

**MINUTES OF THE LOCAL PLANNING PANEL – 17 JUNE 2026
THE HILLS SHIRE COUNCIL**

DETERMINATION OF THE LOCAL PLANNING PANEL

PRESENT:

Graham Brown	Chair
David Furlong	Expert
Vince Hardy	Expert
Lashta Haidari	Community Representative

COUNCIL STAFF:

The Panel were briefed by the following Council Staff on 17 June 2026:

Nicholas Carlton	Manager – Forward Planning
Brent Woodhams	Principal Coordinator – Forward Planning
Gideon Tam	Strategic Planning Coordinator

DECLARATIONS OF INTEREST: No conflicts were declared by the Panel for the listed items.

ITEM 1: LOCAL PLANNING PANEL – PLANNING PROPOSAL – NORWEST CENTRAL (7/2026/PLP)

COUNCIL OFFICER’S RECOMMENDATION:

The council-initiated planning proposal for the Norwest Central Designated Employment Area, as detailed within this report, be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination.

PANEL’S ADVICE:

The Panel supported the proposal progressing to the Department of Planning, Housing and Infrastructure for Gateway Determination and noted the consistency of the proposal with the relevant strategic planning framework and policies.

VOTING:

Unanimous

ITEM 2: LOCAL PLANNING PANEL – PLANNING PROPOSAL AND DEVELOPMENT CONTROL PLAN AMENDMENTS – CATTAI CREEK WEST (6/2026/PLP)

COUNCIL OFFICER’S RECOMMENDATION:

The council-initiated planning proposal for Cattai Creek West, as detailed within this report, be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination.

PANEL’S ADVICE:

The Panel supported the proposal progressing to the Department of Planning, Housing and Infrastructure for Gateway Determination and noted the consistency of the proposal with the relevant strategic planning framework and policies.

VOTING:

Unanimous

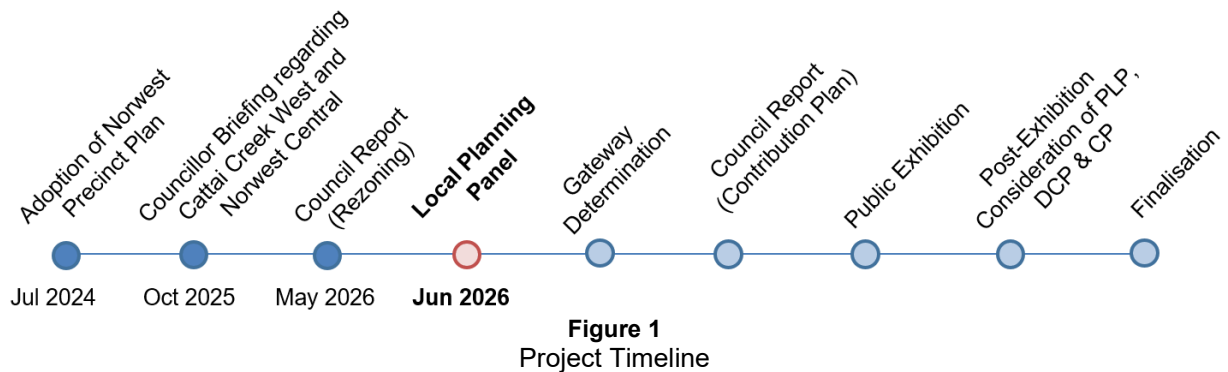
END OF MINUTES

ITEM	LOCAL PLANNING PANEL – PLANNING PROPOSAL – NORWEST CENTRAL (7/2026/PLP)
MEETING DATE:	17 JUNE 2026
	LOCAL PLANNING PANEL
GROUP:	SHIRE STRATEGY
AUTHOR:	TOWN PLANNER JACK FULTON
RESPONSIBLE OFFICER:	MANAGER – FORWARD PLANNING NICHOLAS CARLTON

PURPOSE

This report presents a Council-initiated planning proposal for land known as the “Norwest Central Designated Employment Area” in the Norwest Strategic Centre to the Local Planning Panel (LPP) for advice, in accordance with Section 2.19 of the Environmental Planning and Assessment Act 1979. Council resolved to initiate the planning proposal at its meeting on 12 May 2026.

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 align with the relevant State and local strategic planning policies which aim to increase the capacity for new jobs in well-located areas in close proximity to transport and supporting infrastructure.



RECOMMENDATION

The council-initiated planning proposal for the Norwest Central Designated Employment Area, as detailed within this report, be forwarded to the Department of Planning, Housing and Infrastructure for Gateway Determination.

Proponent	The Hills Shire Council
Owner	Multiple

Site Area	77.8ha
List of Relevant Strategic Planning Documents	Greater Sydney Region Plan Central City District Plan Draft Sydney Plan Section 9.1 Ministerial Directions North West Rail Link Corridor Strategy Hills Corridor Strategy Towards Hills 2050: The Hills Shire Council Community Strategic Plan Local Strategic Planning Statement and Supporting Studies Norwest Precinct Plan

BACKGROUND

The Norwest Precinct Plan (Plan) was adopted by Council on 9 July 2024. The Plan sets the framework for Norwest to emerge as a thriving mixed use Strategic Centre and highly competitive employment precinct. The vision for Norwest builds on previous strategic work by Council and State Government as well as technical investigations focused on the Precinct that provide insight into its unique features, role and function in the region. It advances the planning into finer grain, site specific detail to inform potential changes to planning controls and the infrastructure framework.

