.

Employment developments are to be the key focus for this area, significantly contributing to longer-term job growth within Norwest and the Hills Shire more broadly. Development is expected to comprise commercial office buildings between 10 and 23 storeys, with setbacks that incorporate high quality landscaping. Residential uses are not anticipated within the designated employment area, as this would reduce the long-term viability and potential of the employment area. The only exception to this, is a small amount of ancillary residential uses proposed at 34-36 Brookhollow Avenue, which is a unique site specific response to a number of constraints and land use transition at this location.

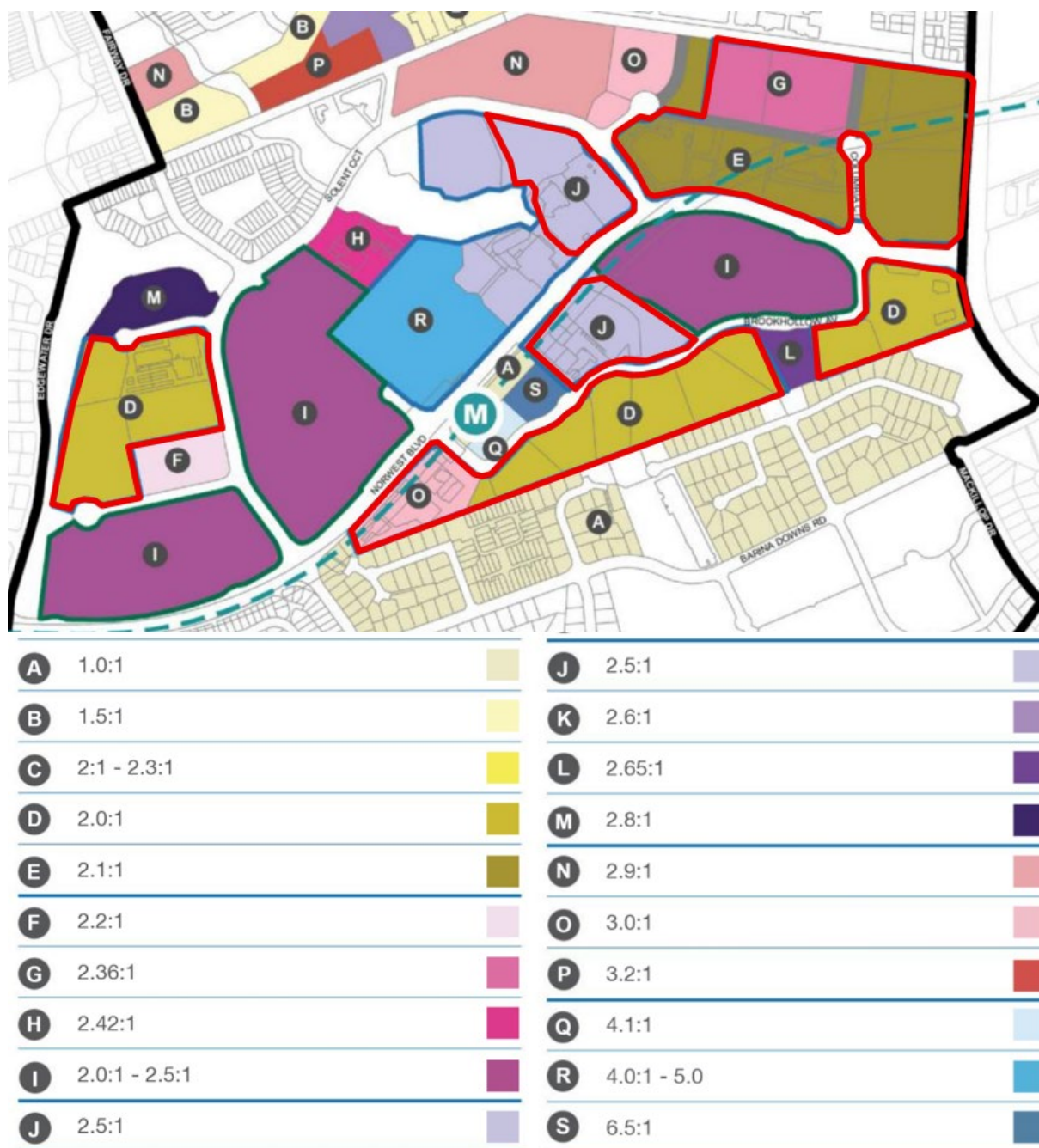
An overview of land use, connectivity and built form outcomes for the Norwest Central Employment Area, as set out within the adopted Norwest Precinct Plan, is provided below:

**Figure 4**

Norwest Precinct Plan – Land Use Map (Designated Employment Area outlined in red)

**Figure 5**

Proposed Connectivity Map for Designated Employment Area (outlined in red)

**Figure 6**

Norwest Precinct Plan – Density Map (Designated Employment Area outlined in red)

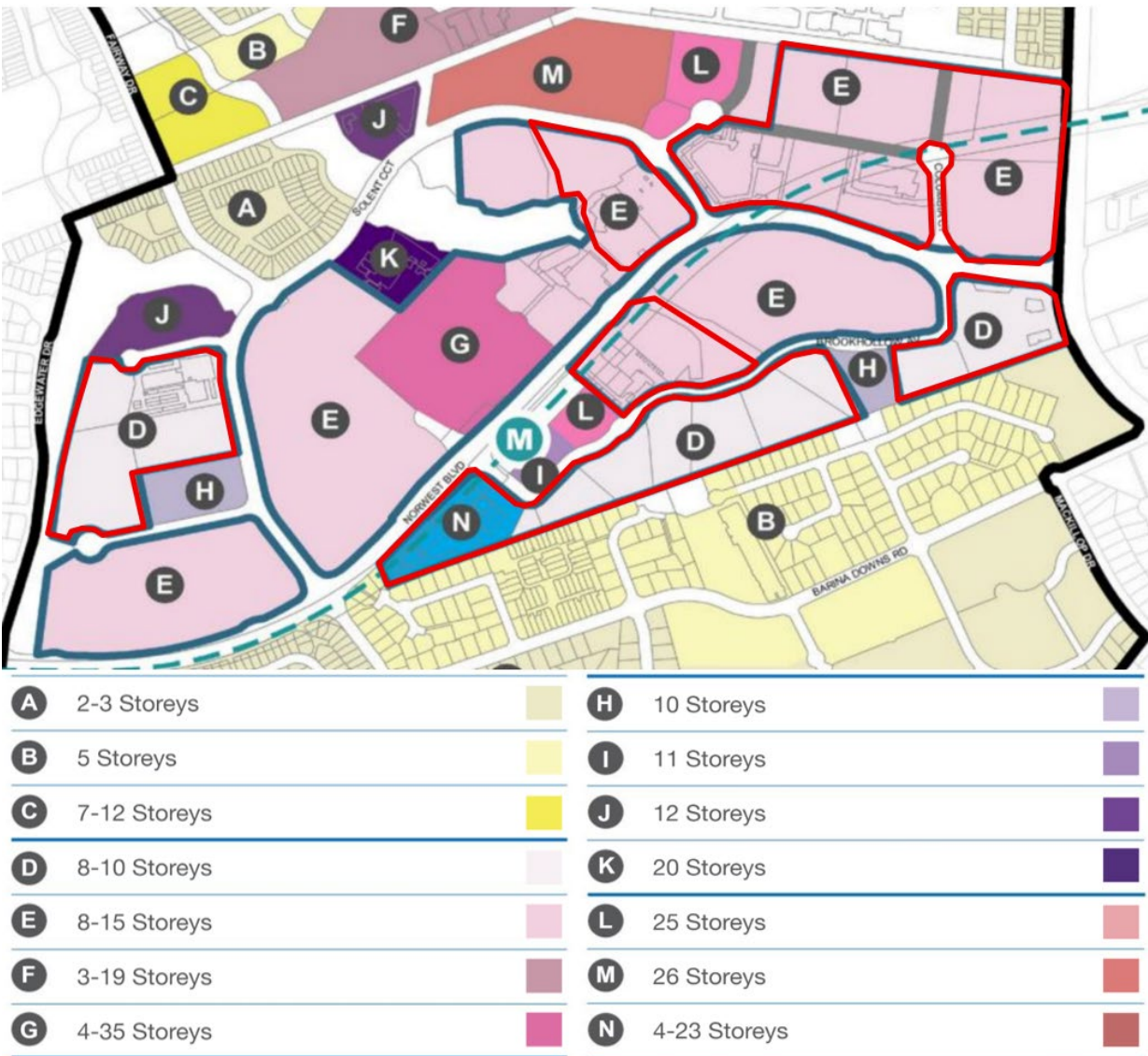


Figure 7
Norwest Precinct Plan – Built Form Map (Designated Employment Area outlined in red)

The Norwest Precinct Plan includes an action to amend the planning framework to give effect to these outcomes, with Action B1 (Designated Employment Area) stating that:

“Council will commence a planning proposal for SP4 Enterprise zoned land (that have not yet been rezoned and excluding Focus Areas) to further explore potential planning controls to increase heights, floor space ratio standards and ensure the land is ready for employment redevelopment as the market grows.”

This planning proposal directly responds to Action B1 of the Precinct Plan and seeks to amend the planning framework in accordance with the outcomes set out in Council’s Norwest Precinct Plan.

3. DESCRIPTION OF PROPOSED AMENDMENTS

Planning Proposal

The planning proposal involves the following amendments to The Hills LEP 2019:

- Amend the Floor Space Ratio from a maximum of 1:1 to a maximum of between 2:1 and 2.5:1;
- Amend the Height of Buildings from a maximum of RL116 metres (approximately 4-storeys) to a maximum of between 42 metres (approximately 10 storeys) and 96.6 metres (approximately 23 storeys); and
- Apply an Incentive Floor Space Ratio of 3:1 to 34-36 Brookhollow Avenue, Norwest subject to the achievement of the following criteria:
 - a minimum of 38,304m² of gross floor area for employment purposes;
 - a public plaza on ground level with a minimum area of 3,880m²;
 - compliance with Council's housing diversity (apartment size and mix) requirements; and
 - a competitive design process involving at least three registered architects has been carried out in the preparation of the development application.
- Include an additional permitted use for 34-46 Brookhollow Avenue, Norwest which would permit ancillary residential under the following circumstances:
 - the total GFA of residential components does not exceed 9,576m²;
 - the total residential yield does not exceed 76 dwellings;
 - achievement of the Incentive FSR criteria; and
 - 5% of the total number of dwellings are provided as affordable rental housing for key-workers for a period of ten years.

These outcomes align with the land use, density (FSR) and built form (height) outcomes set out in Council's adopted Norwest Precinct Plan.

A number of sites within the designated employment area have already been subject to site specific planning proposals to increase the capacity for employment development outcomes – 8 Solent Circuit, 2-4 Burbank Place, 14-16 Brookhollow Avenue, 7 Maitland Place and Norwest Station Site. Some of these have since progressed to the Development Application phase or construction. These sites have been excluded from the LEP amendments proposed by this planning proposal and the controls put in place through the respective planning proposals would remain unchanged. Norwest Marketown is also subject to a separate planning proposal which is ongoing and will continue to be progressed as a site-specific planning proposal.

Land at 7-15 Columbia Way has been subject to a previous site-specific planning proposal that was finalised in August 2025. This site is included within the Planning Proposal and while no material changes are proposed to controls, the proposal would amend the maximum height of buildings standard to convert it from a RL height limit to a standard height in metres to ensure consistency with the height of buildings approach for other land subject to the planning proposal.

Land at 34-46 Brookhollow Avenue has been subject to previous site-specific planning proposals, however this is no longer proceeding as it was withdrawn by the Proponent to enable them to pursue State Significant Development through the Housing Delivery Authority Pathway. Since this time, no SSD application has been lodged and it is uncertain whether the Proponent will continue to pursue this pathway. It is proposed to include 34-46 Brookhollow Avenue into this planning proposal to facilitate the outcomes envisaged under the Precinct Plan and previously endorsed by Council through its consideration of the site-specific planning proposal. If necessary, the planning proposal can be updated following exhibition to remove this site in the event that the SSD does ultimately progress.

Existing and proposed LEP maps are shown in the following figures.

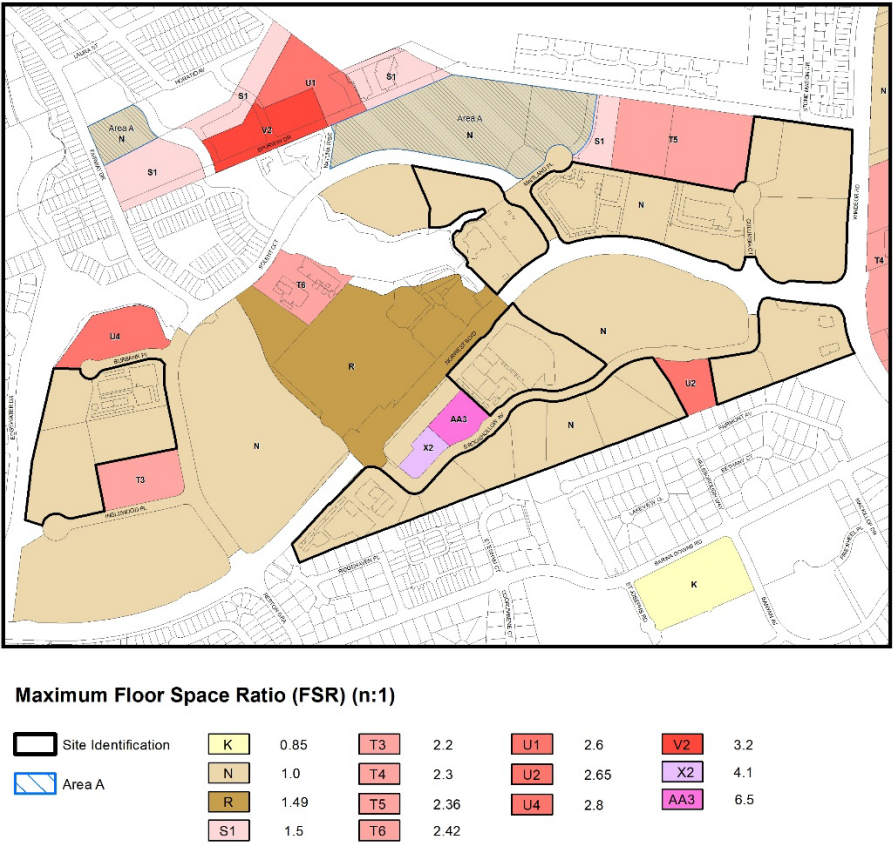
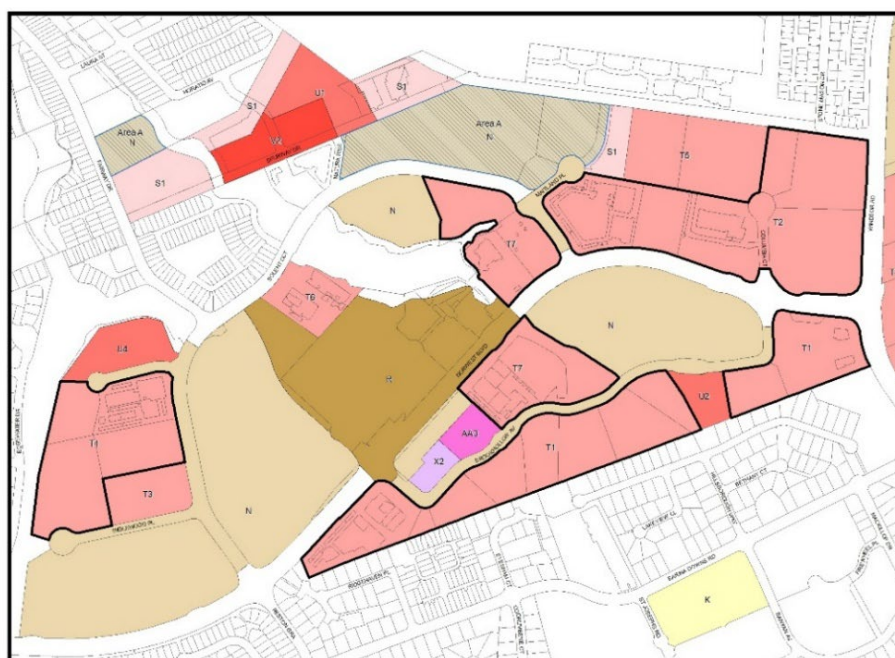


Figure 8
Existing Floor Space Ratio Map (subject land outlined in black)

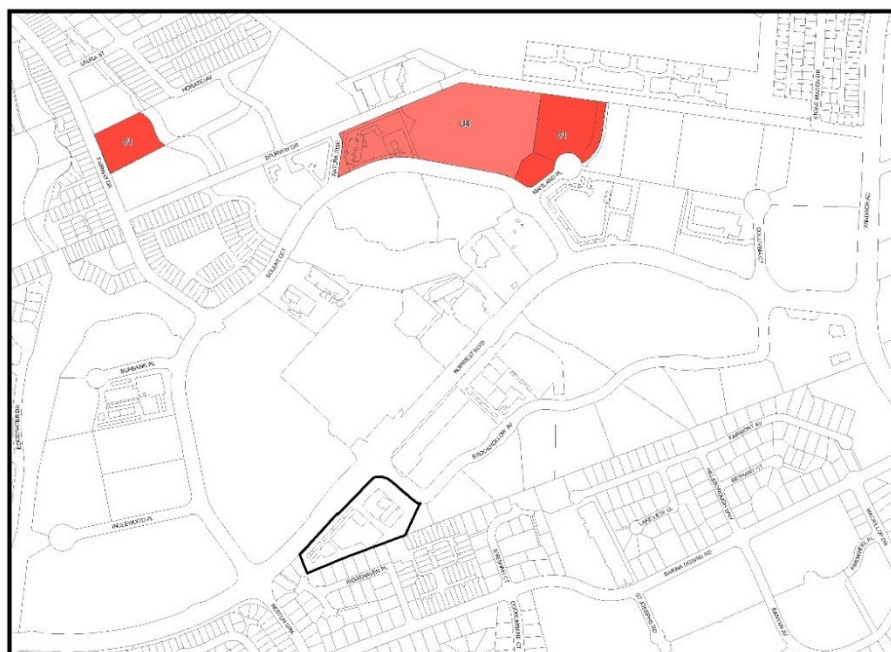


Maximum Floor Space Ratio (FSR) (n:1)

Site Identification	K	0.85	T1	2.0	T5	2.36	U2	2.65	AA3	6.5
Area A	N	1.0	T2	2.1	T6	2.42	U4	2.8		
	R	1.49	T3	2.2	T7	2.5	V2	3.2		
	S1	1.5	T4	2.3	U1	2.6	X2	4.1		

Figure 9

Proposed Floor Space Ratio Map (subject land outlined in black)



Floor Space Ratio Incentive (FSI) (n:1)

Site Identification	U4	2.9
	V1	3.0

Figure 10

Existing Floor Space Ratio Incentive Map (subject land outlined in black)



Floor Space Ratio Incentive (FSI) (n:1)

	Site Identification		U4	2.9
			V1	3.0

Figure 11

Proposed Floor Space Ratio Incentive Map (subject land outlined in black)



Height of Buildings (m) (HOB)

	Site Identification		J	9.0		O2	16.0		Q2	20.0		T2	27.0
			K	10.0		P2	18.0		R1	21.0		V1	36.0

Heights Shown on Map in RL (m)

	116		129.2		143.2		169		184.25
	126		135.65		155.85		176		

Figure 12

Existing Height of Building Map (subject land outlined in black)

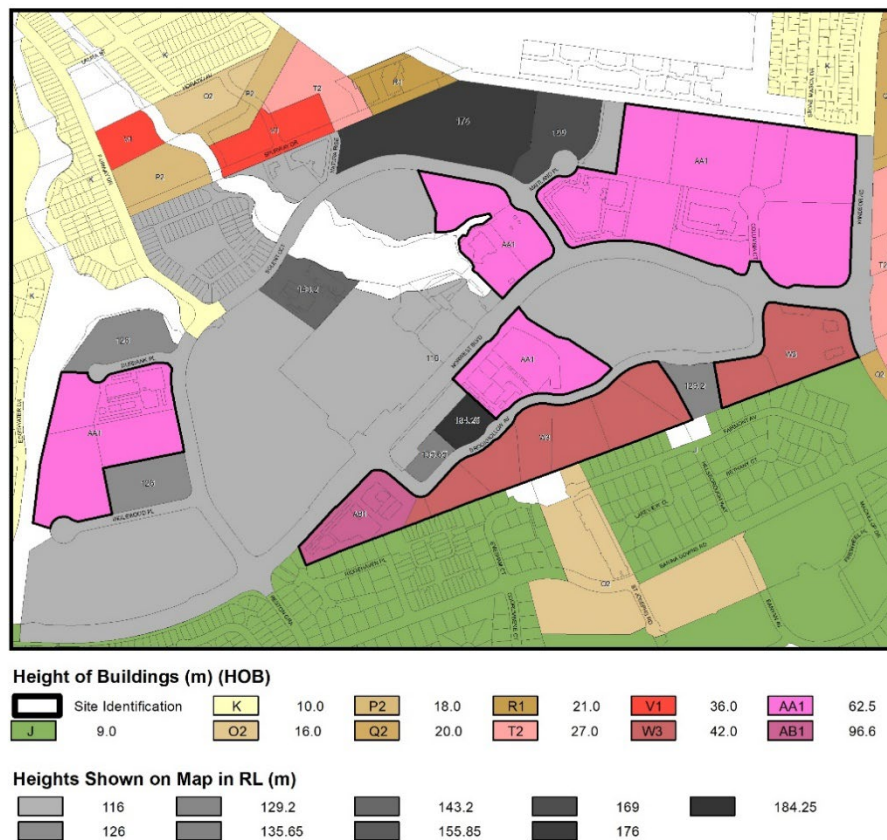


Figure 13
Proposed Height of Building Map (subject land outlined in black)