Land known as the 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.

This planning proposal is the implementation of Action B1 within the 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. Amendments to the applicable planning controls will transform the Norwest Central Designated Employment Area into a highly competitive employment hub that supports the provision of knowledge intensive jobs to match the skillset of the Shire’s resident workforce.

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 with respect to employment areas within the Cattai Creek West;
- 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 placed on public exhibition concurrently with the planning proposal and draft DCP amendments, should a Gateway Determination be issued. 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.

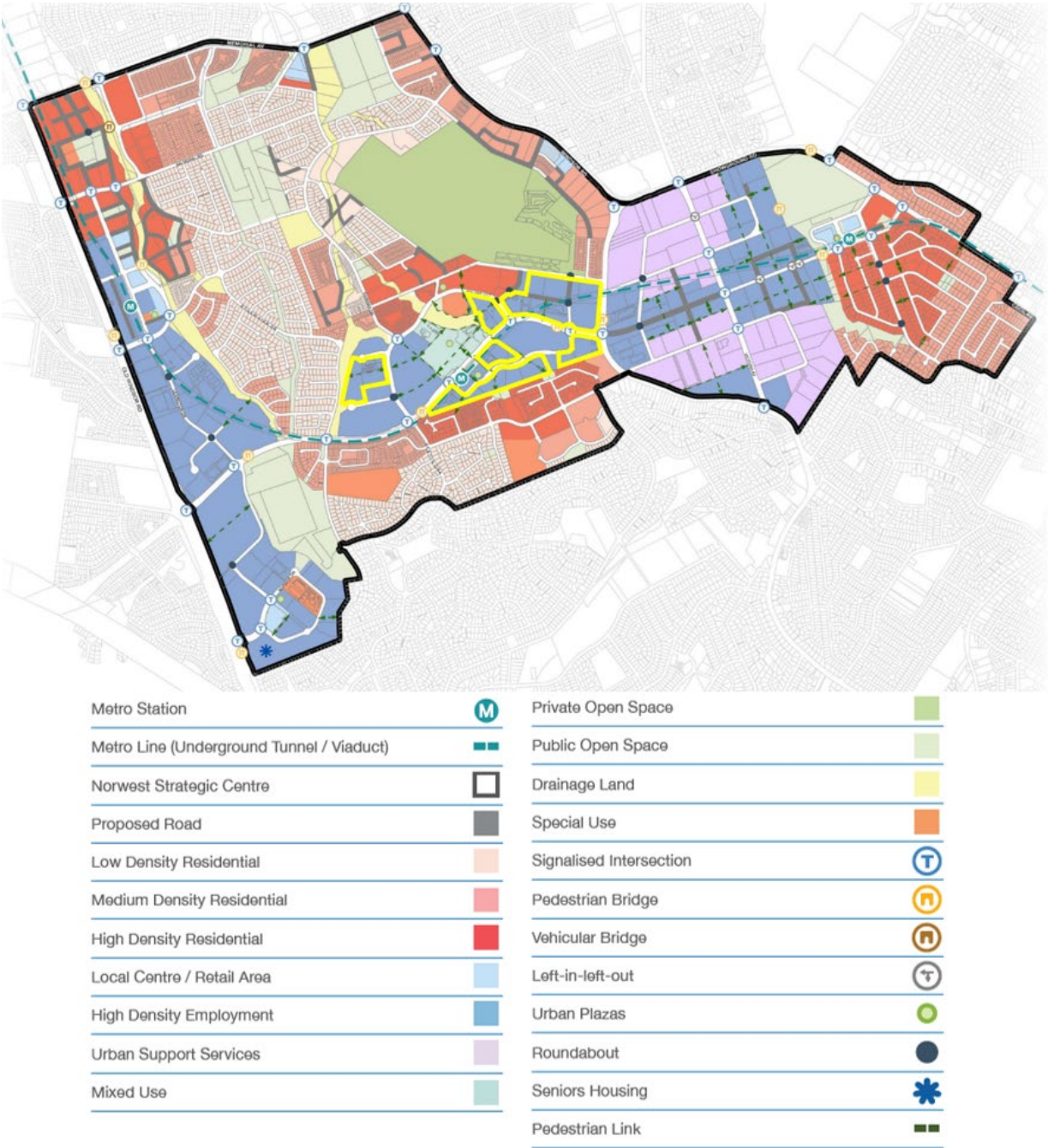


Figure 1
Location and Context of Subject Land within the Norwest Precinct (yellow outline)

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 including 8 Solent Circuit, 2-4 Burbank Place, 14-16 Brookhollow Avenue, 7 Maitland Place and the Norwest Station Site. Some of these sites have since progressed to the Development Application phase and construction. These sites have been excluded from the LEP amendments proposed by this planning proposal as the controls put in place through the previous planning proposals for these sites 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.

The planning proposal area includes Council-owned land at 3 Columbia Court, Norwest (Council Administration Building) and would moderately increase its development potential, consistent with the Norwest Strategic Centre Precinct Plan. The Department of Planning, Housing and Infrastructure (DPHI) has advised that Council may remain the planning proposal authority. However, Gateway approval is still required and Council is unlikely to receive delegation to finalise any LEP amendment affecting Council-owned land. Accordingly, DPHI will be the decision-maker at both the Gateway assessment and finalisation stages.

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 and comprises a total of 26 sites.

The land is generally within walkable catchment of Norwest Metro Station and is 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 2
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.

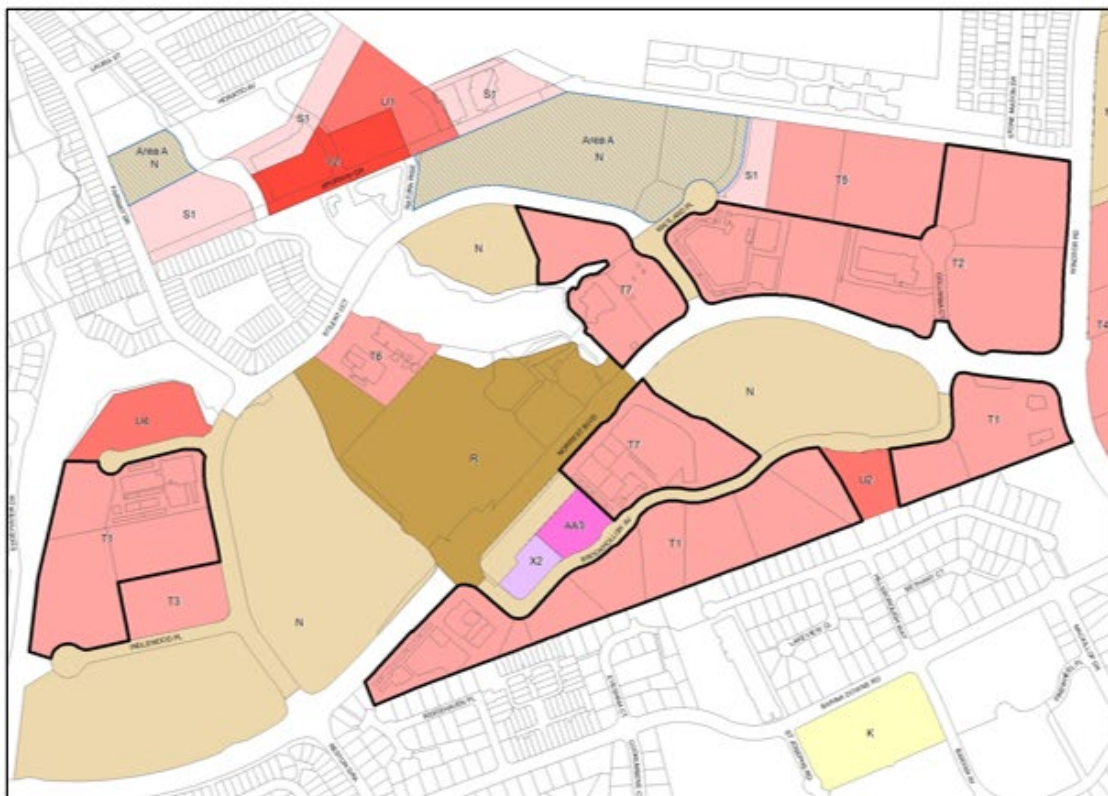
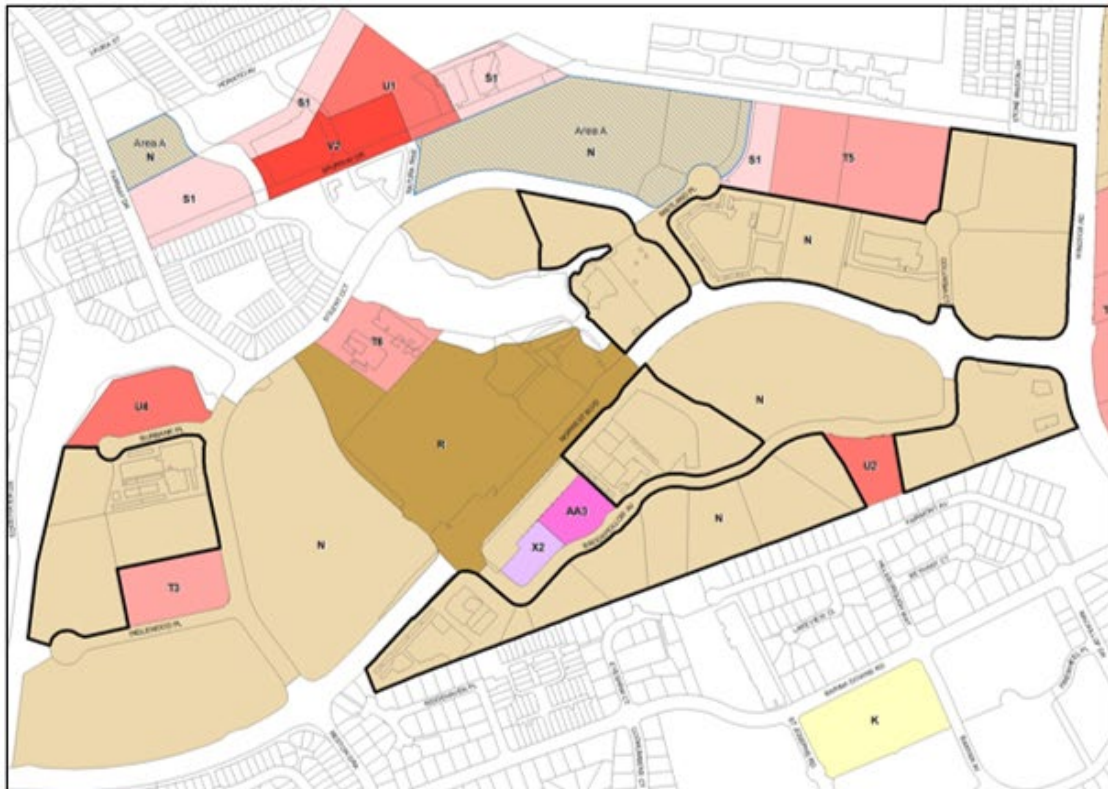
2. DESCRIPTION OF PLANNING PROPOSAL