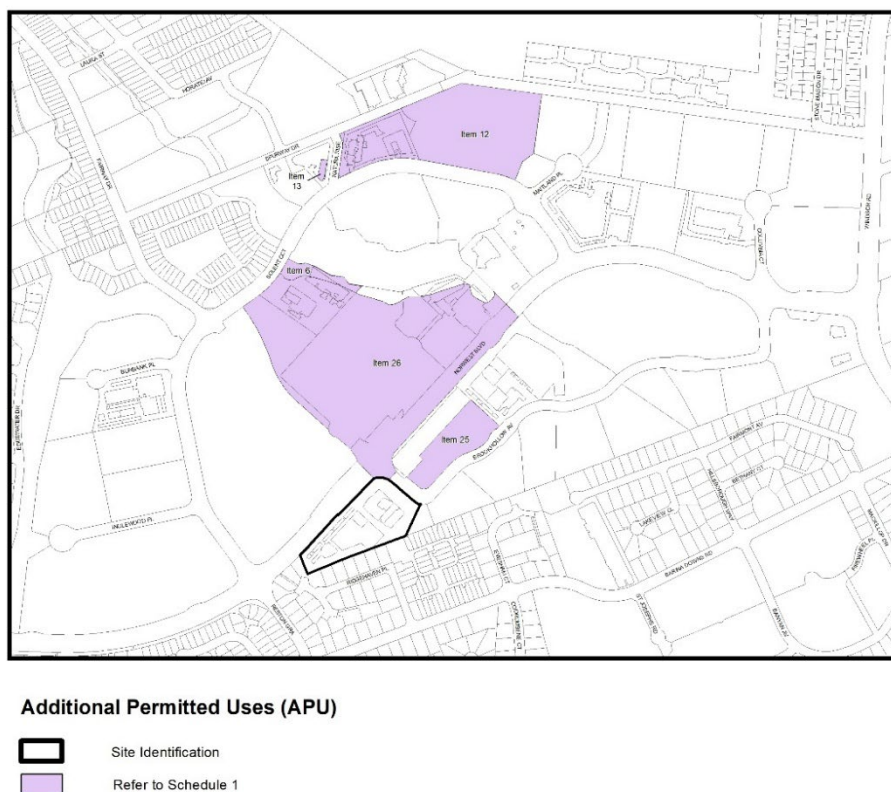


Figure 14
Existing Additional Permitted Uses Map (subject land outlined in black)

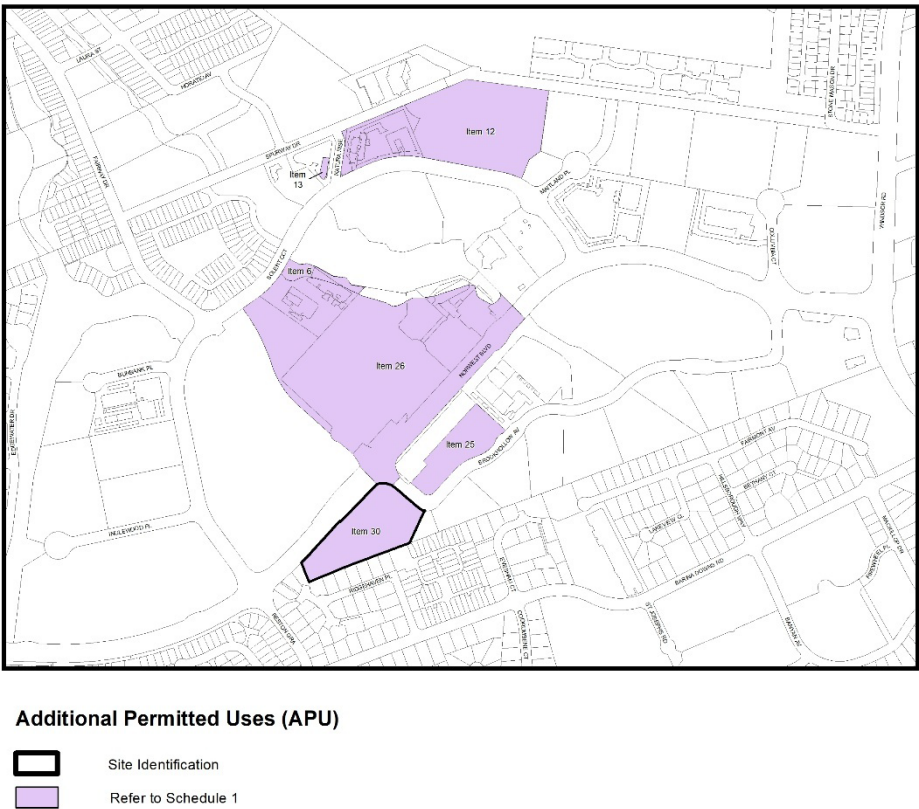


Figure 15
Proposed Additional Permitted Uses Map (subject land outlined in black)

Development Control Plan

Associated development control plan amendments (DCP) have also been prepared, which respond to the changes occurring through this planning proposal and rationalise the DCP framework taking into account a number of other concurrent projects applicable to the broader Norwest Strategic Centre.

The amendments involve combining the existing general DCP section as well as a number of site-specific DCP sections that apply in this locality into three new consolidated sections for each of the sub-precincts within Norwest Strategic Centre: ‘Norwest Service’, ‘Norwest Central’ and ‘Norwest Innovation’.

The Norwest Central planning proposal will be subject to the new ‘Norwest Central (Employment)’ DCP section. Other consequential amendments will be required to various sections including Part B Section 6 – Business and the following site-specific sections:

- Consolidation and repeal of Part D Section 23 – Norwest Station Site;
- Consolidation and repeal of Part D Section 25 – 14-16 Brookhollow Avenue; and
- Consolidation and repeal of Part D Section 28 – 7-15 Columbia Way.

These consequential amendments will be undertaken through a separate housekeeping review of the DCP which is being undertaken as a concurrent project and will be reported to Council in the near future.

Key controls that will be incorporated into the new section as they relate to the subject land are summarised below.

▪ Vision and Structure Plan

The desired future character for Norwest Central is primarily framed around delivering high density employment development by encouraging master planned development outcomes and enabling feasible employment uplift to occur in line with market demand. The vision encourages the growth of diverse local employment opportunities that are tailored to the needs of The Hills' highly skilled resident base.

The height and mass of buildings in this area will range from 10 to 35 storeys (up to 23 storeys within the designated employment portion of Norwest Central subject to the planning proposal), reflective of the proposed height controls identified within the Norwest Precinct Plan and ensuring that higher densities are located closer to Norwest Station and the Local Centre, and transition downwards towards more sensitive interfaces at the periphery of the Precinct.

Norwest Central will be serviced by a number of additional local road connections and upgrades to ensure that the road network can support the anticipated employment and residential uplift within the Precinct. Future developments will incorporate new through-site links to improve active movement and walkability. New public open spaces and plazas are proposed to create a strong sense of place and more opportunities for residents, workers and visitors to gather.

A copy of the draft DCP Structure Plan is provided below.

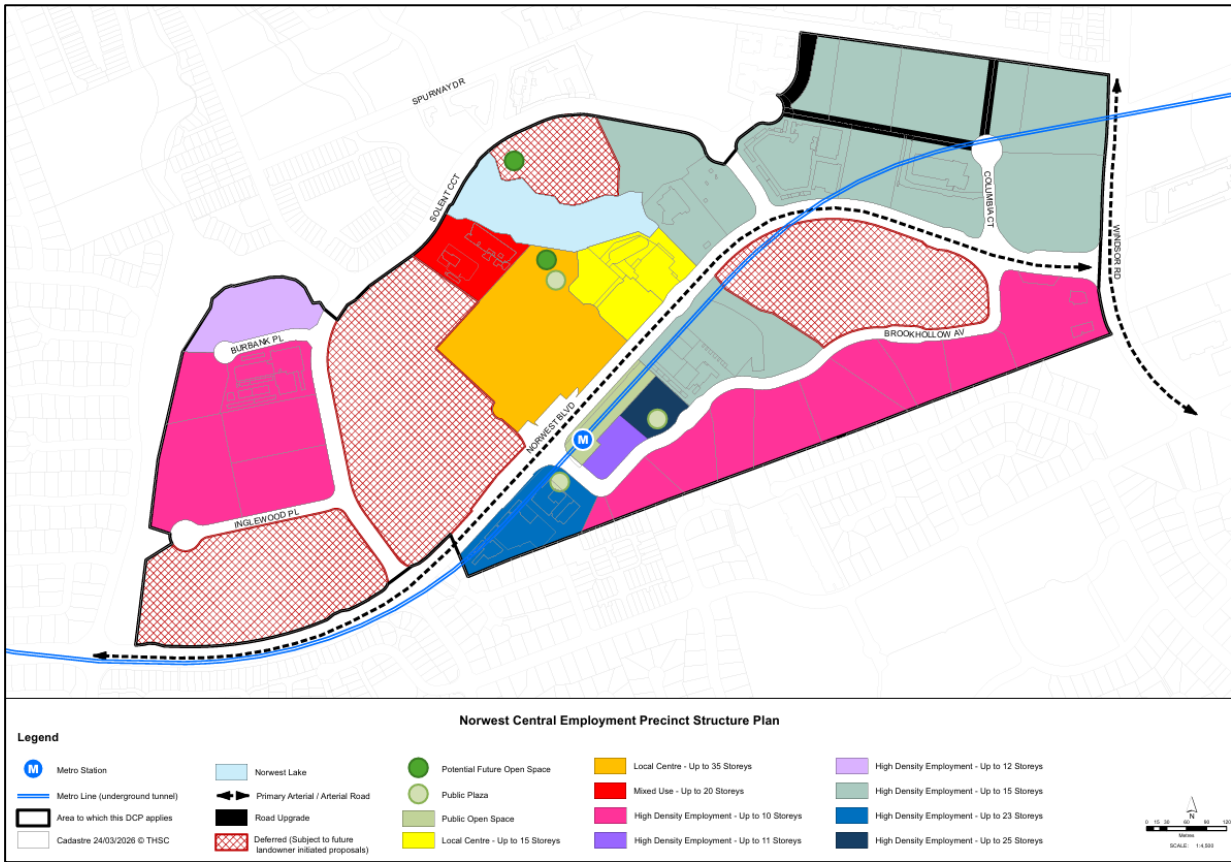


Figure 16
Draft Structure Plan

TO STRIVE FOR BETTER THINGS

▪ Setbacks

Minimum setbacks of 15 metres are proposed for a large portion of land in the Norwest Central Precinct, consistent with the outcomes envisaged under the Norwest Precinct Plan. Generous landscaped setbacks along these street frontages will create an attractive public domain that strengthens the identity of the Precinct. Car parking will not be permitted within these front setbacks, with car parking in basements encouraged.

A smaller setback of 3 metres is proposed around Norwest Station to encourage activation and vibrancy within the streetscape and capitalise on the high volume of foot traffic. This smaller setback will be supported by new DCP controls that identify locations for active street frontages (see 'Active Street Frontages' in this section).

A setback of 20 metres has also been applied to the rear of properties along Brookhollow Avenue to ensure sufficient separation between commercial development and more sensitive residential development south of the Precinct.

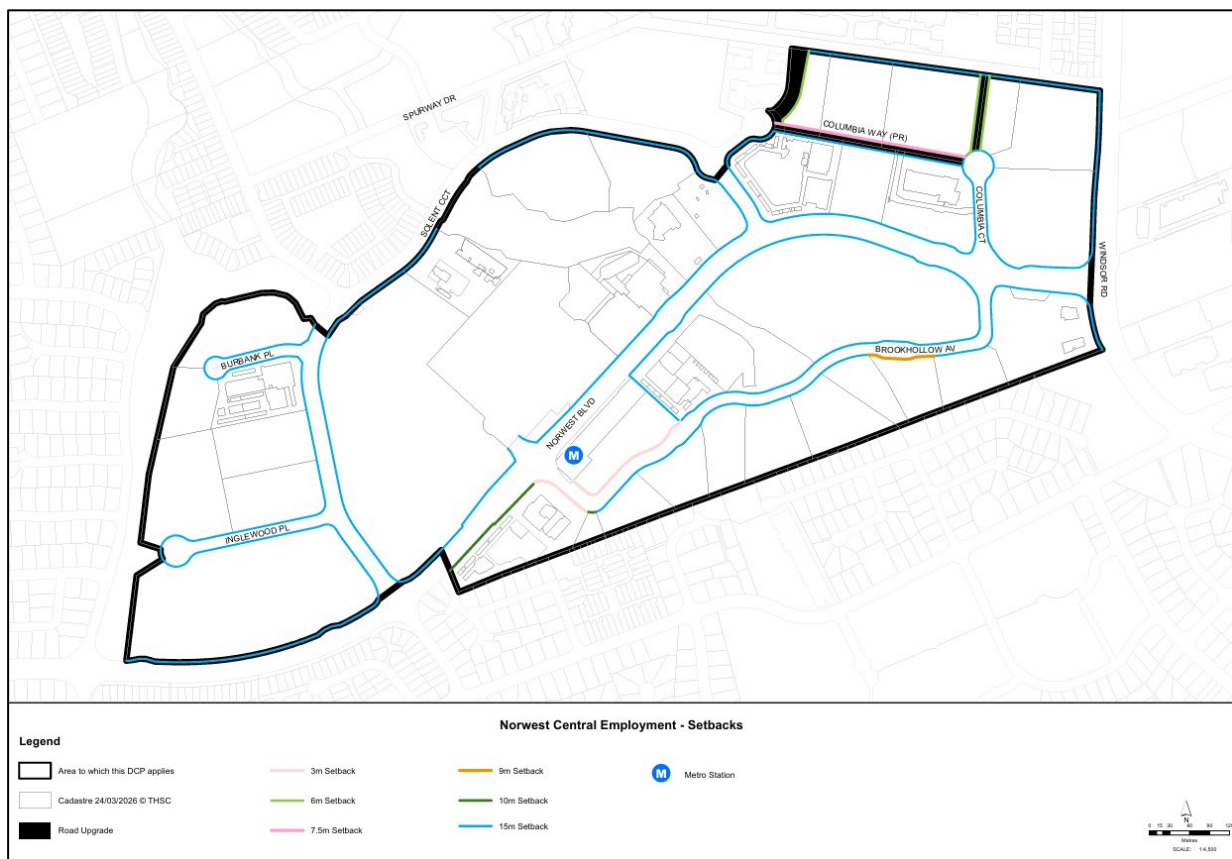


Figure 17
Draft Setbacks Map

▪ Pedestrian Links and Road Upgrades

New local roads, along with various other traffic-related works, are identified to improve the flow of traffic within the Norwest Central Precinct. This will assist in breaking up large sites and improving pedestrian permeability.

Enhanced pedestrian and cycle paths are identified to encourage alternative modes of transport and to reduce reliance on private vehicles as the main mode of transportation. New pedestrian

links will prioritise active movement to Norwest Station and Norwest Lake for residents, workers and visitors, strengthening the connectivity of the Precinct more broadly.

Proposed pedestrian bridges across Norwest Boulevard and Windsor Road, in line with the Norwest Precinct Plan, will be subject to detailed analysis and investigation to determine their viability and necessity.

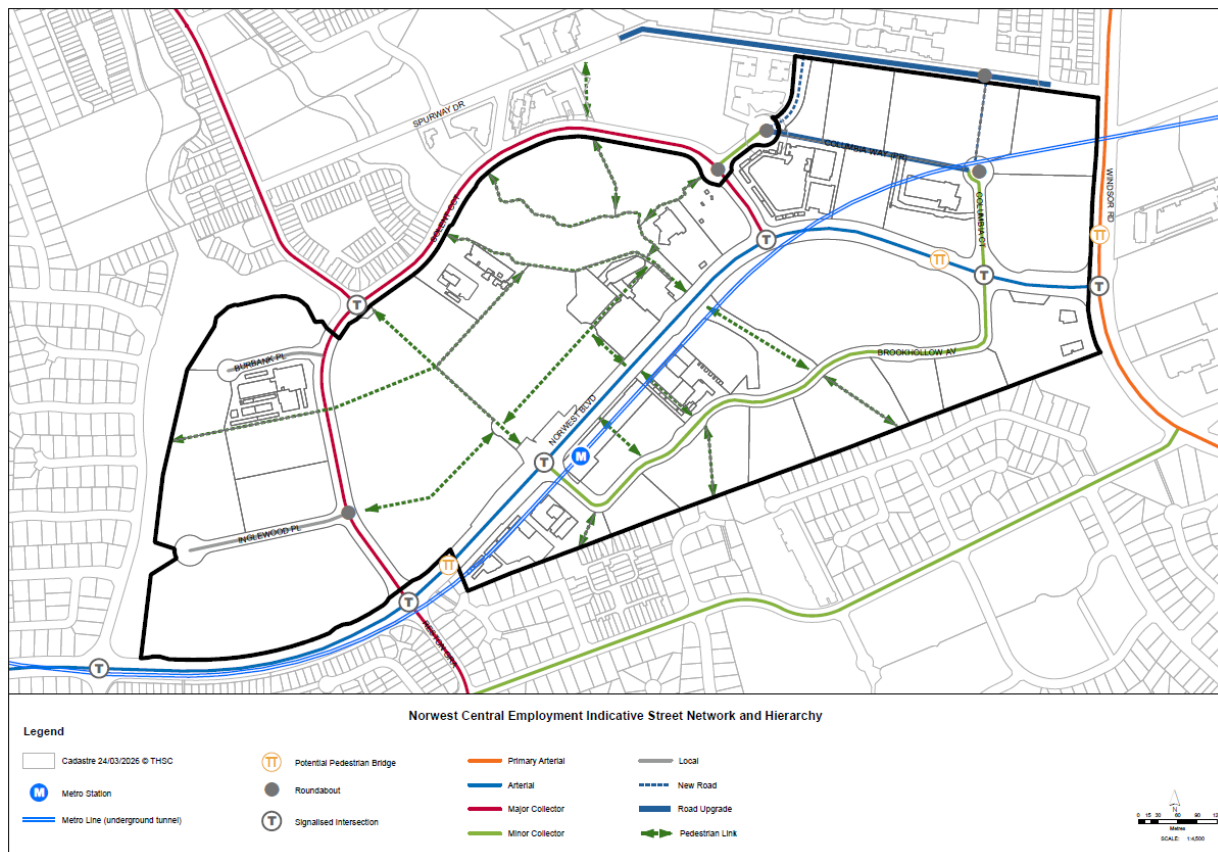


Figure 18
Draft Road Network and Connectivity Map

- *Vehicular Access Restrictions*

Under the current DCP, vehicular access restrictions for sites fronting Norwest Boulevard and Windsor Road have been identified. Amendments to the DCP as part of this project will not change the access restrictions currently identified. This will ensure safe movement, acknowledging that both Windsor Road and Norwest Boulevard experience a significant volume of traffic.

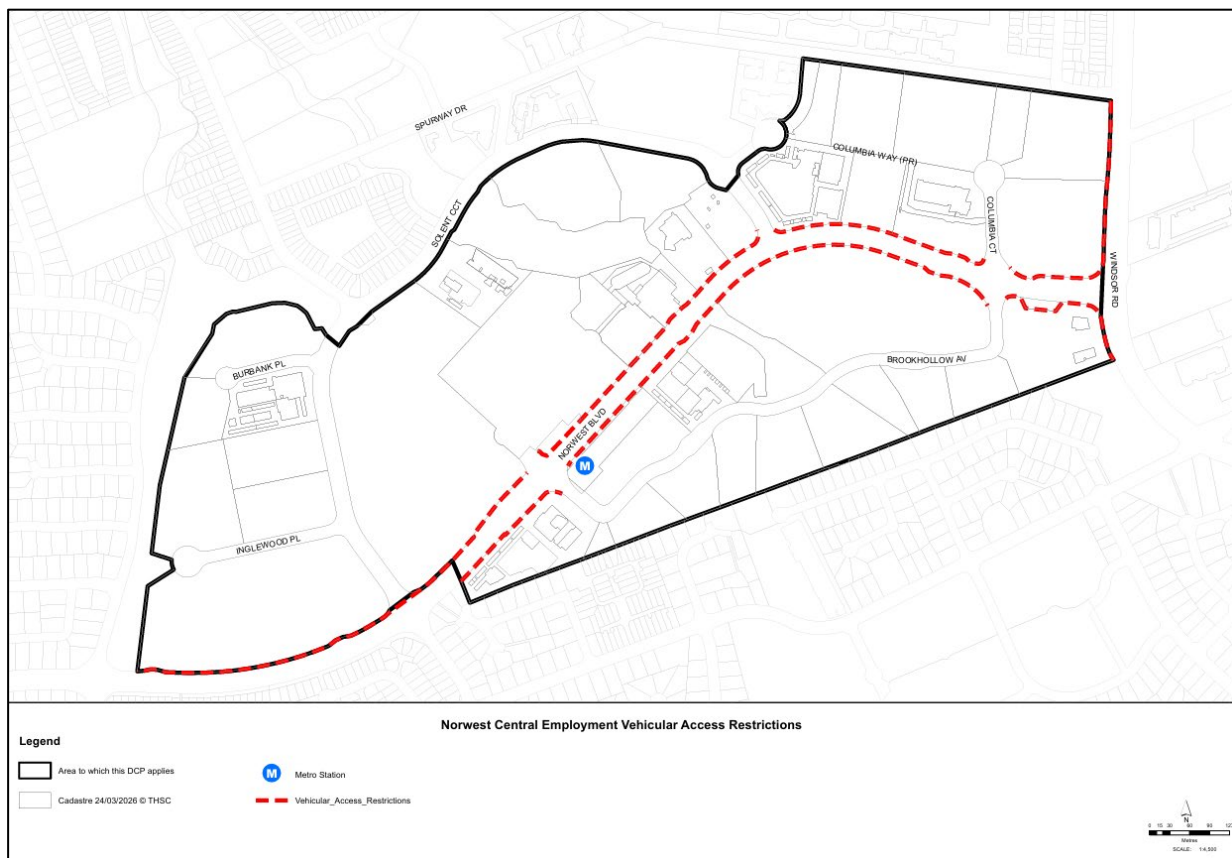


Figure 19
Draft Vehicular Access Restriction Map

- **Active Street Frontages**

Active street frontages involve streets lined with commercial activity, particularly on the ground floor of developments, that encourage pedestrians to shop, eat and drink, socialise and gather. Active street frontages are established through permeable retail frontages, outdoor dining, continuous awnings and shared pedestrian paths.