The planning proposal seeks to amend The Hills LEP 2019 as follows:

- 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 4-5 storeys) to a maximum of between 42 metres (approximately 10 storeys) and 96.6 metres (approximately 23 storeys);
- 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, and
- 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.

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



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 3

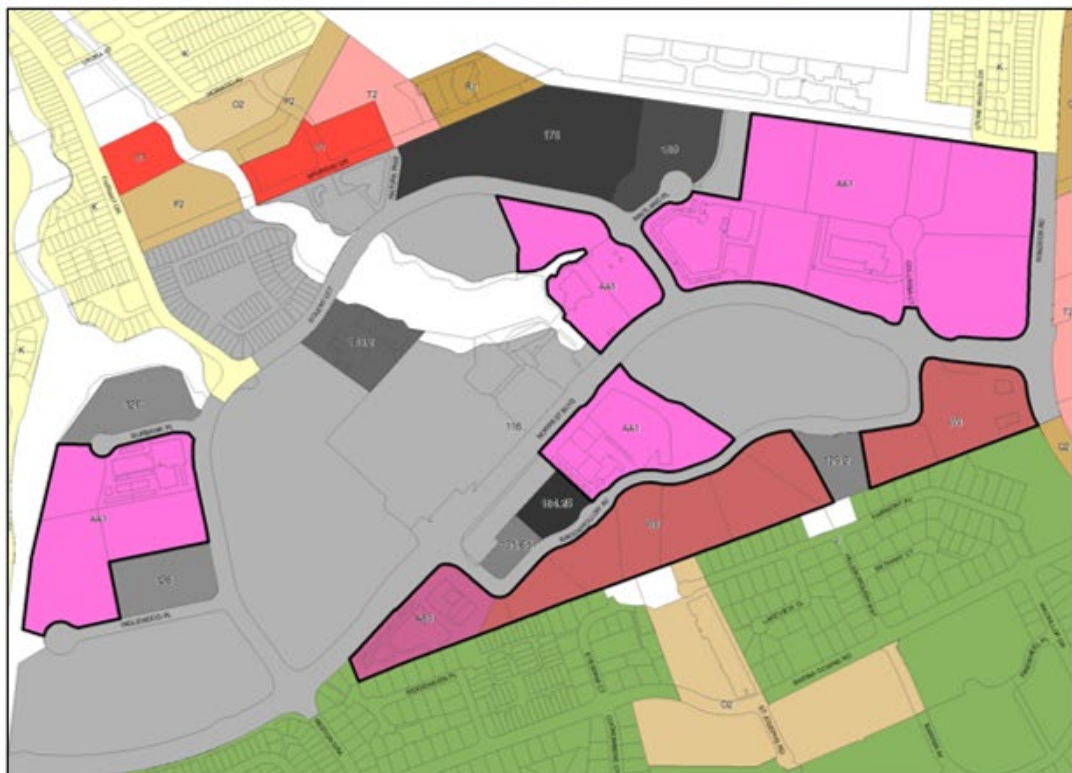
Proposed Floor Space Ratio Map (subject land outlined in black)



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

	Site Identification		U4	2.9
			V1	3.0

Figure 4
Proposed Floor Space Ratio Incentive Map (subject land outlined in black)



Height of Buildings (m) (HOB)