Active street frontages are to be provided within proximity to the Norwest Station site to capitalise on the high volume of foot traffic. Active frontages will also be encouraged within the Norwest Marketown site, as well as around Norwest Lake, where increased pedestrian activity is anticipated as a result of new development within the Precinct.

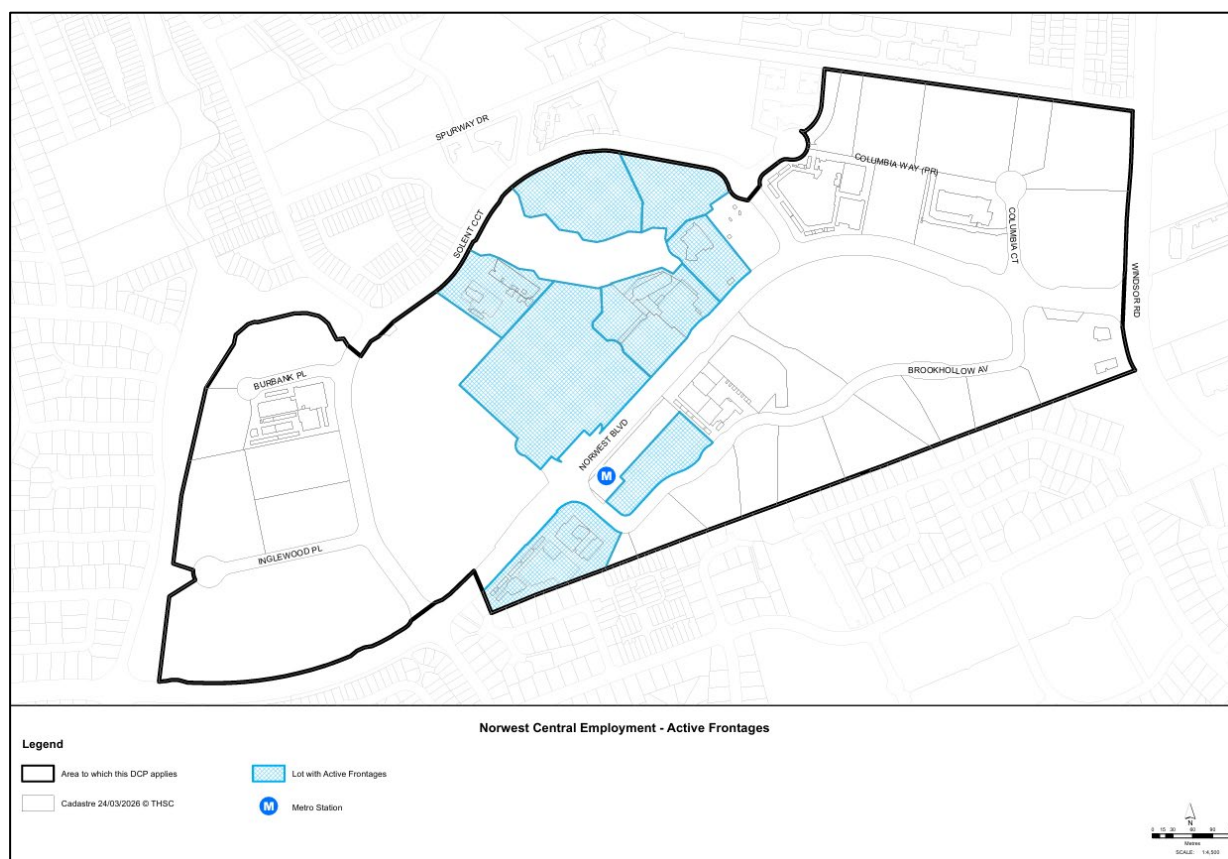


Figure 20
Draft Active Frontages Map

- *Other controls*

Other key controls that would be included in the draft DCP include:

- Building design and materials
- Landscaping
- Solar Access
- Carparking, loading and services
- Wind

4. MATTERS FOR CONSIDERATION

The planning proposal gives effect to Council's adopted LSPS and Norwest Precinct Plan as they relate to Council's strategic vision for Norwest Central. The following matters for consideration are relevant to the planning proposal and DCP amendments:

- a) Consistency with Strategic Framework;
- b) Zoning and Permissibility;
- c) Employment Growth;
- d) Consideration of Residential Outcomes
- e) Built Form;
- f) Traffic and Transport;
- g) Flooding and Water Management; and
- h) Infrastructure Mechanism.

a) Consistency with Strategic Framework**▪ Greater Sydney Region Plan and Central City District Plan**

Objective 14 of the Greater Sydney Region Plan and C9 of the Central City District Plan seek to integrate land use planning with transport and infrastructure corridors to facilitate 30-minute cities where houses, jobs, goods and services are co-located by public infrastructure.

The planning proposal is consistent with this objective as it seeks to provide the opportunity for additional commercial office floor space and create more employment opportunities within the Norwest Strategic Centre. There is already significant capacity and land zoned for residential outcomes within and around the Norwest Strategic Centre. This proposal seeks to ensure that a proportionate increase in employment capacity is also reflected in the planning controls to create the right mix of land uses throughout the centre and achieve the visions for Norwest as a mixed use strategic centre, rather than a predominantly residential (dormitory) outcome.

Land within the Designated Employment Area is generally located within a 1.2km walking catchment from Norwest Metro Station, accounting for new connections as stipulated within the Precinct Plan. It is anticipated that a higher proportion of users (such as workers and visitors) will use the Metro to access commercial and retail uses. Accordingly, the proposal will encourage a shift towards public transportation, away from the car-dependent model, supporting the realisation of a 30-minute city.

Objective 22 of the Region Plan and Planning Priority C10 of the District Plan seek to attract investment and business activity in strategic centres. The proposal is consistent with this objective as it will “future-proof” critical employment land within Norwest that has the capacity to deliver around 20,000 additional jobs at full capacity.

The planning proposal will support the delivery of commercial floorspace to more closely correspond with the skills and qualifications of the local workforce. It is important to note that the proposal is a longer-term strategy for the development of Norwest Central over multiple decades, providing redevelopment opportunities for further employment capacity available for when demand arises. The planning proposal will ensure there is sufficient longer-term capacity (beyond 2036) for local employment and to accommodate future business and employment investment within the Norwest Strategic Centre as it evolves.

An important objective of the proposal is to ensure that when the market is ready to deliver new employment development, appropriate planning controls are in place so that the land is “DA-Ready”, rather than requiring landowners to first pursue site specific planning proposals to amend the planning controls, which are costly and can take 12-24 months. Feedback received from landowners of commercial properties has indicated that this significant time delay, cost and uncertainty before land is “DA-Ready” for higher density commercial development has been a major barrier to obtaining commitment from potential new tenants for additional commercial floor space.

▪ Draft Sydney Plan and Statewide Industrial Land Policy

The draft Sydney Plan outlines the Government’s strategy for managing Sydney’s growth over the next 20 years. The draft Plan identifies the Norwest Strategic Centre, including Norwest Central, as a commercial centre within the indicative jobs corridor and earmarks it to accommodate 15,300–16,600 additional jobs by 2044. The proposal contributes significantly towards this outcome by facilitating significant potential for additional jobs within the Strategic Centre by 2041, also in accordance with Council’s Norwest Precinct Plan.

Even in the context of the current Government's focus on housing supply and delivery, the draft Sydney Plan clearly emphasises the importance of well-located jobs and ensuring that employment land within commercial centres is protected and enhanced. The draft Sydney Plan reiterates the longstanding policy position that even within a mixed use Commercial Centre such as Norwest Strategic Centre, it is still necessary to designate and preserve specific land for commercial only outcomes (refer to extract below – commercial core). Council's planning for Norwest and the outcomes set out within Council's adopted Norwest Precinct Plan (including this planning proposal) align with this approach and give effect to the objective of ensuring the land is preserved for the right mixture of land uses within the centre.



Action 4.4 of the draft Sydney Plan requires Councils to investigate and implement revised statutory provisions to enable new jobs in and out of centres, including responding to infrastructure availability. The Planning Proposal directly supports these objectives by retaining the SP4 Enterprise zoning and proposing increased floorspace and maximum building heights to deliver long-term employment uplift in a mixed-use strategic centre.

The approach of reserving land for employment-only outcomes within Norwest Central and progressing with changes to the planning controls to increase jobs capacity is entirely consistent with the draft Sydney Plan's direction to grow productive, well-connected employment lands and ensure sufficient long-term job capacity.

- North West Rail Link Corridor Strategy

The North West Rail Link Corridor Strategy identifies the potential to further reinforce Norwest and the Business Park as a Specialised Precinct and the largest employment centre for Sydney's north west. The character of the Designated Employment Area is therefore intended to accommodate commercial floorspace with a focus on efficient, large floorplate, campus style office spaces that are complemented by expanded retailing, community uses and cultural facilities to activate streetscapes and plazas. The area's proximity to Norwest Metro Station enhances the desirability of the Norwest Business Park, allowing it to serve as a transport hub for local residents, workers and visitors. The planning proposal is considered to be broadly consistent with the vision and objectives for the land within the North West Rail Link Corridor Strategy.

- The Hills Corridor Strategy

In response to the State Government's North West Rail Link Corridor Strategy, Council adopted The Hills Corridor Strategy in 2015, seeking to guide future development along the Sydney Metro Northwest Corridor. Under this Strategy, a majority of the subject land is envisaged to accommodate high density commercial office development with a minimum employment floor

space ratio ranging between 1.5:1 to 2.5:1. The Strategy projects around 6,700 additional jobs on the land covered by this planning proposal as well as surrounding land, however it is noted that job density assumptions (the amount of floor space required per job) have since reduced to reflect more high density employment outcomes.

Consistent with The Hills Corridor Strategy, the planning proposal does not seek to deliver any residential development, with the exception of 34-46 Brookhollow Avenue, where Council resolved to permit a small amount of residential development (up to 76 dwellings) on a distinct portion of the site at the western end where the land adjoins existing residential areas on two frontages.

The planning proposal is broadly consistent with the employment outcomes envisaged under The Hills Corridor Strategy. The proposal will provide suitable uplift and longer-term job capacity, which will cater for the Shire's anticipated population growth and encourage jobs close to home for residents.

▪ Local Strategic Planning Statement and Productivity and Centres Strategy

Council's Local Strategic Planning Statement (LSPS) sets the 20-year planning vision for The Hills Shire. The key planning priorities within the LSPS that are relevant to this proposal and an assessment of the proposal's consistency is outlined below.

• *Planning Priority 1 – Plan for sufficient jobs, targeted to suit the skills of the workforce*

This priority seeks to promote the creation of local employment opportunities as the population continues to grow. The LSPS identifies that more than 23,900 additional jobs are to be created across the Norwest Strategic Centre by 2036 to ensure the rapid residential population growth in The Hills Shire is matched with proportionate growth in local job opportunities.

Protecting the extent, role and function of strategic centres and employment lands are therefore crucial as these Strategic Centres are key areas where new employment opportunities of the necessary scale and type will occur.

The proposed commercial floorspace included in the planning proposal would result in additional job opportunities within the Norwest Central Precinct, which will offer additional employment for the highly skilled professional workforce of The Hills.

• *Planning Priority 2 – Build strategic centres to realise their potential*

The Designated Employment Area is identified in Council's LSPS as being suitable for a mix of retail, business, office, leisure, entertainment and community uses, with a small portion of higher density housing. The LSPS notes that development within and surrounding the centre will incorporate a variety of heights to facilitate a varied and interesting skyline without impeding on existing views.

The planning proposal is consistent with the LSPS's structure plan (see figure below), in that the proposed zoning would continue to accommodate the existing uses, being commercial offices. The proposed densities and building heights in the proposal reflect careful consideration of the achievement of long-term employment targets as well as building heights transitioning towards residential development, to ensure that surrounding residential is not adversely impacted.

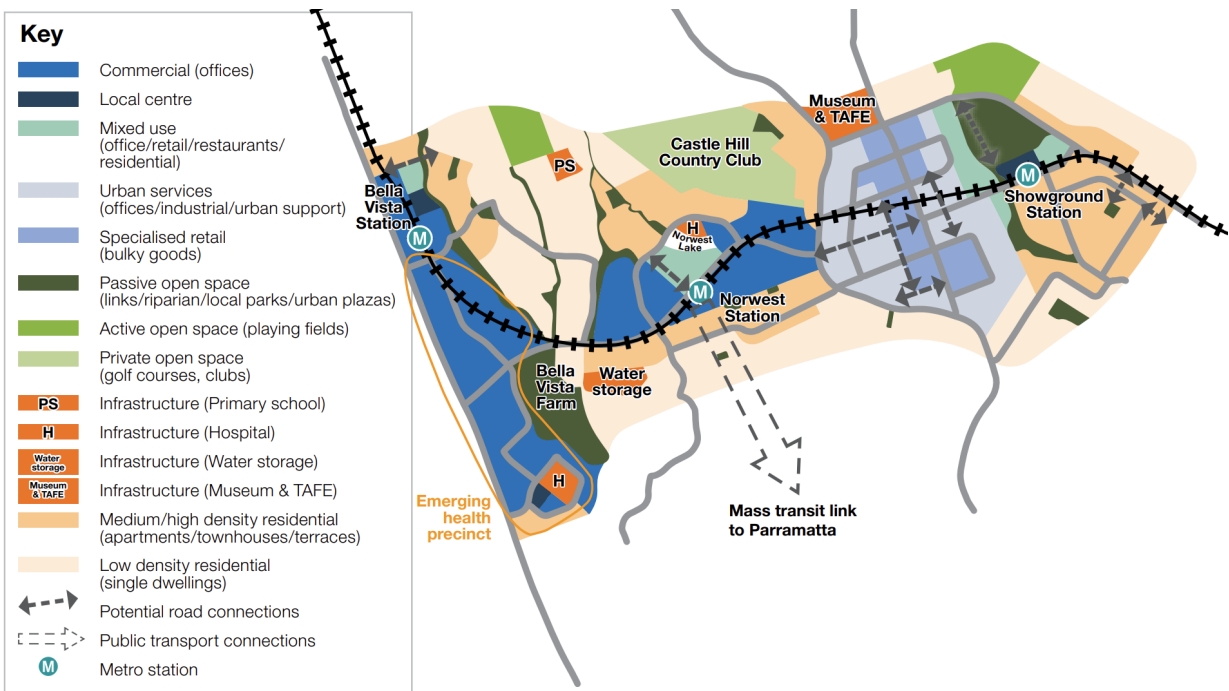


Figure 21
Norwest Structure Plan (Hills Future LSPS)

- *Planning Priority 10 – Provide social infrastructure and retail services to meet residents’ needs*

This priority seeks to ensure that the provision of social infrastructure and retail services keeps pace with population growth and meets the needs of existing and future residents. Emphasis is placed on potential for the redevelopment and revitalisation of existing centres to support the growing population and economy.

Whilst the planning proposal will not facilitate social infrastructure or retail services within the Designated Employment Area, increasing the opportunity for more commercial/ office uses will indirectly support the future viability and provision of social infrastructure and retail on other land within the Norwest Central Precinct by way of increasing jobs and foot traffic within the centre.

- *Planning Priority 12 – Influence travel behaviour to promote sustainable choices*

This priority seeks to influence travel behaviour by encouraging more sustainable and active transport options to access the Designated Employment Area. The provision of jobs close to home, in areas that are well-served and in proximity to significant residential development capacity is critical to ensuring that future residents of The Hills have a viable option to work close to home and make travel behaviour decisions that are not reliant on private vehicles.

The proposal will facilitate an uplift in employment floorspace in a highly accessible location close to Norwest Metro Station. This will provide additional jobs in proximity to high frequency public transport and encourage a reduced reliance on private vehicles to access the centre for work. Additionally, the proposed DCP amendments supporting the planning proposal require the delivery of a number of road upgrades and through-site links to enhance connectivity and encourage walking and cycling throughout the precinct.

- *Planning Priority 13 – Expand and improve the active transport network*

This priority seeks to encourage more people to use Shire's safe, attractive and accessible walking and cycling network that link to public transport hubs to parks, waterways, centres and services. It is aimed at reducing the number of cars on local roads as local residents and workers would prioritise walking and cycling over vehicle use. Proposed DCP amendments prepared in support of the planning proposal will encourage active street edges, particularly on sites in proximity to Norwest Metro Station and around Norwest Lake and identify new pedestrian connections within the Precinct.

- Norwest Precinct Plan

The Norwest Precinct Plan identifies the vision and future direction for the Norwest Precinct and articulates a series of actions to implement the outcomes identified in the Plan.

Under the Precinct Plan, the Designated Employment Area is earmarked to evolve into a high density employment area providing approximately 20,000 additional jobs at 100% capacity. The proposed building heights (ranging from 42 metres to 96.6 metres) would facilitate building heights of approximately 10 storeys to 23 storeys respectively, consistent with the built form outcomes identified in the Norwest Precinct Plan adopted by Council.

The proposed Floor Space Ratio controls of 2:1 to 3:1 are also consistent with the Precinct Plan, allowing for appropriate high density built form outcomes across the area. Sites closer to Marketown and Norwest Metro Station are identified with taller building heights and higher Floor Space Ratios to capitalise on proximity to key services and public transportation.

An overview of land use, connectivity and built form outcomes for the Norwest Central Designated Employment Area, as set out within the Norwest Precinct Plan, is provided in Section 2a) of this report.

The following design principles for the designated employment area are contained within the Precinct Plan to guide future outcomes for this area:



- *Direction 4.1 Flooding*

This Direction seeks to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Flood Risk Management Manual. It also seeks to ensure provisions of an LEP applying to flood prone land are commensurate with flood behaviour and consider potential flood impacts both on and off the subject land.

Given the proposal seeks to permit an increase in development potential, a potential inconsistency with Direction 4.1 must be considered. A planning proposal may be inconsistent with the Direction where it is in accordance with a Council adopted floodplain risk management study or flood study, or where it is supported by a flood risk impact assessment prepared in accordance with the principles of the Floodplain Development Manual 2005.

The subject land is situated at the bottom of 5-hectare built-up catchment and impacted by overland flooding. A number of properties that are subject to the planning proposal are identified as Flood Controlled Lots in The Hills DCP 2012.

Despite the presence of this constraint, no specific flooding provisions are considered to be necessary as part of the proposed LEP amendments. It is noted that the area is already developed for urban outcomes, and while the planning proposal will allow for redevelopment and increased densities for the most part, this will take the form of taller buildings. Investigations undertaken as part of the Norwest Precinct Plan have determined that existing drainage infrastructure within this precinct is capable of supporting the additional development uplift envisaged under the Precinct Plan. Overland flowpaths are generally contained to existing public waterways and roadways, with the exception of 3 properties on Brookhollow Avenue where the flowpaths generally follow existing property boundaries, as shown in the figure below.