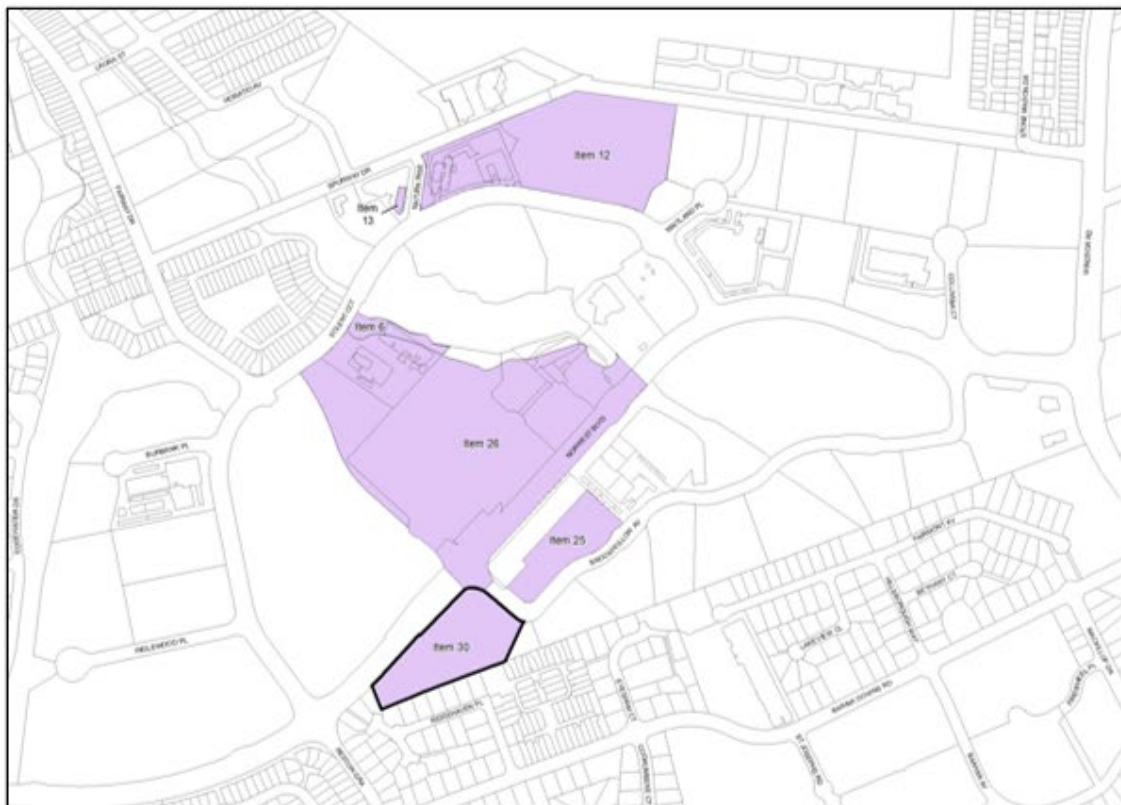
	Site Identification	K	10.0	P2	18.0	R1	21.0	V1	36.0	AA1	62.5
J	9.0	O2	16.0	Q2	20.0	T2	27.0	W3	42.0	AB1	96.6

Heights Shown on Map in RL (m)

116	126	129.2	143.2	169	176
126	135.65	155.85	169	176	184.25

Figure 5

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



Additional Permitted Uses (APU)

-  Site Identification
-  Refer to Schedule 1

Figure 6

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

The table below provides a comparison between the current planning controls, outcomes envisaged under the Government and Council Corridor Strategies and the outcomes sought through the planning proposal.

	Current Controls (LEP 2019)	NWRL Corridor Strategy	Hills Corridor Strategy	Proposed (Per Norwest Precinct Plan)
Zone	SP4 Enterprise	Commercial Business Park	Commercial	SP4 Enterprise
Height	RL116m	6-10 storeys ¹	4-10 storeys ¹	42m-96.6m (10-23 storeys)
Floor Space Ratio	1:1	2:1-4:1	1.5:1-2.5:1 ²	2:1-2.5:1
Min. Lot Size	8000sqm		No change	
Employment GFA (Jobs)	269,097sqm (10,764) ³	565,174sqm (22,607) – 1,130,348sqm (56,517) ³	528,177sqm (26,409) ⁴	601,877sqm (30,094) ⁴
Residential Dwellings	0	0	0	76
¹ The NWRL and Hills Corridor Strategies do not include anticipated heights for the subject site. The abovementioned heights are indicative based on anticipated character and FSR. ² The Hills Corridor Strategy expresses commercial floor space densities as minimum targets, subject to detailed precinct planning and site-specific considerations, rather than maximum limits. ³ Based on 1 job per 25m ² of office GFA ⁴ Based on 1 job per 20m ² of office GFA				

Table 1

Comparison of Existing and Proposed Standards under LEP 2019 and the Strategic Planning Framework

3. STRATEGIC MERIT CONSIDERATIONS

The planning proposal has been assessed having regard to relevant strategic merit considerations as outlined in the following policies:

- Region and District Plan;
- Section 9.1 Ministerial Directions;
- NWRL Corridor Strategy;
- Hills Corridor Strategy;
- Hills Future 2036 – Local Strategic Planning Statement and Supporting Strategies;
- Norwest Precinct Plan;
- Draft Sydney Plan; and
- Housing Delivery Authority SSD Declarations.

Discussion on the proposal's consistency with these policies is provided below.

a) 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 will provide the opportunity for additional commercial office floor space and create more employment opportunities within the Norwest Strategic Centre.

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 Norwest Precinct Plan. The proposal will encourage a shift towards public transportation,

supporting the realisation of a 30-minute city. While the State Government's current emphasis is on increasing residential development capacity within the walkable catchment of stations, there is already significant capacity 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.

Objective 22 of the Region Plan and Planning Priority C10 of the District Plan seeks to attract investment and business activity in strategic centres. The proposal is consistent with this objective as it will facilitate capacity for approximately 624,710m² (355,613m² additional) non-residential floor space compared to what can be delivered under the current planning controls. This could result in approximately 19,330 additional jobs, noting that the take-up of these opportunities would be progressive over this period, and would be determined by feasibility and the market.

The additional jobs would contribute towards the 49,000 total job target identified for Norwest in the District Plan. The proposal will support the delivery of commercial floor space to more closely correspond with the skills and qualifications of the local workforce. Given the Norwest Strategic Centre is expected to accommodate a substantial portion of the Shire's employment provision over the short to medium term, progressing this planning proposal is considered prudent to ensure that there is sufficient zoned capacity for local employment to keep pace with growth and accommodate future business and employment investment in the Norwest Strategic Centre.

The Norwest Strategic Centre is a mixed use centre, which already has substantial capacity for residential development across the majority of land within the walkable catchment of the stations. The Norwest Central Designated Employment Area, along with the Norwest Central Commercial Core, are two small areas of the Norwest Strategic Centre that have been specifically earmarked for employment only outcomes, to ensure availability and capacity for employment growth over the medium to longer term horizon, that is not crowded out or priced out with increasing land values due to pressure for residential outcomes.

b) Section 9.1 Ministerial Directions

- **Direction 1.1 Implementation of Regional Plans**

This direction requires planning proposals to give effect to the relevant regional and district strategic plans. The planning proposal is consistent with this Direction as it implements the strategic intent of the Greater Sydney Region Plan for Norwest as a Strategic Centre on the Sydney Metro Northwest corridor by increasing capacity for employment floorspace in a highly accessible location.

- **Direction 1.16 North West Rail Link Corridor Strategy**

This Direction seeks to promote transit-oriented development and manage growth around the stations along the Sydney Metro Northwest Corridor, and to ensure that proposals are consistent with the Strategy and precinct structure plans. The planning proposal is broadly consistent with this direction as it facilitates commercial development and associated employment-generating uses in an area identified for that outcome. The level of uplift sought through the planning proposal is higher than anticipated by this Strategy, however this is in response to further detailed precinct planning work which was completed by Council through the Norwest Precinct Plan, after the finalisation of the North West Rail Link Corridor Strategy. The proposal remains generally consistent with the envisaged character of the Norwest Business Park, while also supporting a transition to higher density employment outcomes in line with Council's more recent strategic planning for the precinct.

- Direction 4.1 Flooding

This direction seeks to ensure development on flood-prone land is consistent with the NSW Flood Prone Land Policy and Flood Risk Management Manual, and that LEP provisions appropriately reflect flood behaviour and impacts. As the proposal enables increased development potential, consideration has been given to its consistency with the Direction.

The subject land is located at the lower end of a developed catchment and is affected by overland flow paths. Several sites are identified as Flood Controlled Lots under The Hills DCP 2012. Notwithstanding this constraint, investigations undertaken for the Norwest Precinct Plan confirm that existing drainage infrastructure can accommodate the proposed development uplift. Overland flowpaths are generally confined to public waterways and road reserves, with limited exceptions along Brookhollow Avenue where flows follow existing property boundaries.

No additional flooding provisions are required to be incorporated into the LEP, as the area is already developed for urban purposes and uplift will largely occur through increased building heights rather than expanded site coverage. Future development will be managed through the existing DCP flood controls and the draft Norwest Central (Employment) DCP, including minimum flood planning levels, on-site detention and measures to manage surface and subsurface flows.



Figure 7
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% Annual Exceedance Probability level (AEP), 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 represents a minor constraint, it does not impede development in accordance with the planning proposal and can be adequately addressed through site-specific design and mitigation measures at the development application stage.

- 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 of 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, and 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.

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>Flood 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>

Hardware and building supplies
Helipads
Heliports
High technology industries
Home industry
Hotel or motel accommodation
Industrial retail outlets
Information and education facilities
Small bars
Kiosks
Landscaping material supplies
Light industries
Local distribution premises
Mortuaries

Sewerage reticulation systems
Take away food and drink premises
Tank-based aquaculture
Timber yards
Truck depots
Vehicle repair body repair workshops
Vehicle repair stations
Vehicle sales or hire premises
Veterinary hospitals
Warehouse or distribution centre
Waste or resource management facilities
Waste or resource transfer stations
Wholesale supplies

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) North West Rail Link Corridor Strategy

The North West Rail Link Strategy prepared in 2013 identified that, over time, more intensive commercial development would occur within the existing commercial and business park area surrounding the Metro station, including within the Norwest Central Designated Employment Area. It was anticipated that this area would provide for the employment needs of a growing community and support the evolution of Norwest as a prominent employment and strategic centre with direct access to Norwest Metro Station and the substantial residential population within the broader Norwest Strategic Centre and surrounding precincts.

The planning proposal generally aligns with the land use mix and yield outcomes articulated within the Strategy, as it seeks to facilitate high density commercial offices and other complementary employment uses (such as specialised retail), while retaining opportunities for light industrial and urban support services, as shown in the figure below.