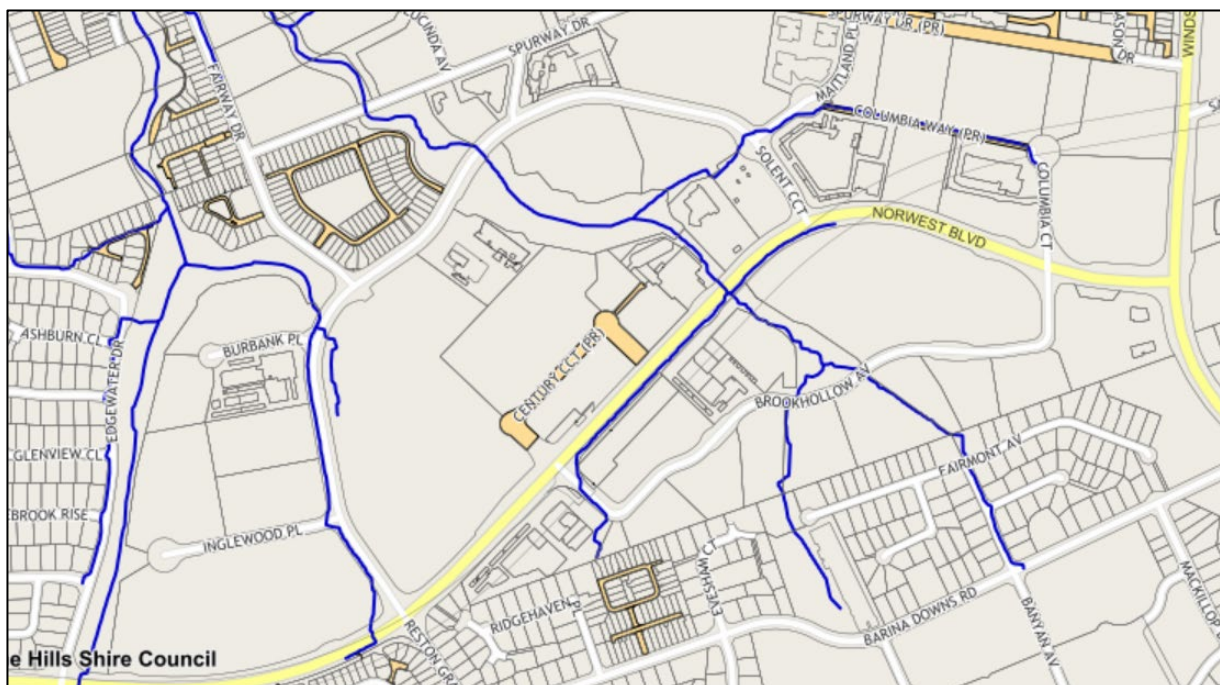


Figure 23
Location of Overland Flowpaths

Future development will be required to comply with Part C Section 6 – Flood Controlled Land of the DCP where relevant, as well as additional controls which are proposed within the draft Norwest Central (Employment) DCP for this specific area. These controls require future

development to meet the required flood planning levels (i.e. non-habitable floor levels are to be equal to or higher than the 1% AEP (Annual Exceedance Probability) level, or otherwise no lower than 5% AEP levels) unless justified by a site-specific assessment. Future development would need to provide on-site detention and implement through site links, where necessary, to ensure that both surface and subsurface water flows are addressed.

While flooding is a minor constraint to development within this locality, the investigations completed have demonstrated that it is not an impediment to development in accordance with the planning proposal and can be adequately managed through on-site measures as part of individual developments in accordance with the draft DCP requirements.

- *Direction 4.4 Remediation of Contaminated Land*

This Direction seeks to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered in the assessment of planning proposals.

The Direction requires preliminary investigation of the land to be carried out in accordance with the contaminated land planning guidelines. This is particularly relevant to land at 34-46 Brookhollow Avenue, as the proposal is seeking to permit residential uses and there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out.

A small amount of residential development (up to 76 dwellings) is proposed on a distinct portion of 34-46 Brookhollow Avenue. Whilst there is no evidence of contamination on the site, it is envisaged a Preliminary Contamination Assessment Report would be required as a condition of any Gateway Determination, if issued. This can be arranged by Council officers in due course, as required.

- *Direction 5.1 Integrating Land Use and Transport*

This Direction seeks to integrate land use and infrastructure to improve access to housing, jobs and services, reduce dependence on cars, reduce travel time, support the efficient operation of public transport and provide for the efficient movement of freight. The proposal is generally consistent with this direction as the entire site is located in a strategic centre and in close proximity to Norwest Metro Station, which will encourage walking, cycling, and public transport use for workers within future developments.

- *Direction 7.1 Employment Zones*

This Direction aims to encourage employment growth in suitable locations, protect employment land and support the viability of identified centres. It requires that planning proposals must not reduce the total potential floor space area for employment uses and related public services in business zones. The planning proposal is consistent with this direction as it will increase the availability of commercial floor space in an area which is intended to support a broader range of higher order employment and retail uses.

b) Zoning and Permissibility

No change is proposed to the current SP4 Enterprise zone. This zone already permits the range of uses expected to be delivered and which are required to achieve the intended vision for Norwest under the Precinct Plan.

The following uses are permitted in the SP4 Enterprise zone:

<i>Artisan food and drink industry</i>	<i>Neighbourhood shops</i>
<i>Building identification signs</i>	<i>Office premises</i>
<i>Business identification signs</i>	<i>Oyster aquaculture</i>
<i>Business premises</i>	<i>Passenger transport facilities</i>
<i>Car parks</i>	<i>Places of public worship</i>
<i>Centre-based child care facilities</i>	<i>Plant nurseries</i>
<i>Community facilities</i>	<i>Public administration building</i>
<i>Creative industries</i>	<i>Pubs</i>
<i>Data centre</i>	<i>Recreation areas</i>
<i>Early education and care facilities</i>	<i>Recreation facilities (indoor)</i>
<i>Educational establishments</i>	<i>Recreation facilities (outdoor)</i>
<i>Emergency services facilities</i>	<i>Registered clubs</i>
<i>Environmental protection works</i>	<i>Respite day care centres</i>
<i>Extractive industries</i>	<i>Restaurants and cafes</i>
<i>Floor mitigation works</i>	<i>Roads</i>
<i>Food and drink premises</i>	<i>School-based child care facilities</i>
<i>Function centres</i>	<i>Schools</i>
<i>Funeral homes</i>	<i>Self-storage units</i>
<i>Garden centres</i>	<i>Service stations</i>
<i>Goods repair and reuse facilities</i>	<i>Services apartments</i>
<i>Hardware and building supplies</i>	<i>Sewerage reticulation systems</i>
<i>Helipads</i>	<i>Take away food and drink premises</i>
<i>Heliports</i>	<i>Tank-based aquaculture</i>
<i>High technology industries</i>	<i>Timber yards</i>
<i>Home industry</i>	<i>Truck depots</i>
<i>Hotel or motel accommodation</i>	<i>Vehicle repair body repair workshops</i>
<i>Industrial retail outlets</i>	<i>Vehicle repair stations</i>
<i>Information and education facilities</i>	<i>Vehicle sales or hire premises</i>
<i>Small bars</i>	<i>Veterinary hospitals</i>
<i>Kiosks</i>	<i>Warehouse or distribution centre</i>
<i>Landscaping material supplies</i>	<i>Waste or resource management facilities</i>
<i>Light industries</i>	<i>Waste or resource transfer stations</i>
<i>Local distribution premises</i>	<i>Wholesale supplies</i>
<i>Mortuaries</i>	

The SP4 Enterprise zone provides for development and land uses that support enterprise and productivity, encourage economic growth, business investment and employment opportunities. The SP4 Enterprise zone is considered to be the most appropriate zone to permit the intended range of employment uses as set out in Council's Norwest Precinct Plan. Accordingly, the SP4 Enterprise zoning which currently applies to the Norwest Central Designated Employment Area is not proposed to change.

c) Employment Growth

The planning proposal has the potential to facilitate around 20,000 additional jobs at 100% capacity, with this growth projected to over time as dictated by the market. Given the Norwest Strategic Centre is expected to do the "heavy lifting" in terms of the Shire's employment provision over the short, medium and longer term, increasing the Height of Building and Floor Space Ratio standards at this time is considered prudent to ensure that there is sufficient zoned capacity for local employment over the longer-term and to accommodate future business and employment investment. When the market demand for additional floor space is met on individual sites, the planning proposal will ensure that the land is "DA-ready". This will allow for future tenants to be secured more easily and quickly given the time delays and uncertainties associated with each individual landowner lodging a planning proposal to increase FSRs and/or heights.

It is noted that the job growth unlocked by this planning proposal is expected to occur over a longer development horizon. The initial phases of development within Norwest Central are

unlikely to achieve the maximum built form capacity or density on every site. The framework set through the Norwest Strategic Centre Precinct Plan is a longer-term strategy for the development of the Precinct over multiple decades, with medium to long term redevelopment opportunities for further employment capacity available for when demand arises, consistent with Government and Council's strategic objectives and priorities.

The proposal will provide additional high density office opportunities which support the provision of knowledge intensive jobs that match the skillset of the Shire's resident workforce. This is consistent with Council's strategic policies including the Local Strategic Planning Statement, Centres and Productivity Strategy, Economic Growth Plan and Norwest Precinct Plan. The Norwest Central Precinct (within which the Designated Employment Area is located) comprises the Norwest Business Park, which will continue to grow as a competitive economic and employment hub that offers diverse and highly skilled office employment opportunities. The proposed outcomes for this area are consistent with the broader Norwest Strategic Centre to accommodate a mix of uses including residential, urban View folder in ECM. Compile draft business paper. Update PDFs. Prepare labels. Deliver to Mark for printing. Turn reports back to draft., retail and a varied offering of office spaces.

d) Consideration of Residential Outcomes

Residential development outcomes are currently permitted on 92% of all urban land zoned for development within The Hills. This results in a housing supply pipeline within The Hills which is more than double the Council's 5 year housing target and which is well in excess of what the market could feasibly deliver within the next 10-20 years.

In contrast, only 8% of urban land zoned for development within The Hills is reserved solely for employment and/or industrial and urban services outcomes and does not permit residential outcomes.

Within the Norwest Strategic Centre, which is the Strategic Centre that is expected to accommodate the largest share of jobs growth within The Hills, residential development outcomes are permitted on nearly 70% of all developable land within the walkable catchment of a station, with potential for nearly 20,000 new dwellings which is yet to be realised by the market.

In contrast, only around 30% of land within the Strategic Centre is designated specifically for commercial offices and urban services outcomes. The designated employment area within Norwest Central forms part of the small area within the Norwest Strategic Centre that has been deliberately reserved by Council and State Government for employment only outcomes and part of the scarce remaining area within The Hills which is identified to accommodate significant growth in jobs that is necessary to achieve Council's strategic planning objectives over the medium to longer term planning horizon.

The extent of land reserved for commercial office outcomes is further reducing due to a number of decisions of the Housing Delivery Authority, which will permit residential outcomes on designated employment land, despite Council's ongoing objections to these land use outcomes. As designated employment land is generally cheaper in value, the current Government focus on increased housing supply at all costs is quite predictably prompting an increase in developers seeking to permit residential outcomes in these areas resulting in significant windfall gains and land value increases due to the permissibility of a higher and better use.

As residential outcomes become permitted on employment land, or where the market speculates that this may occur in the future, there is a notable increase in the value of the land driven by speculation around the permissibility of residential outcomes – that is, the market is

willing to pay a higher value for land where it believes a use that has a higher financial return may become permitted. Often, the consequence of rising land values in such areas is that the employment outcomes which currently exist in these areas, or the employment outcomes envisaged for the future within the strategic framework, will become less feasible.

Beyond avoiding land use conflicts, infrastructure capacity constraints and ensuring attractive and prestigious land remains for business investment by larger corporations and businesses, a core objective of Council's consistent policy position to protect employment and industrial land from encroachment of residential uses is to ensure that there is a clear and certain land use planning framework in place that allows the market to accurately price the value of land, based on what uses are permitted. Where this certainty does not exist, speculation around permissibility of residential development increases land values and it is likely that the employment outcomes which Council requires to achieve its strategic objectives will become unfeasible and ultimately not occur, or be substantially delayed.

While current Government priorities are driving a heavy focus on short term residential development outcomes, the role of strategic planning is to look beyond the short term development feasibility of all land and ensure that the right settings are in place to also facilitate achievement of medium and long term planning objectives. This underpins Council's policy position with respect to the protection of employment and industrial lands. In that context, it is acknowledged that the feasibility of new commercial development and intensification of these outcomes will fluctuate and change over time, often trailing behind periods of significant residential growth, such as that which is expected to occur across the majority of the Norwest Strategic Centre.

The development of the designated employment area will not occur immediately and development will not be feasible on all land in the short term. However, that is not the Council's current policy objective, nor is it an indication that Council's strategic policy settings for medium and long term development outcomes are flawed. Rather, it is a reflection that the market won't develop all land (or all land uses) at the same time. Ultimately, the objective of this planning proposal is to continue to preserve this land and put in place planning controls that remove all barriers to employment development occurring in the future, when the market determines this outcome to be feasible and in the context of each individual site.

e) Built Form

The LEP regulates bulk and scale of development through the application of floor space ratio and maximum building height controls. The objective of the floor space ratio development standard is to ensure development is compatible with the bulk, scale and character of existing and future surrounding development.

As discussed above, the planning proposal seeks to apply a floor space ratio of between 2:1 and 2.5:1 and maximum building heights ranging between 42 metres (approximately 10 storeys) and 96.6 metres (approximately 23 storeys), aligning with the built form outcomes envisaged under the Norwest Precinct Plan. At a strategic level, these development controls are broadly consistent with the strategic framework and considered to be reasonable, in terms of the transit-oriented development principles that guide development around the Sydney Metro Northwest stations.

The height strategy for this area is founded on the principle of locating taller elements closer to the Metro station and Norwest Marketown, transitioning downwards towards residential development to the south and the periphery of the precinct. These heights are considered to be appropriate having regard to the current and planned future character of this locality, including nearby planning proposal outcomes already supported by Council.

f) Traffic and Transport

The planning proposal will increase the permissible density of development within this area, which will generate additional traffic compared to what could be facilitated under the current zoning. However, as the majority of the area is located within the walkable catchment of the Norwest Metro Station, recent changes to parking controls allow for significantly reduced parking rates in these areas in acknowledgment of the access available to high frequency public transport. As a result, while the permissible density will be increasing, the associated parking provision will be concurrently reduced, such that the net impact of the upzoning in terms of vehicles would be less significant.

Importantly, while development may have some localised traffic impacts, from a regional transport perspective, the provision of more jobs within The Hills within the walkable catchment of stations is critical to the resolution of broader regional transport issues which are causing significant congestion. That is, as the residential population of The Hills continues to grow, it is of fundamental importance that jobs growth occurs proportionate to the residential population, in the right locations, to avoid a situation where residents are forced to travel long distances and further congest the regional network in order to access jobs. At a strategic level, the uplift in this area to accommodate jobs close to home for future residents is intended to have a net positive impact on resident movement patterns and the overall regional transport network.

The potential traffic impacts of increasing densities in this area is acknowledged within the Norwest Precinct Plan, which flags a number of measures to address increased traffic congestion and minimise pressure on the road network.

Regional traffic and transport modelling has been undertaken in support of the Norwest and Castle Hill Precinct Plans. The findings have identified the need for additional measures to ensure the future road network accommodates the transport impacts of the projected yields. This includes various upgrades to assist in increasing the capacity of the regional road network. The Precinct Plan also proposes various upgrades to the local road network which will assist with easing traffic congestion and improving vehicular connectivity. These matters will be further outlined as part of the review of the contributions framework which is being undertaken as a concurrent project.

In addition to infrastructure upgrades, both the Norwest Precinct Plan and regional traffic modelling acknowledge that substantial mode shift towards active and public transport usage will be necessary to minimise the extent of additional traffic associated with new development. The provision of jobs within the walkable catchment of stations, such as within the Designated Employment Area, combined with reduced parking rates for commercial and retail development and upgraded public domain and active transport connectivity will help facilitate this transition. These steps will assist in encouraging mode shift and help to maintain acceptable levels of service on the road network.

The planning proposal seeks to capitalise on proximity to the Metro and provide employment uplift in a highly accessible location within the walkable catchment of Norwest Station. DCP amendments proposed in support of the planning proposal will seek to enhance connectivity and walkability of the area, increasing its attractiveness for active modes of transportation.

g) Flooding and Water Management

Flooding impacts associated with the planning proposal are discussed in Section 4a) of this report. Flooding impacts can be appropriately resolved through on-site measures as part of future development of individual sites. Additional water management related controls have been included within the draft DCP amendments to ensure that stormwater runoff generated by future

development does not adversely affect the operational capacity of the downstream drainage system.

h) Infrastructure Mechanism

It will be critical to prepare and progress a suitable infrastructure mechanism concurrent with the planning proposal, to ensure the proposed uplift can be adequately serviced with local and regional infrastructure and that the necessary contributions mechanism is in place. It is well established that the existing Section 7.12 plan that applies to the land is insufficient to cater for the proposed uplift and that future contributions plan amendments will be required. Given the proposed uplift in the Norwest Central Precinct, a new contributions plan will be required.

A concurrent review of the contributions framework applicable to Norwest is already underway. The review is likely to recommend amendments to Contributions Plan No. 19 Showground Precinct as well as a new contributions plan covering all employment land in Norwest Central and Norwest Service.

Given the scale of these projects, the review of the contributions framework is being progressed as a separate project, with a further report to be provided to Council in due course, including a refined infrastructure schedule and draft Contributions Plan. Importantly, these projects will continue to progress, with both projects to be publicly exhibited concurrently. It is anticipated that preparation of the draft Contributions Plan will be completed for Council's consideration during the period in which the planning proposal is being reported to the Local Planning Panel for advice and under Gateway Assessment with the Department. In doing so, it is intended that both projects will be ready to be placed on public exhibition at the same time and ultimately reported back to Council together at the later stages of the process, prior to any finalisation.

CONCLUSION

The planning proposal is the next step in implementing Council's vision and objectives for the Norwest Central Designated Employment Area, as established within the adopted Norwest Precinct Plan.

The proposal is entirely consistent with the established policy framework for this area which seeks to protect and grow strategic centres and deliver jobs close to transport in support of achieving the 30-minute city. The proposal will provide critical employment uplift and capacity for jobs in a key location close to the Sydney Metro Northwest. The proposed development standards are sufficient to achieve job targets whilst also providing a suitable and contextually appropriate built form. The supporting development controls will encourage high quality development including but not limited to appropriate built form, enhanced connectivity, street activation and appropriate landscaping.

Should the planning proposal progress, the next steps would include obtaining the advice of the Local Planning Panel, submitting the application for Gateway Determination, consultation with State agencies and public exhibition and consultation with the community, landowners and other stakeholders. Following consultation and public exhibition, Council would then receive a further report on the outcomes of these processes, with opportunity to consider amendments to the planning proposal in response to any feedback received. Should the proposal progress to this point, any rezoning would not be finalised without also concurrently finalising the necessary changes to the infrastructure contributions framework for Norwest Strategic Centre.

ATTACHMENTS

1. Draft The Hills DCP 2012 Part D Section X – Norwest Central (Employment) (43 pages)

The Hills Development Control Plan (DCP) 20XX

ATTACHMENT 1

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TO STRIVE FOR BETTER THINGS

Part D Section X
Norwest Central (Employment)

DX

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Part 1: Introduction

This Section of the DCP must be read in conjunction with Part A – Introduction of this DCP.

1 Land to which this Section of the Plan Applies

This Section of the DCP applies to land within the Norwest Central (Employment) Precinct of the Norwest Strategic Centre, as shown in Figure 1.

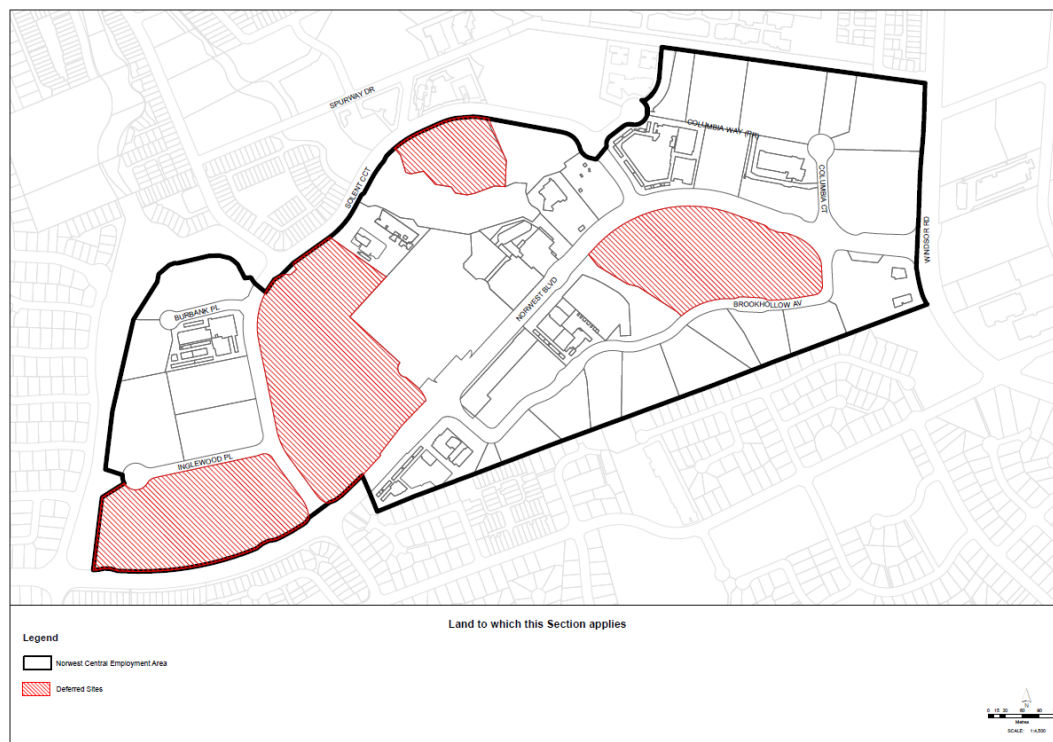


Figure 1: Land to which this Section applies

2 Relationship to Other Sections of the DCP

Development within the Norwest Central (Employment) Precinct shall have regard to this Section of the DCP as well as other relevant controls in the DCP. In the event of any inconsistency between this section and other sections of the DCP, this Section will prevail to the extent of the inconsistency.