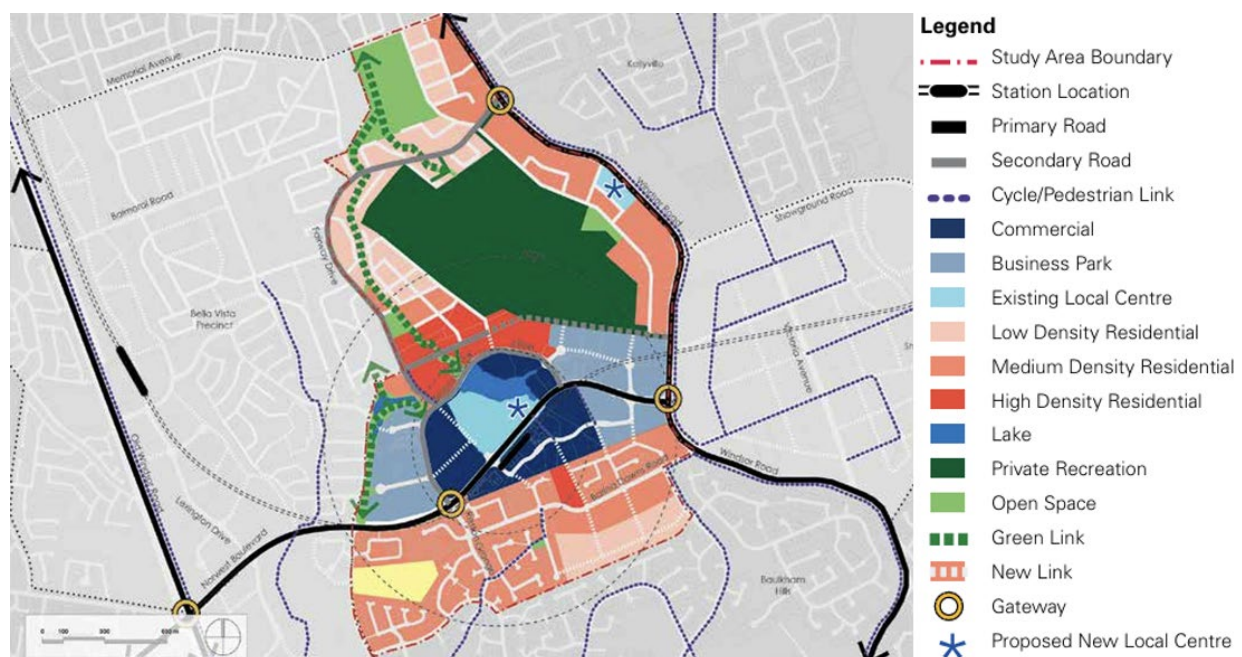


Figure 8
Norwest Structure Plan extracted from NWRL

d) 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, which sought 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 per job) have since reduced to reflect more high density employment outcomes. This facilitates a higher overall job projection.

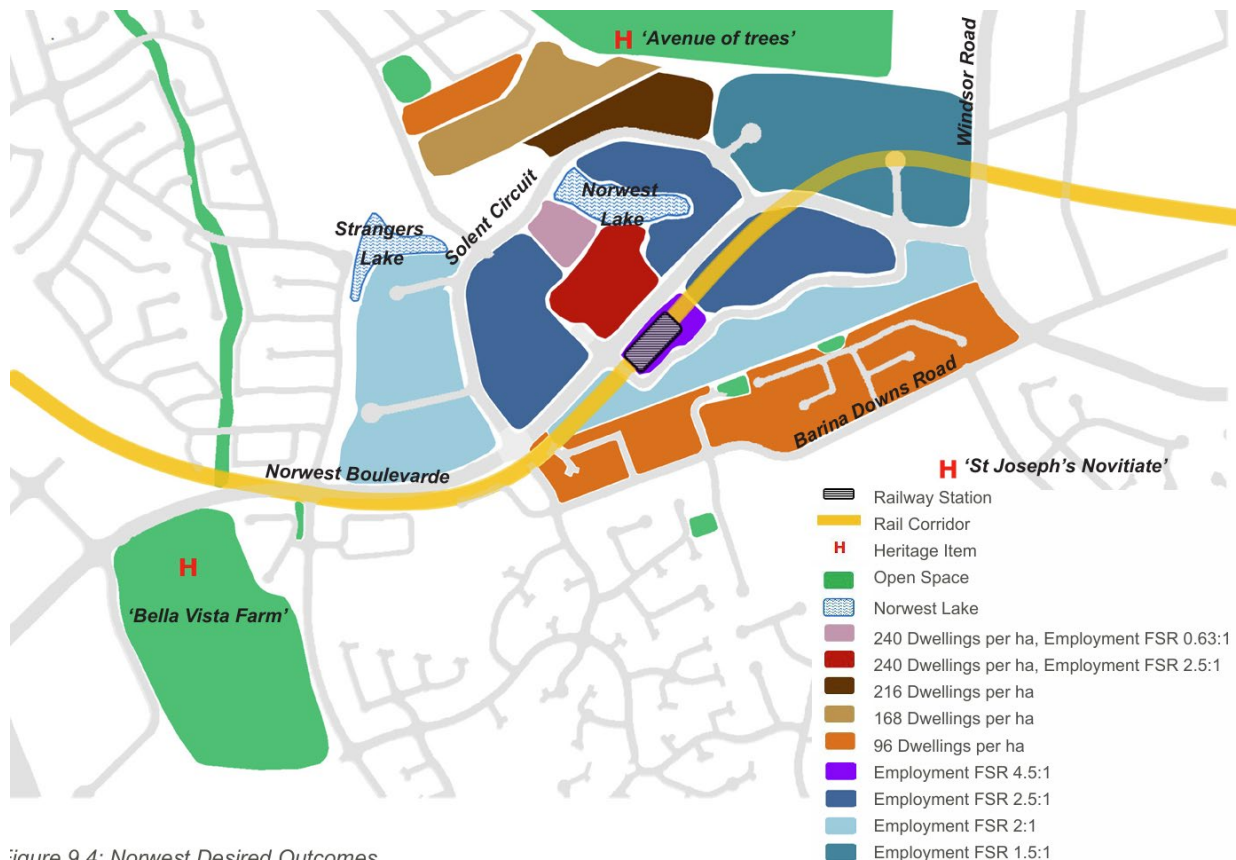


Figure 9.4: Norwest Desired Outcomes

Figure 9
Norwest Structure Plan extracted from Hills Corridor Strategy

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.

e) Local Strategic Planning Statement and Supporting Studies

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 entire 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 uses are not adversely impacted.