3 Aims and Objectives of this Section

The aim of this Section of the DCP is to guide the development outcomes within the Precinct by identifying the vision and desired future character, structure plan and key guiding controls for development within the Precinct.

Part 2: General Development

This section of the DCP applies to all development within the Norwest Central (Employment) Precinct.

4 Vision

The Norwest Central (Employment) Precinct will become an attractive and well-connected high density employment area with the capacity to provide approximately 20,000 additional jobs at full capacity. The majority of development will feature high density office style buildings, enhanced by quality landscaping and public domain elements.

The Precinct will be a vibrant and desirable place to work, valued for convenient access to Norwest Station, shops, cafes and Norwest Lake, supported by new road connections, pedestrian connections and quality landscaping. With a focus on Transit Oriented Development (TOD), the tallest buildings (up to 35 storeys) will be located in the local centre and near Norwest Station, transitioning to lower densities and built form towards sensitive interfaces at the edges of the Precinct.

Norwest Marketown will evolve into a high density mixed-use local centre to provide local shopping, employment opportunities, local services and commercial premises, such as shops and cafes, to support the Shire's growing population and establish a vibrant public domain. Limited residential opportunities will be available at 11-13 Solent Circuit and 34-46 Brookhollow Avenue, with further opportunities to be investigated for ancillary residential on designated "Opportunity Sites" within the Norwest Precinct Plan. These Opportunity Sites are currently deferred from this Section of the DCP as they will be subject to future landowner-initiated investigations.

Norwest Lake will continue to evolve into a key attraction within the Precinct, with opportunities for dining, retail and leisure for residents, workers and visitors. Active frontages will surround the lake to activate the foreshore and improve vibrancy and walkability within the Precinct. Key pedestrian connections from Norwest Station to Norwest Lake will support pedestrianisation and improve overall connectivity of the Precinct.

5 Structure Plan and Character

5.1 Statement of Outcomes

- Development is coordinated and consistent with the Precinct Vision and the development principles of housing diversity, employment opportunities, transit oriented development, quality infrastructure and open space and place making.
- Development delivers a mix of retail, employment and services in appropriate and logical locations.
- Higher density buildings are located closest to the metro station and local centre to optimise access to station facilities as well as outlook and natural amenity.
- Norwest Marketown provides local shopping, employment opportunities and other services to support the incoming population and establish a vibrant and well-used public domain.

5.2 Development Controls

1. Development is to comply with the Structure Plan (Figure 2) and Desired Character (Figure 3) areas in this Section. Where variations are proposed, development is to demonstrate how the vision and character for the Precinct and relevant statement of outcomes achieved.

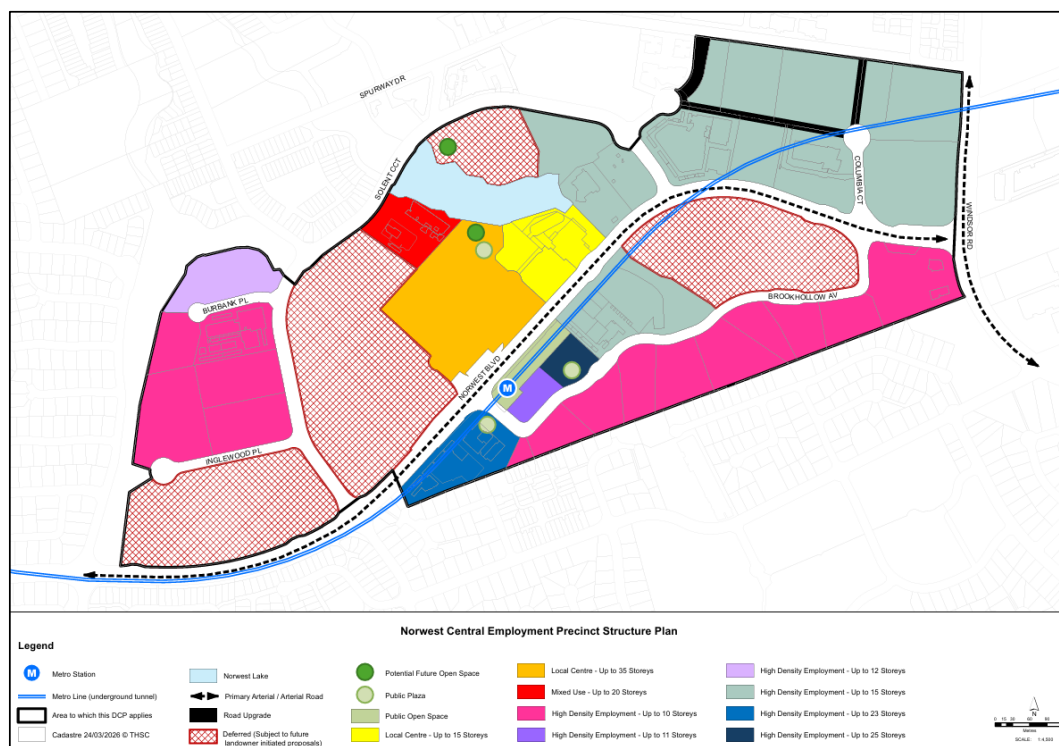


Figure 2: Norwest Central (Employment) Precinct Structure Plan

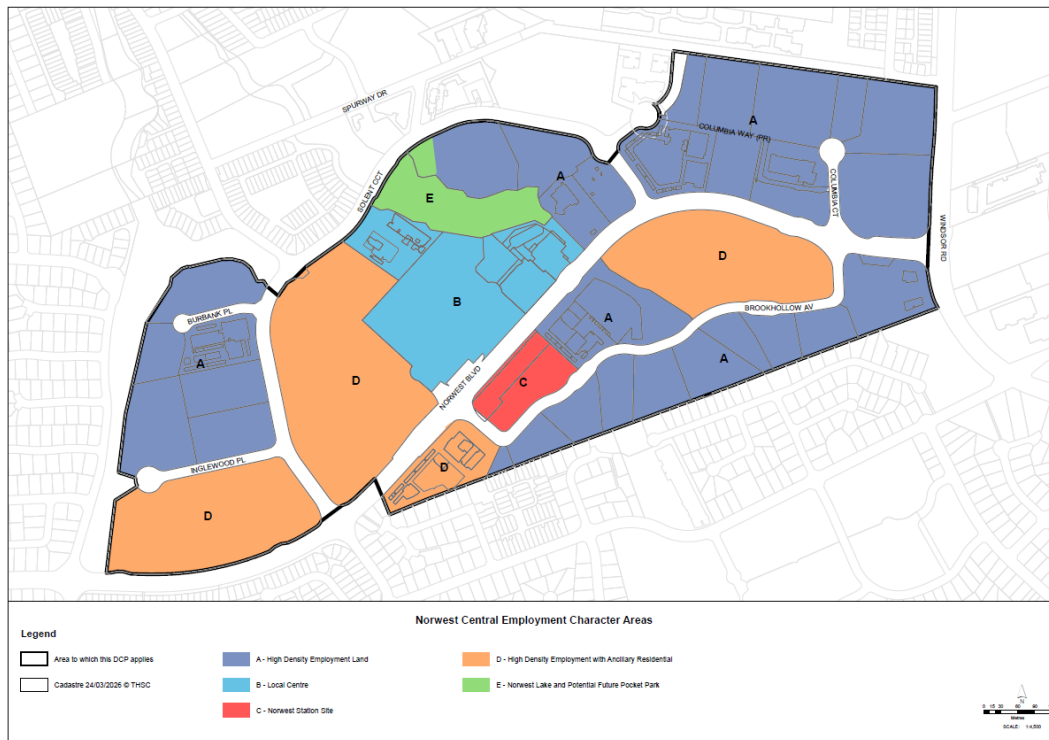


Figure 3: Character Areas

a. High Density Employment Land

The high density employment area will be an attractive, walkable, competitive and thriving destination. Buildings will vary in height from between 4 and 23 storeys, with setbacks that incorporate high quality landscaping. Development will enable a dense mix of employment generating uses which may include offices, retail, food and beverage, and child care centres to support businesses and workers in the area. Urban plazas, where provided, will enable attractive, safe, functional and accessible public domain. New pedestrian through-site connections will provide ease of movement and enhance connectivity with the surrounding areas. Future development will also be sensitively designed to respond to the site's topography as well as properties along Brookhollow Avenue that adjoin lower scale residential neighbourhoods.

b. Local Centre

Norwest Marketown and surrounds will be the key landmark for the Precinct, featuring buildings of up to around 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.

c. Norwest Station Site

The station site will deliver some of the tallest and most prominent built form in the Norwest Precinct reflecting the significance and prominence of the site and acting as a beacon for Norwest Station. Development on the site will enable a dense mix of employment generating uses which may include

offices, retail and a hotel or serviced apartments to support businesses and workers in the area. A small scale supermarket may be provided to cater to the convenience needs of workers and commuters in the immediate vicinity. The public domain will feature high quality treatments including generous paving, integrated seating, landscaping, water features and public art.

d. High Density Employment with Ancillary Residential

These sites are expected to transform into lively spaces delivering substantial short-term employment, some ancillary residential, significant landscaping and a high prioritisation of pedestrian access. These sites will be highly activated, featuring activated uses and well-lit lobbies on ground floor levels, creating a sense of place for future workers and visitors to enjoy. A small amount of residential may be appropriate to stimulate redevelopment and the delivery of jobs to keep pace with population growth. Other than 34-46 Brookhollow Avenue, these sites will be subject to future landowner-initiated proposals.

e. Norwest Lake and Potential Future Pocket Park

Development in the Precinct will leverage the amenity of Norwest Lake providing active ground floor uses that create lively and engaging spaces for workers and visitors. To better meet the needs of the community for passive recreation, an additional pocket park is proposed on the northern side of Norwest Lake. It is expected that this could be delivered in tandem with potential future uplift and increased development on the adjoining land (Lakeview Hospital). The delivery of this park will be subject to a decision by the landowners to pursue the opportunity for redevelopment potential earmarked within this Precinct Plan, through a future landowner-initiated planning proposal.

6 Street Network

6.1 Statement of Outcomes

- Encourage residents to walk or cycle to shops, station, recreation areas, community and other facilities via safe and direct pedestrian and cycle connections between key locations.
- Enhance access to Norwest Metro Station through additional road connections, pedestrian through-site links, and on or off-road pedestrian/cycle links.
- A functional and attractive new street network is provided that facilitates access, safety and convenience for all street and road users and minimises the negative impact of traffic.
- The capacity and function of the road network is improved to support higher density development.

6.2 Development Controls

1. The street network (including new pedestrian links and shared pathways) shall be provided in accordance with Figures 4. Pedestrian links shall comply with the guidelines contained in this DCP.
2. For allotments that their primarily frontage is Norwest Boulevard or Windsor Road, entry points to Norwest Boulevard shall be restricted. Vehicular access to these development sites shall only occur through side streets or alternative road access.
3. Infrastructure not funded through a Contributions Plan is to be constructed to Council's specifications and dedicated to Council at no cost.

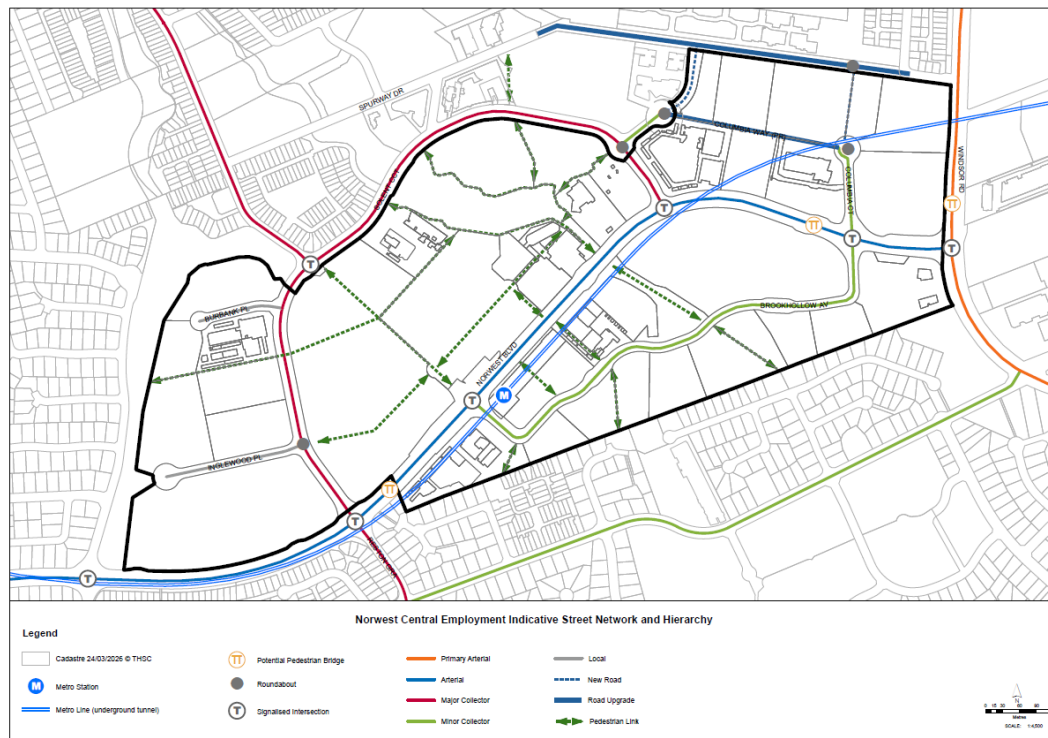


Figure 4: Indicative Street Network and Hierarchy

7 Open Space

7.1 Statement of Outcomes

- The Precinct will provide quality public spaces to support new employment uses, including parks, plazas and places for community gatherings and events.
- Open spaces will provide a high level of amenity, facilities and usage and facilitate important linkages throughout the Precinct.
- Open spaces will contain high quality features and landscaping that will accommodate the diverse recreational needs of existing and future workers and visitors to the area.
- Ecological values will be protected and enhanced including native vegetation, wildlife habitat, and the integrity and environmental functionality Norwest Lake and Strangers Creek.
- Norwest Lake and surrounds will provide quality recreation spaces and be highly accessible and usable.

7.2 Development Controls

1. The open space network is to be consistent with the following criteria:

Norwest Lake

- a. Active frontages are to be provided adjoining Norwest Lake.
- b. The lake foreshore is to be embellished generally as follows:
 - i. Open paved areas (as appropriate);

- ii. High quality, durable paving and landscape finishes;
- iii. Feature planting bed;
- iv. Sufficient shade tree planting to provide shade and greenery;
- v. Seating and other street furniture to optimise use of the space; and
- vi. Public Art.

Station Site Plaza

- c. A publicly accessible central plaza with a minimum area of 1,000m².
- d. The public plaza is to be embellished with high quality treatments including:
 - i. Integrated seating and other furniture;
 - ii. Bins;
 - iii. Landscaping;
 - iv. Signage and wayfinding;
 - v. Public art; and
 - vi. Water features.
- e. Adequate shading and use of high Solar Reflective Index (SRI) finishes shall be incorporated into the public domain.
- f. The paving material and treatment of the public plaza and public domain areas, including footpaths, shall be the same material and treatment used for the public domain on the adjoining Norwest Station site.

34-46 Brookhollow Avenue Plaza

- g. A publicly accessible plaza with a minimum area of 3,880m².
- h. The public plaza is to be embellished with high quality treatments including:
 - i. Integrated seating and other furniture;
 - ii. Bins;
 - iii. Landscaping;
 - iv. Signage and wayfinding;
 - v. Public art; and
 - vi. Water features.

Marketown Plaza and Local Park

- i. A publicly accessible open space adjoining Norwest Lake with a minimum area of 5,700m².
- j. A publicly accessible plaza with a minimum area of 1,770m².
- k. Active frontages within the retail areas.
- l. Requirement:
 - i. Open lawn for recreation (as appropriate);
 - ii. Open paved areas (as appropriate);
 - iii. High quality, durable paving and landscape finishes;
 - iv. Feature planting bed;
 - v. Sufficient shade tree planting to provide shade and greenery;
 - vi. Seating and other street furniture to optimise use of the space; and
 - vii. Public Art.

Potential Pocket Park

- m. A publicly accessible pocket park adjoining Norwest Lake with a minimum area of 2,000m².
- n. Terraced design to minimise cut and fill, provide visual interest and opportunities for seating and views to the lake.

- o. Requirement:
 - i. Open lawn for recreation (as appropriate);
 - ii. Open paved areas (as appropriate);
 - iii. High quality, durable paving and landscape finishes;
 - iv. Feature planting bed;
 - v. Sufficient shade tree planting to provide shade and greenery;
 - vi. Seating and other street furniture to optimise use of the space; and
 - vii. Public Art.

8 Public Domain

8.1 Statement of Outcomes

- The quality and appearance of the public domain is improved to reflect the transitioning of the Norwest Central Precinct into a transit oriented centre with an improved pedestrian experience.
- A range of quality public spaces are provided to support new employment uses.
- Ensure the provision of high quality, functional and attractive informal spaces for community interaction and play.
- Pedestrian movement and walkability are improved via through-site links and quality footpaths throughout the Precinct.

8.2 Development Controls

8.2.1 General Controls

1. Development shall demonstrate how high quality elements (driveways, footpaths, street trees, street furniture etc.) will be incorporated into future development.
2. Through-site links are to be integrated with the surrounding street network as per Figure 4.
3. Through-site links must allow circulation within the site, allow for through-site connectivity and encourage pedestrian activity. Through-site links shall have regard to the following design guidance:
 - a. Be publicly accessible and clearly identifiable to users;
 - b. Align with any overland flow paths within the site;
 - c. Be at ground, open to the sky and clearly identifiable;
 - d. Provide an unobstructed path of travel from public footpaths/adjoining through-site links, accessible car parking or building entrances;
 - e. Not contain unnecessary barriers or obstructions including uneven and slippery surfaces, steep stairs and ramps;
 - f. Minimum width of 4-5 metres;
 - g. Minimum of 500mm of landscaping (maximum height of 800mm) along each side of the link;
 - h. Promote safety and amenity through adequate lighting and passive surveillance from building, streets, or public domain;
 - i. Preserve the privacy of ground level apartments adjacent to the link; and
 - j. Building setbacks to the pedestrian links are to be assessed on merit, having regard to the above guidance.

8.2.2 Site Specific Controls – Local Centre (Marketown)

- Public domain is to be generally in accordance with Figure 5.



Figure 5: Public Domain – Local Centre (Marketown)

8.2.3 Site Specific Controls – Norwest Station Site

- Public domain is to be generally in accordance with Figure 6.

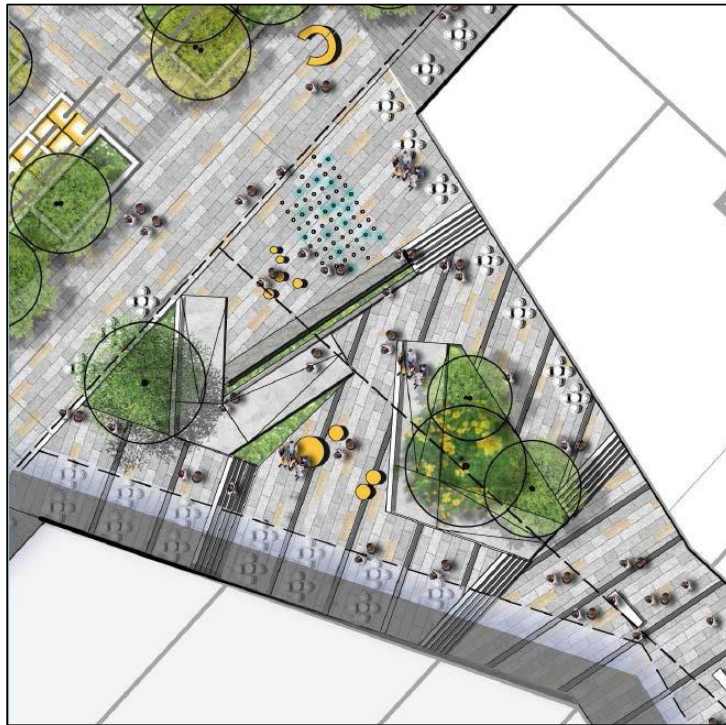


Figure 6: Public Domain – Norwest Station Site

8.2.4 Site Specific Controls – 34-46 Brookhollow Avenue

1. Public domain is to be generally in accordance with Figure 7.



Figure 7: Public Domain – 34-46 Brookhollow Avenue

8.2.5 Site Specific Controls – 7-15 Columbia Way

1. Public domain is to be generally in accordance with Figure 8.

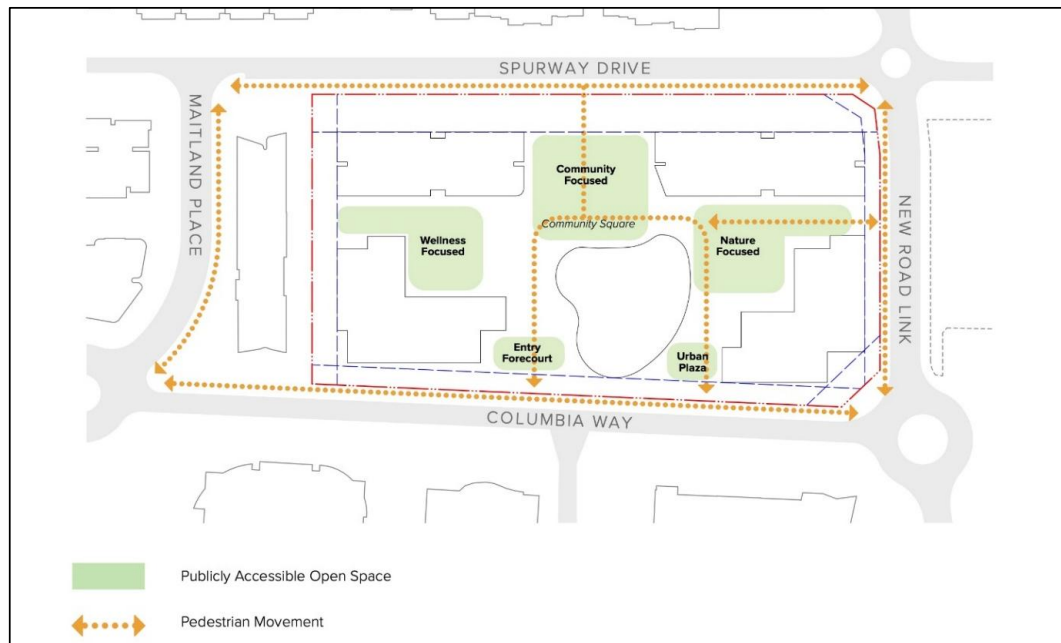


Figure 8: Public Domain – 7-15 Columbia Way

9 Landscaping and Site Coverage

9.1 Statement of Outcomes

- Landscaping, tree canopy, and deep soil planting complements the development and contributes to the overall visual amenity and surrounding character of the area.
- Landscaping protects the privacy and amenity of adjoining land uses and reduces the bulk and scale of buildings.
- Existing trees are retained where possible.

9.2 Development Controls

9.2.1 General Controls

1. Maximum site coverage is to be 50%.
2. A minimum of 40% of the site area is to be retained for landscaping, where possible.
3. All setbacks are to comprise deep soil zones with a minimum width of 2m. All other landscaped areas must have a minimum width of 2m and a minimum depth of 600mm.
4. The minimum amount of deep soil area, meaning an area of natural ground with relatively natural soil profiles, is to be 10% of the site area.

5. Within the High Density Employment Area, a minimum of 30% deep soil area should be achieved, where possible.
6. All landscaped areas are to be:
 - a. Compatible with flood risk and avoid dense planting in a flow path;
 - b. Incorporate understorey planting and permeable surfaces to reduce the extent of paved areas
 - c. Enhance the appearance of the building and car parking areas without creating opportunities for concealment.
7. Landscape design is to include a diverse range of plant species, in accordance with the recommended species list in Part C Section 3 – Landscaping.

9.2.2 Trees

8. Existing trees are to be preserved and protected during construction, especially along sub-arterial and minor collector roads.
9. Canopy trees are to be planted within street verges to provide shade and reduce pavement surface temperatures.
10. The minimum amount of tree canopy cover is to be 30% of the site area, where possible.

9.2.3 Landscaped Setbacks

11. Where buildings or car parking areas are visible from adjoining residential land, setback areas must include the following to minimise the visual prominence:
 - a. tall trees with a mature height between 6m and the top of the building; and
 - b. lower shrubs with a mature height of 2 to 4m.

10 Wind

10.1 Statement of Outcomes

- Buildings allow for cooling summer breezes to move through sites.
- Built form does not provide adverse wind conditions which will impact upon the amenity of pedestrian comfort in streets, public domain and open spaces.

10.2 Development Controls

1. Built form is to demonstrate that the passage of cooling summer breezes will not be impacted.
2. Buildings over 8 storeys (or 25 metres) must be accompanied by a wind tunnel study or testing (by a suitably qualified engineer), irrespective of whether they are built to the street frontage or not, and demonstrates the following:
 - a. In open areas to which people have access, the annual maximum gust speed should not exceed 23 metres per second;
 - b. In walkways, pedestrian transit areas, streets where pedestrians do not general stop, sit, stand, window shop and the like, annual maximum gust speed should not exceed 16 metres per second;
 - c. In areas where pedestrians are involved in stationary short-exposure activities such as window shopping, standing or sitting (including areas such as bus stops, public open space

- and private open space), the annual maximum gust speed should not exceed 13 metres per second; and
- d. In areas for stationary long-exposure activity, such as outdoor dining, the annual maximum gust speed should not exceed 10 metres per second.

11 Integrated Water Management

11.1 Statement of Outcomes

- Stormwater runoff does not adversely affect the operational capacity of the downstream stormwater system or impact adjoining properties.
- Reuse, recycling and harvesting of stormwater is encouraged to reduce demand on potable water supply.
- Development minimises risks to life and property and facilitates adequate flood emergency response.
- Best practice Water Sensitive Urban Design is utilised at the individual lot, overall development and regional scales.
- Stormwater pipes are protected and made accessible for inspection or future replacement works.

11.2 Development Controls

11.2.1 General Controls

1. Properties adjoining the riparian corridors, overland flow paths, and identified as Flood Control Lots are required to confirm the 100-year Average Recurrence Interval flood extents and associated flood levels prior to the lodgement of built form and subdivision development applications.
2. Development on land identified as Flood Control Lots and adjoining riparian corridors or overland flow paths are to apply the provisions of Council's Flood Controlled Land DCP. In applying these provisions consideration is to be given to the type of development, the application of controls according to the Flood Planning Level associated with the property, car parking, flood compatible building materials and land filling.
3. Any discharge to, or construction within riparian corridors may require the approval of NSW Department of Climate Change, Energy, the Environment and water (DCCEEW), under the Water Management Act 2000.
4. The natural form, characteristics and function of waterways, including riparian land, are to be retained, restored, protected and enhanced wherever possible.

11.2.2 Stormwater Design Standards

1. A Stormwater Management Plan is to be prepared for each Development Application to consider sustainable water management practices and minimal development impact.
2. Stormwater runoff must be treated on the development site before it discharges to a public drainage system.
3. No adverse effects are to be experienced by downstream landowners as a result of discharges from sites that slope down from the fronting street.
4. All stormwater drainage designs are to comply with the most up to date revision of Council's

Design Guidelines Subdivision/Developments.

5. A lawful point of discharge must exist prior to approval of development. Discharge points are to be controlled and treated to prevent soil erosion, and may require flow level spreaders and/or energy dissipating devices, to Council's requirements. Discharge points are to be accessible for water quality testing.
6. On ground pavements are to be designed to facilitate maintenance and replacement of pipes if required.
7. Landscaping and structural elements that potentially obstruct the movement of floodwater along street frontages are avoided.

11.2.3 Water Quality Design Standards

1. With the exclusion of detached residential dwellings, all developments within the Precinct are required to manage the pollutant loads from each separate allotment to ensure compliance with the performance objective listed in Table 1 prior to discharge to any adjoining drainage system.
2. Water quality modelling undertaken to support development proposals within the Precinct shall utilise the latest version of MUSIC and be in line with the Draft NSW MUSIC Modelling Guidelines, Sydney Metropolitan Catchment Management Authority, 2010, utilising the modelling parameters in Tables 2 and 3.
3. For developments generating oils and grease, the additional objective of no visible oils for flows up to 50% of the 63.21% peak flow shall be achieved.
4. Waterway rehabilitation and construction works are to apply 'Best Practice' combination of soft and hard engineering techniques establishing a water sensitive, geomorphically stable, diverse and functional waterway corridor that addresses urban influences and considers the immediate waterway corridor and aquatic systems both upstream and downstream of a subject site. As a minimum, waterway design and construction ought to follow the principles and guidelines in the Constructed Wetlands Manual (Department of Land and Water Conservation, NSW 1998) and A Rehabilitation Manual for Australian Streams (Cooperative Research Centre for Catchment Hydrology, 2000).

11.2.4 Erosion and Sediment

1. All developments are to implement an Erosion and Sediment Control Plan, prepared in accordance with 'Managing Urban Stormwater – Soils and Construction', to minimise land disturbance and erosion and control sediment pollution of waterways.

11.2.5 Water Sensitive Urban Design

1. A Water Sensitive Urban Design strategy is to be prepared for all development that provides sustainable and integrated management of land and water resources, taking into account water quality and stream erosivity objectives, together with attenuating flow rates and runoff volumes to acceptable levels following urban development. Water management performance objectives are set out in Table 1.
2. Water Sensitive Urban Design elements are to be designed and constructed in accordance with the following publications:
 - a. Adoption Guidelines for Stormwater Biofiltration Systems – Cities as Water Supply Catchments, Sustainable Technologies (CRC for Water Sensitive Cities, 2015 or later)
 - b. Australian Runoff Quality (Engineers Australia 2005)

- c. Water Sensitive Urban Design Technical Guidelines for Western Sydney (NSW Government Stormwater Trust and Upper Parramatta River Catchment Trust, May 2004)
3. As part of a Water Sensitive Urban Design strategy, residential, employment and commercial developments are to install rainwater tanks for water supply demand such as outdoor use, laundry and toilet flushings. With the exception of detached residential dwellings, a water balance assessment is to be undertaken for the development and rainwater tanks appropriately sized to cater for the water use demand. The following provisions apply:
 - a. Detached residential dwellings: Minimum 3,000 litre rainwater tank for toilet flushing and external uses is required. Larger tanks and use for filling swimming pools is permitted.
 - b. Multi dwelling housing:
 - i. Minimum 3,000 litre rainwater tank per proposed dwelling or as defined by a detailed water balance assessment for the development is required.
 - ii. Rainwater tanks may be connected to toilets, laundry and external uses including the filling of swimming pools.
 - c. Residential flat, mixed use and commercial buildings:
 - i. The required rainwater tank volume is to be determined by a detailed water balance assessment.
 - ii. Rainwater tanks are to be used for external use and other purposes such as wash down bays and laundry facilities.
4. Rainwater tanks are to be provided with potable water trickle top-up with back flow prevention device, which requires consent from Sydney Water. A condition will be imposed on any approval requiring this consent to be obtained.
5. In accordance with the recommendations made in the publication "Guidance on the Use of Rainwater Tanks" (enHealth, Commonwealth Government 2004), diversion of the "first flush" of up to 180 litres is to be incorporated into the design of the rainwater tank and associated plumbing based on a minimum first flush of 1L/m² of roof area.

	Water Quality % Reduction in Pollution Loads				Environmental Flows Stream Erosion Control Ratio
	Gross Pollutants (>5mm)	Total Suspended Solids	Total Phosphorus	Total Nitrogen	Post Development Duration of above 'Stream Forming Flow Natural Duration of Above 'Stream Forming Flow' ¹
Stormwater Management Objective	90	85	65	45	3.5 – 5.0:1 ²
Ideal Stormwater Outcome	100	95	95	85	1:1
1. For the purposes of these objectives, the 'stream forming flow' is defined as 50% of the 50% AEP flow rate estimated for the catchment under natural conditions. 2. This ratio should be minimised to limit stream erosion to the minimum practicable. Development proposals should be designed to achieve a value as close to one as practicable, and values within the nominated range should not be exceeded. A specific target cannot be defined at this time.					

Table 1: Water Quality and Stream Erosivity Performance Objectives

Source: Managing Urban Stormwater: Environmental Targets,
Department of Environment and Climate Change NSW, 2007

	Units	Urban	Non-urban
Impervious area parameters			
Rainfall threshold	mm/day	1.4	1.4
Pervious area parameters			
Soil storage capacity	mm	170	210

Part D Section X

Norwest Central (Employment)

	Units	Urban	Non-urban
Initial storage	% of capacity	30	30
Field capacity	mm	70	80
Infiltration capacity coefficient – a		210	175
Infiltration capacity coefficient – b		4.7	3.1
Groundwater properties			
Initial depth	mm	10	10
Daily recharge rate	%	50	35
Daily baseflow rate	%	4	20
Daily deep seepage rate	%	0	0

Table 2: Soil and groundwater parameters recommended for adoption in MUSIC modelling

Land use	Storm Flow						Base Flow					
	TSS		TP		TN		TSS		TP		TN	
	Mean	SD	Mean	SD	Mean	SD	Mean	SD	Mean	SD	Mean	SD
	(all values expressed as log ₁₀ mg/l)											
General urban	2.15	0.32	-0.60	0.25	0.30	0.19	1.20	0.17	-0.85	0.19	0.11	0.12
Residential												
Industrial												
Commercial												
Roads	2.43	0.32	-0.30	0.25	0.34	0.19	---	---	---	---	---	---
Roofs	1.30	0.32	-0.89	0.25	0.30	0.19	---	---	---	---	---	---
Forest/Natural	1.60	0.32	-1.10	0.25	-0.05	0.19	0.78	0.17	-1.52	0.19	-0.52	0.12
Note: SD = standard deviation, TSS = total suspended solids, TP = total phosphorus and TN = total nitrogen												

Table 3: Recommended Stormwater Quality Parameters for MUSIC modelling

12 Subdivision, Earthworks and Cut and Fill

12.1 Statement of Outcomes

- Topsoil and vegetation removal and “land-shaping” is minimised on land where residential subdivisions are being constructed.
- Subdivisions provide a landform that is capable of supporting a range of residential, business and industrial uses.
- Development visually integrates with the surrounding environment.
- Impacts of earthworks on the stormwater regime, salinity and groundwater are minimised.
- The extent of cut and fill required for large scale development does not detract from the appearance and design.
- Development visually integrates with the surrounding environment.
- Risks and associated impacts of contaminated land are minimised to ensure land is appropriately stabilised and retained.
- Cut and fill does not encroach within, or adversely affect the efficiency, integrity and stability of any open space area.

12.2 Statement of Outcomes

12.2.1 Subdivision and Earthworks

1. Subdivision applications must provide a plan showing the existing pre-development and proposed finished ground levels to enable an assessment of the extent of earthworks proposed and assessment of the relationship between the finished road levels and proposed building platform levels.

12.2.2 Cut and Fill

1. Filling adjacent to riparian corridors will only be permitted after consultation with NSW Office of Water and to the subsequent levels provided. Justification for any proposed changes to land levels provided is required and is to be supported by a flood assessment that considers the cumulative impact of flooding behaviour, and associated risks caused individual developments.
2. In the areas of fill relevant provisions of Council's Flood Controlled Land DCP are to be applied, with reference to the Integrated Water Management Section of this DCP.
3. A Fill Plan must be prepared.
4. All cut and fill works shall be in accordance with Council's Design Guidelines Subdivisions/Developments and Works Specification Subdivisions/Developments.
5. All landfilled areas must comprise clean material free from contamination. Imported material shall be certified "Virgin Excavated Natural Material (VENM)".
6. Landfilled areas must be suitably compacted and stabilised with density tests to verify that compaction was achieved in accordance with Council requirements.
7. Embankment batters shall have a maximum slope of 1:6.
8. Embankment batters and retaining walls are to be landscaped to reduce erosion and provide a suitable screen. They should be vegetated preferably with native ground covers and small native trees with mature height of up to 10m.

13 Energy Efficiency

13.1 Statement of Outcomes

- Building design is sustainable to reduce reliance on, and consumption of, fossil fuels and potable water supplies.
- Development responds to identified site specific climate change, physical and social risks, and adopts design, delivery and operational mitigation and adaptation responses.
- Development contributes to amenity, quality of life, health and wellbeing of the community.
- Urban heat and impacts on the natural environment are minimised.

13.2 Development Controls

1. Developments are to meet the energy efficiency requirements within Part B Section 6 – Employment.

14 Safety and Security

14.1 Statement of Outcomes

- Discourage vandalism, criminal and anti-social behaviour through urban design, correct use of lighting, natural surveillance and placement of vegetation and elements.
- The design and layout of development consider the safety of occupants and visitors to the site.

14.2 Development Controls

1. Development is to address the principles of Crime Prevention Through Environmental Design and The Hills Shire Council's Policy Designing Safer Communities, Safer by Design Guidelines (June 2002).
2. The design and layout of the development shall ensure:
 - a. Natural surveillance of pathways and open space setback areas around buildings is possible.
 - b. Solid fences will not be permitted along the boundary of a pathway as they will restrict passive surveillance over the pathway.
 - c. Appropriate lighting and signage are to be provided to identify and promote use of safe access routes.
 - d. Well-lit pedestrian access routes are to be provided and maintained for occupants for night time security and safety.
 - e. Entries that are to be prominently visible from the street and public areas.

15 Parking, Loading and Access

15.1 Statement of Outcomes

- Development provides sufficient car parking spaces while encouraging public transport use.
- Off-street car parking and bicycle facilities are appropriately located while minimising visual impacts on the public realm.
- Vehicles enter and exit developments in a safe and efficient manner.
- Loading areas are functional and appropriately separated from public spaces.
- Pedestrian access to, from, and through development is simple, safe and direct.
- Development comprises sufficient bicycle parking spaces and encourages cycling.

15.2 Development Controls

15.2.1 Parking Provision and Location

1. Car parking rates shall be in accordance with Part C Section 1 – Parking.
2. The preferred location for car parking is underground. Where above ground parking cannot be avoided due to site conditions, it must be located to the rear of buildings and be well integrated into the overall façade design and create a good relationship to the public domain.
3. The extent of basement parking and any associated structures is not permitted to encroach into the front or side setback areas.

4. Garages or parking structures are not to project forward of the building line and are to be screened from the public domain by active uses.
5. Any parking located within landscaped setbacks must be suitably landscaped and contribute positively to the streetscape.
6. Car parking shall not be located on the roof of buildings.
7. Basement car parking is to protrude above ground level for ventilation purposes only to a maximum of 1.2 metres and is not to reduce the potential for deep rooted planting and effective landscaping on the site.
8. Development applications shall be accompanied by a Green Travel Plan prepared in accordance with the requirements in Appendix A.

15.2.2 Vehicular Access

1. The location and means of access to car parking is to be clearly visible.
2. Vehicular entry and exit shall be designed to comply with Council's Work Specifications, Part C Section 1 – Parking and Australian Standards. This includes the following:
 - a. In a forward direction at all times with suitable sight distance;
 - b. Provide for service vehicles where possible;
 - c. The visual impact of hard paved areas shall be minimised.
 - d. Driveways from the public road are to be perpendicular to the road and to be separated at the property boundary for ingress and egress movements;
 - e. Internal driveways, circulation and parking areas are to be sealed with a hard, all-weather material.
3. All internal driveways are designed to have a minimum width suitable to the proposed activities of the site.
4. No vehicular access shall be provided along arterial roads including Windsor Road and Norwest Boulevard (Figure 9).

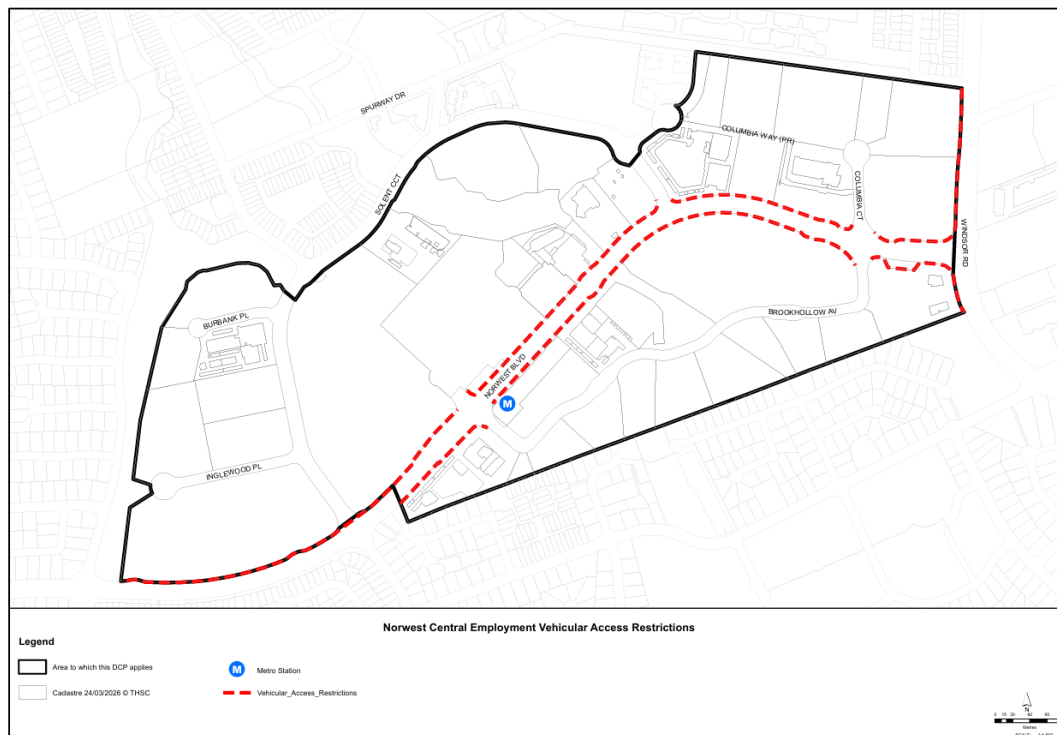


Figure 9: Vehicular Access Restrictions

15.2.3 Loading Facilities

1. The number of loading docks and design is to comply with Part C Section 1 – Parking.
2. Loading areas must avoid conflicts with pedestrian activity areas including waiting zones for bus, taxi and kiss and ride activities.
3. Loading docks are not to be visible from adjoining residential properties or the public domain and should not be provided on any street frontage. If visibility from the public domain is unavoidable, they are to be appropriately screened.
4. The design is to comply with AUSTROADS vehicle turning path templates.

15.2.4 Bicycle Parking

1. Minimum secure, conveniently located bicycle parking facilities are to be as follows:
 - a. Residential flat buildings:
 - i. 1 resident space per 3 apartments.
 - ii. 1 visitor space per 12 apartments.
 - b. Commercial use: 1 space per 600m² GFA for staff.
 - c. Retail use: 1 space per 450m² for staff.

15.2.5 Site Specific Controls – Norwest Station Site

1. Car parking for hotel accommodation is to comprise a maximum of 1 space per 4 rooms.
2. Future development shall comply with the vehicular access and transport facilities plan provided in Figure 10.

3. Future development shall comply with the pedestrian movement plan provided in Figure 11.

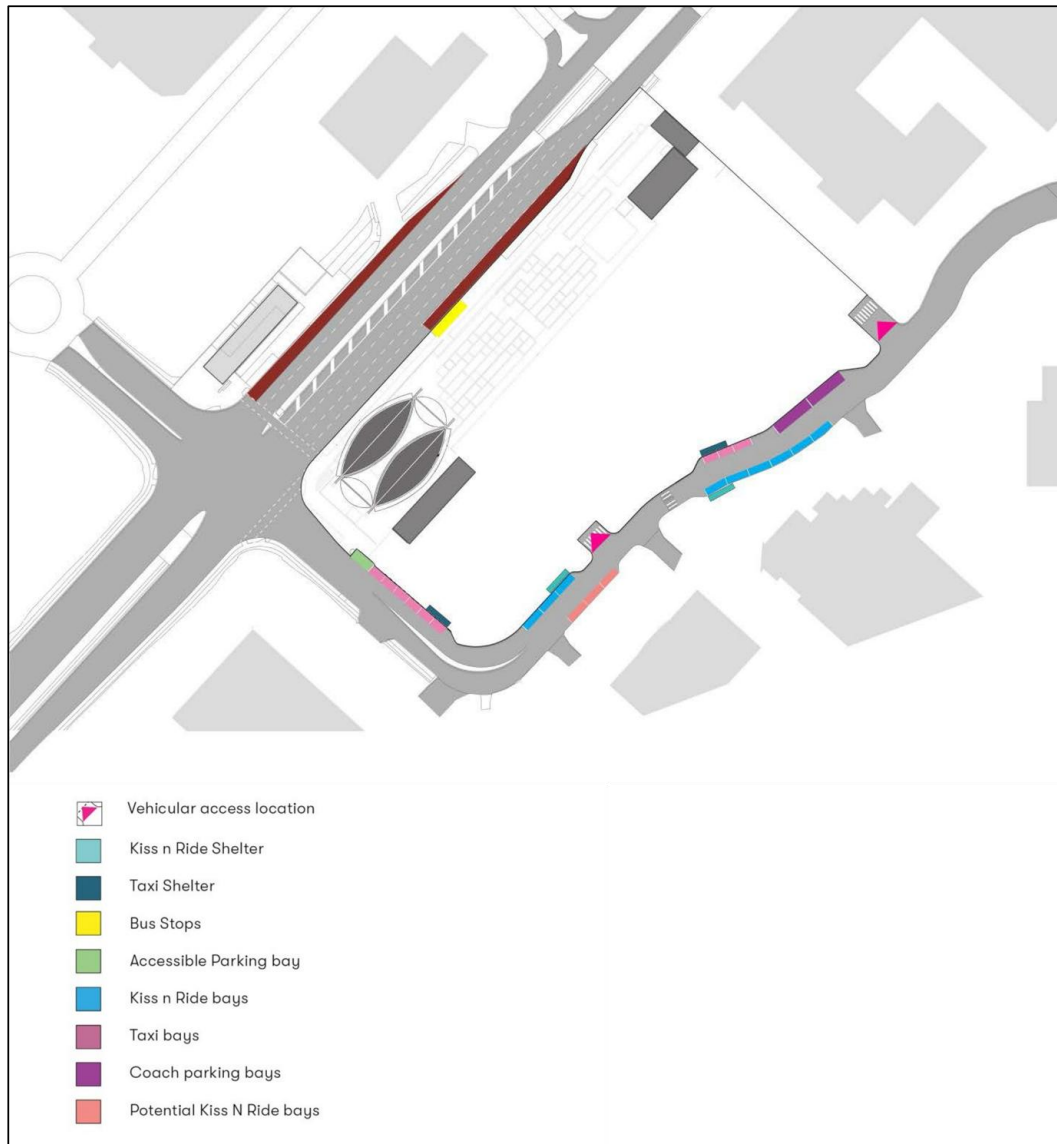


Figure 10: Vehicular Access and Transport Facilities Plan – Norwest Station site

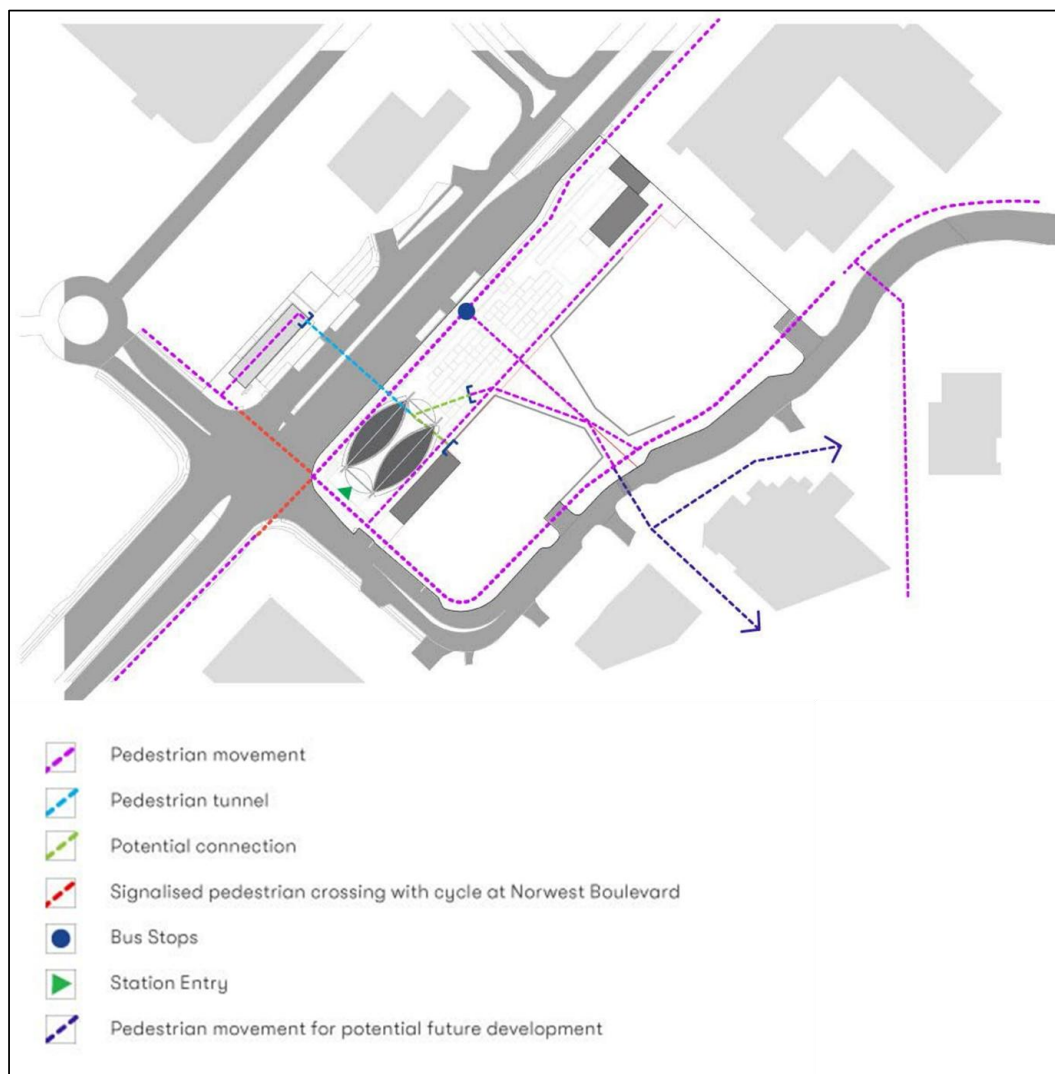


Figure 11: Pedestrian Movement Plan – Norwest Station site

15.2.6 Site Specific Controls – 7-15 Columbia Way

1. Development must provide pedestrian through-site linkages between Spurway Drive and Columbia Way as generally shown in Figure 12.
2. Development of the site shall include dedication of land to Council for road widening along the Columbia Way frontage in accordance with Figure 13.
3. Development of the site shall include half-width road construction and dedication of land to Council for a new road along the site's eastern boundary linking Columbia Way with Spurway Drive in accordance with Figure 13.

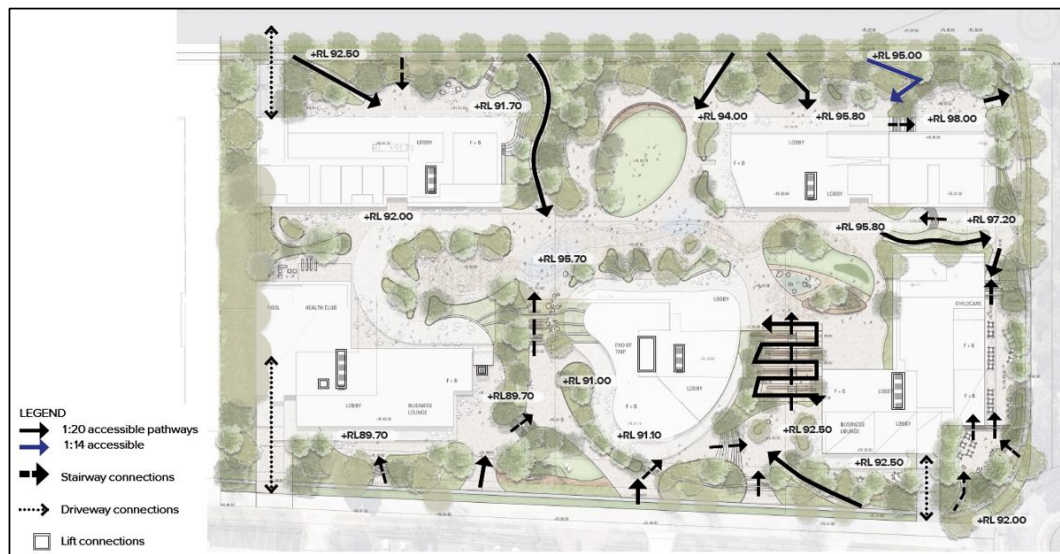


Figure 12: Pedestrian access and through-site links – 7-15 Columbia Way

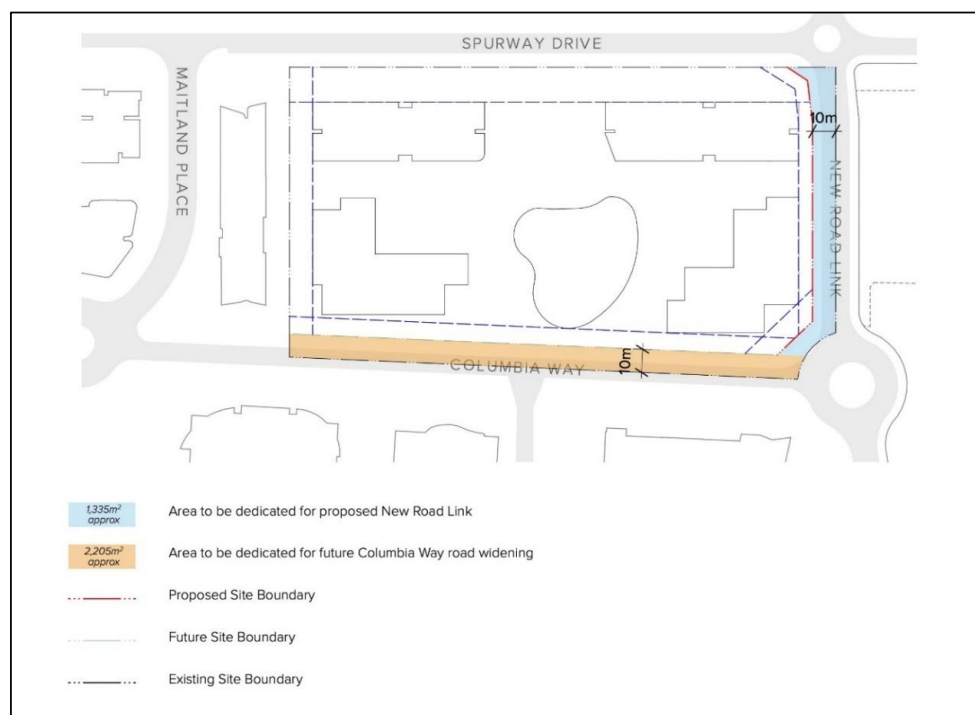


Figure 13: Road widening and dedication of land to Council – 7-15 Columbia Way

16 Active Frontages

16.1 Statement of Outcomes

- Active frontages are provided at key locations.

- Developments provide an attractive, safe and vibrant pedestrian environment.
- Activity outside of normal commercial business hours is encouraged where appropriate.

16.2 Development Controls

1. Active frontages are to be provided on sites identified in Figure 14.
2. Active frontages are encouraged on building facades both internal and external to sites.
3. Active frontages may include one or a combination of the following:
 - a. Shop front;
 - b. Cafe or restaurant if accompanied by an entry from the street;
 - c. Community and civic uses with a street entrance; and
 - d. Recreation facilities with a street entrance.
4. An active frontage is not required for any part of a building that is used for any of the following:
 - a. Entrances and lobbies;
 - b. Access for fire services; and
 - c. Vehicular access.
5. Where an active frontage is required, a minimum of 80% of the building frontage is to be transparent (i.e. windows and glazed doors). Clear glazing is to be provided to windows and doors.
6. Awnings are to be provided over building entries. Continuous awnings are to be provided over the full length of active frontages.

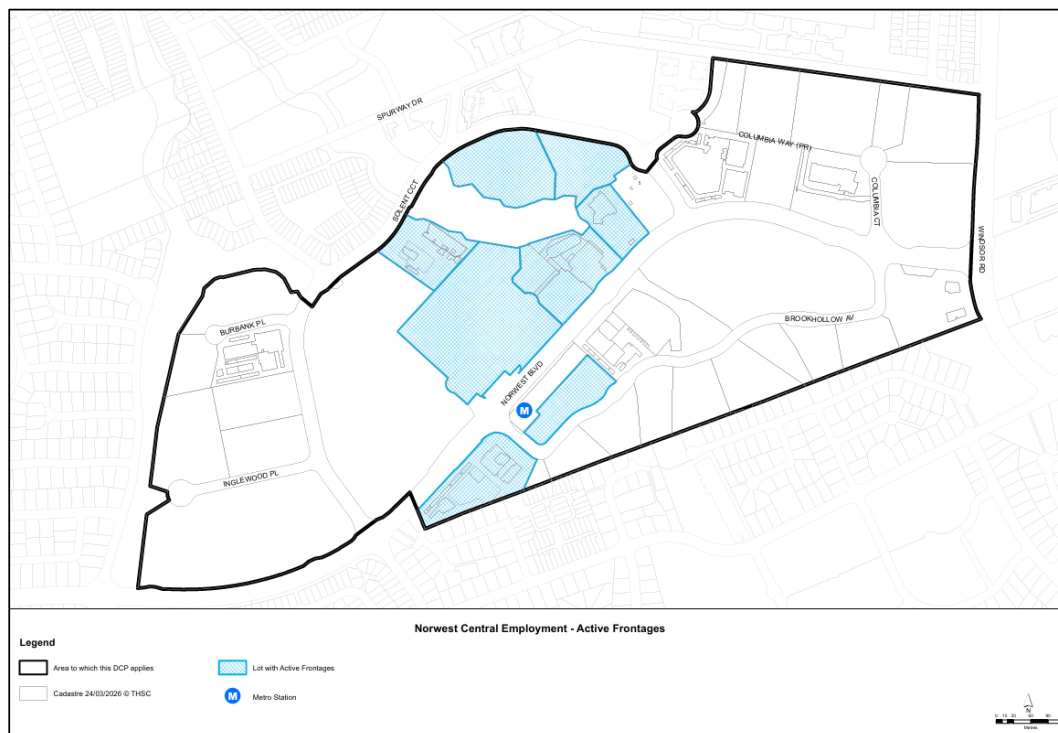


Figure 14: Active Frontages Map

17 Light Spill

17.1 Statement of Outcomes

- To encourage appropriate lighting of buildings that minimises amenity impacts on neighbouring residential properties.

17.2 Development Controls

1. Outdoor lighting such as flood lights, signage, illuminated rooftops etc. shall be designed to minimise impacts of light spill on neighbouring residential properties.
2. Where external lighting is proposed, an application should be accompanied by an assessment (prepared by a suitably qualified consultant) to consider the impacts of light spill on surrounding residential properties. Consideration shall be given to any relevant guidelines and standards including AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting.

Part 3: Local Centre (Marketown)

This section applies to development within the Mixed Use Local Centre, also known as Norwest Marketown.

18 Indicative Layout

18.1 Statement of Outcomes

- A range of employment and local services are located close to transport connections and high-quality open space e.g. wide footpaths, plazas, and lawn areas.
- Centres located around the stations are attractive, pedestrian focused, convenient and walkable, providing shops, cafes, restaurants (including outdoor seating areas), community facilities and jobs.

18.2 Development Controls

1. Development within the local centre shall be generally consistent with the following indicative layout plan (Figure 15).

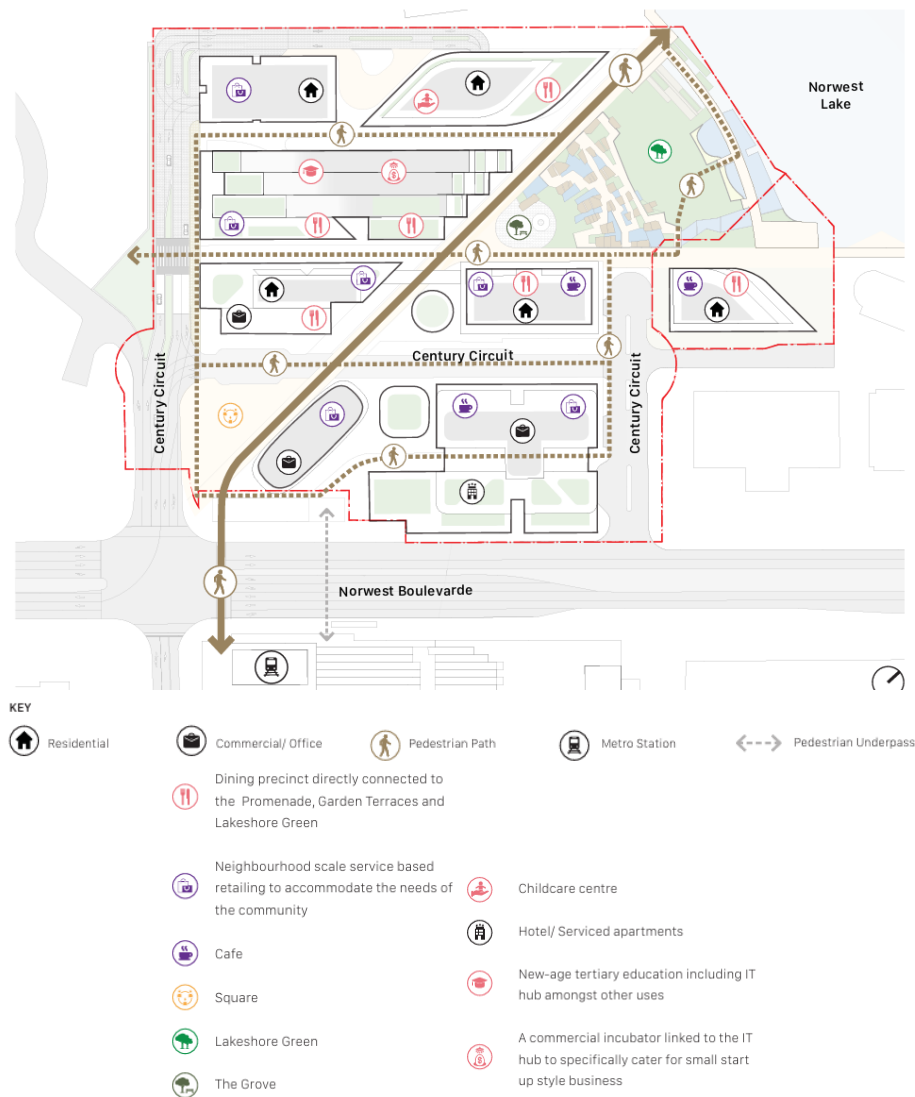


Figure 15: Indicative Layout Plan - Local Centre

19 Built Form

19.1 Statement of Outcomes

- A range of building heights, types and architectural styles is provided to create diversity and visual interest.
- Building heights contribute to the physical definition of the existing and proposed street network.
- Built form design is compatible with the desired future character of the Norwest Precinct as a Strategic Centre.
- Building mass is varied and well-articulated at key interfaces within and beyond the site.
- Podium building heights are designed at a pedestrian scale to reduce visual bulk and deliver fine grain frontages.

19.2 Development Controls

1. Prior to the issue of consent for the first building on the site, a plan for the entire site should be provided to the consent authority outlining proposed setbacks, street frontage heights and building massing for the Marketown Precinct.
2. Buildings are to be setback from the site boundary with Norwest Boulevard a minimum of 4m to ensure appropriate space is available for tree planting and pedestrian movements.
3. Podiums are to have a maximum floorplate length of 65m. Where a building has a length greater than 65m it is to be separated into at least two parts by a significant recess, projection or other distinct architectural expressions and features.
4. Residential towers are to have maximum floorplate length of 50m. Where a building has a length greater than 30m it is to be separated into at least two parts by a significant recess, projection or other distinct architectural expressions and features.
5. The facade design is to include distinct elements of building articulation, significant recesses and architectural diversity.
6. Residential tower floorplates are to be a maximum area of 750m² Gross Floor Area (GFA) and a maximum area of 1,000m² Gross Building Area (GBA).
7. With the exception of the signature commercial tower on the site, tower elements are to be setback 5m from the podium envelope.
8. The signature commercial tower should include floorplates that facilitates tall and slender form that distinctly mark the core of the strategic centre.
9. 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 of the public domain.
10. Taller buildings are to be located towards Norwest Boulevard and Century Circuit to create a distinct entrance and arrival point for the Norwest Marketown precinct.
11. Shorter buildings are to be provided adjacent to public spaces to sympathetically frame and public open space and reduce visual impacts.
12. Future development to have regard to the location and use of neighbouring development located adjacent to the Norwest Marketown Precinct.

20 Communal Open Space

20.1 Statement of Outcomes

- Sufficient communal open space is provided for the enjoyment of residents.
- Communal open spaces:
 - Are accessible, useable and safe;
 - Enhance the attractiveness of the development;
 - Provide opportunities for social interaction; and
 - Create pleasantly shaded outdoor areas.

20.2 Development Controls

1. A minimum of 10m² per dwelling shall be provided as communal open space.
2. The publicly accessible park is permitted to be included for the purpose of calculating the area of communal open space to be provided on the site.
3. A minimum of 25% of the required communal open space must be located at ground level.

4. A minimum of 3,000m² of the required communal open space must be provided at rooftop level within the development, with an appropriate portion to be provided in each residential tower.
5. External common open space areas are to be capable of accommodating substantial vegetation and should be designed to incorporate active and passive recreation facilities.
6. External common open space areas are to be located and designed to:
 - a. Be seen from the street between buildings;
 - b. Provide for active and passive recreation needs for all residents;
 - c. Provide landscaping;
 - d. Where provided at rooftop level, present as a private area for use by residents only;
 - e. Include passive surveillance from adjacent internal living areas and/or pathways; and
 - f. Have a northerly aspect where possible;
7. Internal open space areas are to provide opportunities for larger communal gathering and/or active recreation.

21 Solar Access and Overshadowing

21.1 Statement of Outcomes

- Residential apartments have a good level of solar access and residential amenity.
- Development results in a good level of sunlight to communal open space, public spaces and neighbouring properties.
- Growth of mature public landscaping is facilitated.

21.2 Development Controls

1. Development is to achieve direct sunlight to the publicly accessible open space and plaza for a minimum of 4 hours between 9am and 3pm on the 21 June.
2. Residential development must comply with solar access requirements in accordance with the Apartment Design Guidelines.
3. Development should be sensitively designed to ensure all public domain areas and the Norwest Metro Station receive adequate solar access.
4. All development applications must include solar access diagrams that demonstrate, at a minimum, compliance with the ADG including plans.

22 Staging and Implementation

22.1 Statement of Outcomes

- Redevelopment of Marketown Precinct is coordinated in an orderly manner to ensure the activities on adjacent sites and amenity of residential neighbours are not adversely impacted on.
- Public domain is high quality, legible and useful at the earliest opportunity.
- As far as practicable, the development of sites can occur independently, without reliance on infrastructure from adjacent sites.
- Safe and convenient pedestrian and vehicular access is provided during the construction phase of the site.
- Infrastructure service provision upon commencement of construction works ensures all services are reliable and operational to adjoining and adjacent development.

22.2 Development Controls

1. Prior to the issue of consent for the first building on the site, a Staging Strategy is to submitted to the consent authority.
2. Development density is to align and be commensurate with the delivery of public space and infrastructure across the Precinct.
3. Development is to ensure any necessary flood / stormwater management solutions or required decontamination / remediation works are co-ordinated appropriately across each stage of development.
4. A Construction and Implementation Plan of Management detailing arrangements for construction zones, operational access points, private and public accessibility zones is to be prepared and submitted as part of any detailed development application associated with redevelopment of the site.

Part 4: High Density Employment Land

This section applies to development of high density employment land.

23 Built Form, Design and Materials

23.1 Statement of Outcomes

- Attractive commercial development is provided where built form and scale are appropriately integrated into the site's context.
- Building heights have regard to topography, overshadowing and adjoining development to seamlessly integrate with surrounding sensitive uses.
- Privacy and amenity of adjacent allotments and residential development is protected.
- Building height is varied to create an articulated and visually interesting skyline and to reinforce a hierarchy of building forms in Norwest.
- Overshadowing is minimised.

23.2 Development Controls

23.2.1 Building Heights

1. Building heights are to comply with those shown in Figure 2 and Figures 16-18.
2. Taller buildings are to be located towards Marketown and Norwest Metro Station, away from the periphery of the Precinct and interface with residential areas.
3. Building heights will be carefully sited having regard to the topographic constraints within the Precinct and applicable to each site.
4. Appropriate height transitions will be provided across the designated employment area, to seamlessly integrate with surrounding sensitive uses.

23.2.2 Built Form

1. Built form along Brookhollow Avenue will be designed to be sympathetic with adjoining low rise residential development and Fairmont Avenue Reserve, with respect to visual amenity, overshadowing and visual privacy.

23.2.3 Building Design

1. Attractive building designs can be achieved at comparatively low cost and applicants are encouraged to consider variations in fascia treatments, rooflines and selection of building materials to achieve an attractive and functional design.
2. The bulk and scale of the development is to be treated through the use of appropriate materials, colours and landscape treatment and with consideration of view corridors to and from surrounding areas.

3. Design of the buildings and landscaping should ensure natural surveillance of pathways and open space setback areas around buildings is possible from within the building, and/or from adjoining roads and open space areas.
4. Building design should ensure building entrances are visible and discourage entrapment.

23.2.4 Building Materials

1. The following factors must be considered when selecting materials:
 - a. Suitability for the purpose.
 - b. Durability.
 - c. Long term appearance.
 - d. Local environmental impacts.
 - e. Broader and longer term environmental impacts.
 - f. The quantity of material required.
 - g. Life cycle assessment.
2. All building materials are to complement landscaped areas and ensure a high standard of visual and environmental quality
3. External finishes of building facades to street frontages are to be constructed of colours and textures that are compatible with surrounding developments and landscape features.
4. The roof colour of any built structure to be located south of Norwest Boulevard, and which will be easily viewed from the Bella Vista Farm conservation area shall be of a dark, non-reflective colour (such as dark grey or green).

23.2.5 Site Specific Controls – 25-31 Brookhollow Avenue (Norwest Station Site)

1. Building heights shall be in accordance with Figure 16.

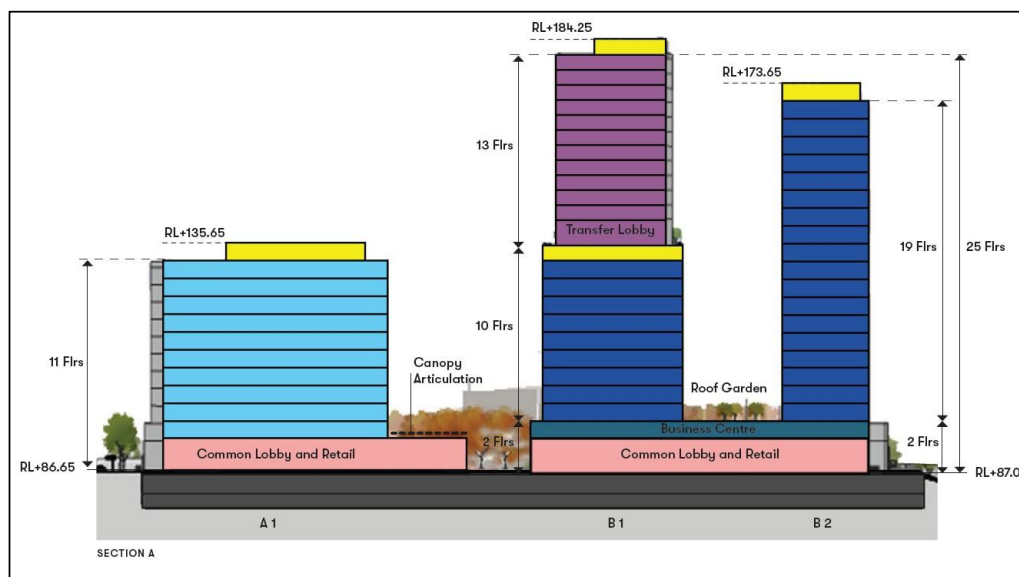


Figure 16: Building Heights – Norwest Station Site

23.2.6 Site Specific Controls – 14-16 Brookhollow Avenue

1. Building heights shall be in accordance with Figure 17.



Figure 17: Building Heights – 34-46 Brookhollow Avenue

23.2.7 Site Specific Controls – 7-15 Columbia Way

1. Building heights shall be in accordance with Figure 18.

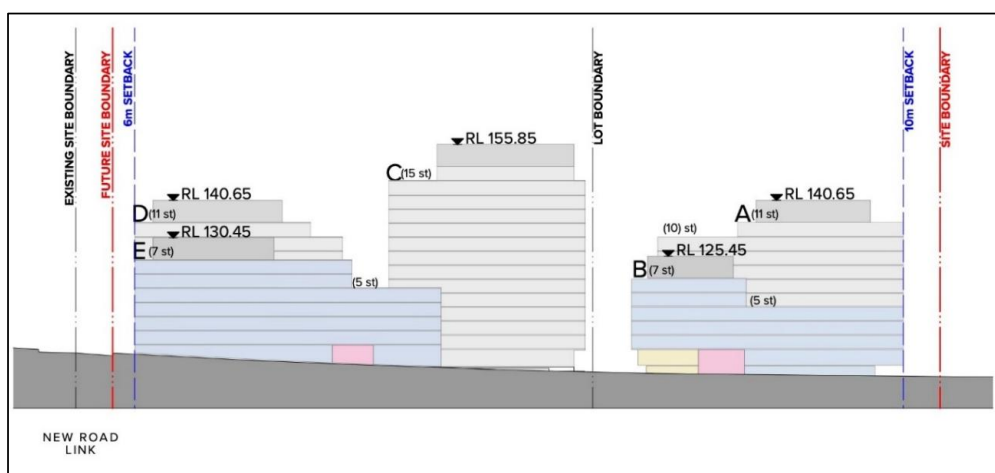


Figure 18: Building Heights – 7-15 Columbia Way

24 Setbacks

24.1 Statement of Outcomes

- To protect privacy and amenity of adjoining land uses and to reduce bulk and scale.
- To encourage active urban edges where buildings meet the public realm.
- To provide sufficient areas around buildings for people to move freely.
- To regulate the bulk and scale of buildings.
- To protect the privacy and solar access to adjoining properties.
- To ensure adequate sight distance is available for vehicles entering and leaving the site.
- To ensure appropriate siting of buildings and heights across the site.

24.2 Development Controls

1. Building setbacks are to comply with those shown in Figures 19-22.
2. The building setback on corner sites is to be splayed to provide adequate sight distance at the road intersections.
3. The setback to side and rear boundaries where the adjoining land use is of an industrial, business or commercial nature shall be a minimum of 10m except in the case of car parking where a 5m setback applies provided the first 5m metres is landscaped to screen that car parking.
4. The side and rear building setbacks from property boundaries adjoining land zoned for residential, rural or open space purposes shall be a minimum of 15m. This area is to be exclusively used for landscaping.
5. The building setback areas are not to be used for the display or storage of goods / materials.
6. The setback to lakes, creeks and other water features may be considered on merit subject to the requirements of the Department of Planning, Housing and Infrastructure.

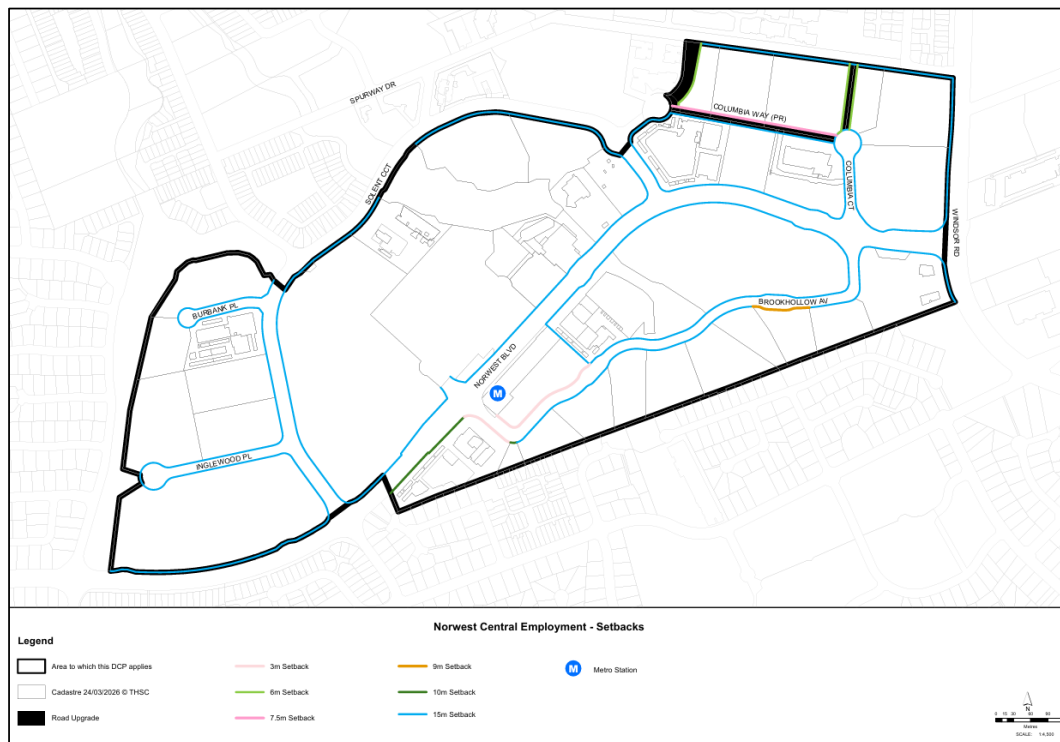


Figure 19: Setbacks

24.2.1 Site-Specific Controls – 25-31 Brookhollow Avenue (Norwest Station Site)

- Setbacks shall be in accordance with Figure 20.

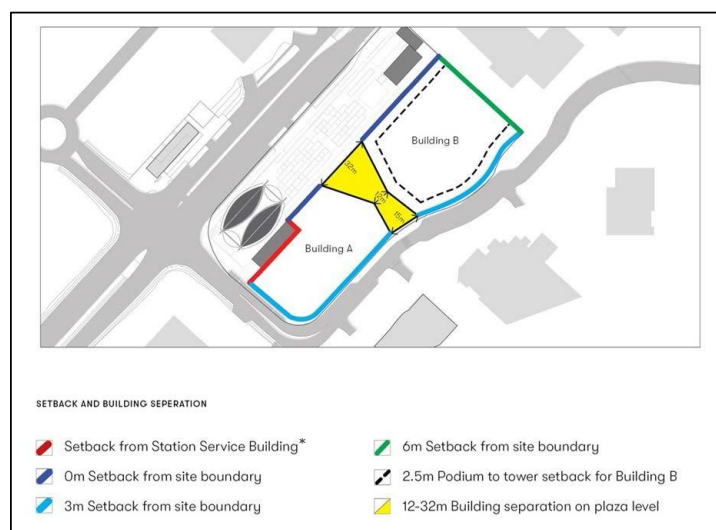


Figure 20: Setbacks – Norwest Station Site

24.2.2 Site Specific Controls – 14-16 Brookhollow Avenue

1. Setbacks shall be in accordance with Figure 21.

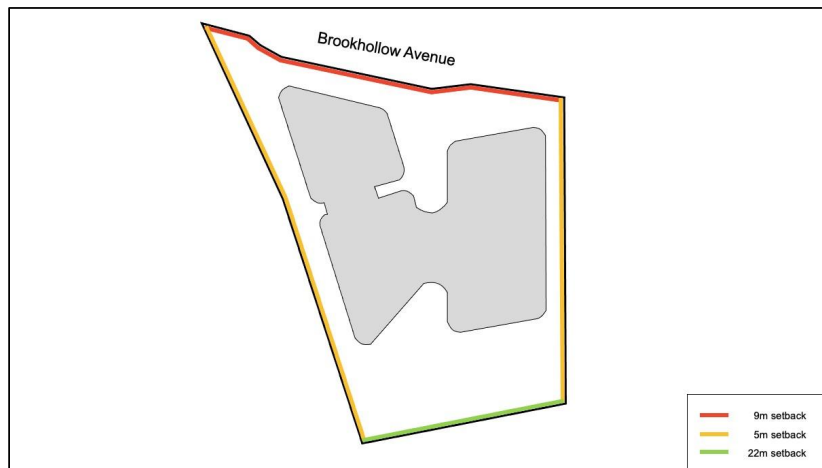


Figure 21: Setbacks – 34-46 Brookhollow Avenue

24.2.3 Site Specific Controls – 7-15 Columbia Way

1. Setbacks shall be in accordance with Figure 22.



Figure 22: Setbacks – 7-15 Columbia Way

25 Solar Access and Overshadowing

25.1 Statement of Outcomes

- Adequate solar access is provided to surrounding residential properties and the public domain.
- Overshadowing does not result in significant loss of sunlight or diminish the enjoyment of public and private open spaces.

25.2 Development Controls

1. All private open space within neighbouring low density residential properties are to continue to receive a minimum four (4) hours of sunlight access between 9am and 3pm on 21st June.
Note: Where these are already receiving less than the minimum 4 hours, the proposed development shall not further reduce the level of solar access.
2. Development shall achieve direct sunlight to the principal usable part of any public plaza and other key public areas for a minimum of 2 hours between 9am and 3pm on 21 June.
3. Open space and landscaped areas within sites must receive solar access between 11am and 2pm on 21st June.
4. Towers over podiums are to be designed to maximise solar access on adjoining properties.

26 Interface with Station Infrastructure

26.1 Statement of Outcomes

- To provide a sensitive interface from the Norwest Station site to the adjoining station infrastructure.
- To ensure a seamless transition between development at the Norwest Station site and station landscapes.

26.2 Development Controls

1. Future development adjacent to Norwest Station is to visually integrate with the station and where possible minimise any adverse visual impacts created by the station infrastructure through creative design, architectural features, landscaping etc.

27 Hours of Operation

27.1 Statement of Outcomes

- Development operates in a manner compatible with adjoining land uses.
- Activity outside of regular business hours is encouraged where suitable amenity is maintained.

27.2 Development Controls

1. Hours of operation shall generally comply with Part B Section 6 – Employment.
2. To encourage operations that contribute to vibrancy out of regular business hours, longer hours of operation may be considered on merit provided they do not adversely affect adjoining properties or business. Proposed hours of operation must consider the operation of loading docks, waste collection services and the use of cleaning/ maintenance vehicles.

Appendix A – Green Travel Plan Requirements

Preparing and implementing a Green Travel Plan is an important part of managing the transport demand generated by the development. The Green Travel Plan should be based on the findings of a Transport Impact Study prepared in association with the proposed development. The Green Travel Plan should include a series of measures that promote and facilitate more sustainable modes of travel with a view to reducing private motor vehicle use.

The following detail at a minimum is to be included within the Green Travel Plan:

- Data from available and up-to-date sources including:
 - most recent data on Norwest Strategic Centre;
 - quantification of expected occupancy of the site, including workers and visitors;
 - comprehensive audit of current transport services including On Demand services; and
 - relevant transport strategies and proposed network changes.
- Aspirational, achievable and specific mode share targets, including targets for the different sustainable modes of transport.
- Details and maps of end of trip (EoT) facilities, access points and site permeability for active travel, including number and location of all secure bike parking, casual bike parking, showers and lockers.
- Details the number of any on-site car-share parking spaces and how they will be managed.
- Consideration of connectivity with nearby cycling and walking facilities and public transport stops and how the development can contribute to improvement.
- Identification of lighting or other issues (like lack of shade) around access points and routes from nearby public transport stops and other points of interest.
- Active travel champions for different companies on the site.
- Innovative approaches to information boards with real time information screens and/or interactive screens in common spaces.
- Exploration of innovative management strategies for parking with disincentives for arriving and leaving during peak hours and/or overreliance on parking.
- Consideration of opal top up facilities onsite.
- Comprehensive communications strategy with assignment of responsibility for each action.
- A completed Transport Analysis Guidance (TAG) which has maps of End of Trip facilities and connectivity with public transport and active transport networks.
- Details regarding existing and additional resources required including how the Travel Plan Coordinator will be appropriately trained and resourced.
- Details of on-going monitoring mechanisms and the minimum number of years that annual performance reports are provided.