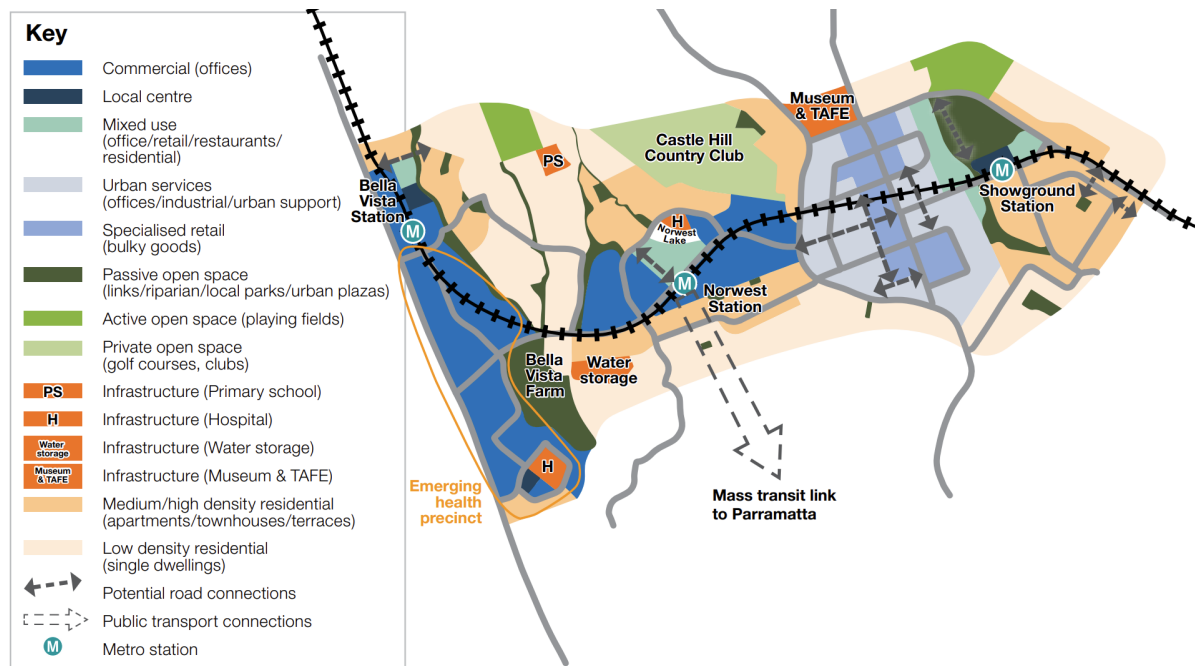


Figure 10
Norwest Structure Plan (Hills Future LSPS)

- *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 the 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 encourage a mode shift for commuters travelling to and from the Norwest Strategic Centre by promoting the use of more sustainable and active transport options. A key component of achieving this outcome is ensuring an appropriate mix of land uses within the precinct, including the retention of sufficient land in walkable proximity to Norwest Metro Station to accommodate employment-generating (destination) uses, rather than only permitting residential development across all land.

The proposal will facilitate an uplift in employment floorspace within a highly accessible location in close proximity to the Norwest Metro Station. The Norwest Central Designated Employment Area represents a moderately sized portion of land within the Norwest Strategic Centre that has been specifically retained for employment outcomes, rather than being rezoned to permit predominantly residential uses. The provision of additional jobs in close proximity to high frequency public transport will support reduced reliance on private vehicles and promote more sustainable travel behaviour.

In addition, the proposed DCP amendments supporting the planning proposal include a range of local road upgrades and new through-site pedestrian connections, which will 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 the Shire's safe, attractive and accessible walking and cycling network that links to public transport hubs, parks, waterways, centres and services. It is aimed at reducing the number of cars on local roads as local residents and workers will 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 close proximity to Norwest Metro Station and around Norwest Lake and identify new pedestrian connections within the Precinct.

f) Norwest Precinct Plan

The Norwest Precinct Plan sets Council's vision and future direction for the Norwest Strategic Centre and articulates a series of actions to implement the outcomes identified in the Plan. It was prepared over the course of 2020–2024 and included extensive technical studies, analysis and consultation with landowners, stakeholders and State Government, culminating in Council's adoption of the final Precinct Plan in July 2024.

Under the Plan, the Norwest Central Designated Employment Area comprises "Focus Area 1" and is earmarked to evolve into a higher density employment area, providing capacity for almost 20,000 additional jobs at 100% uptake and comprising commercial office buildings with built forms ranging between 10 and 23 storeys, and setbacks that incorporate high quality

landscaping. Any redevelopment will need to support the public domain, connectivity and built form outcomes identified for the area within the Precinct Plan.

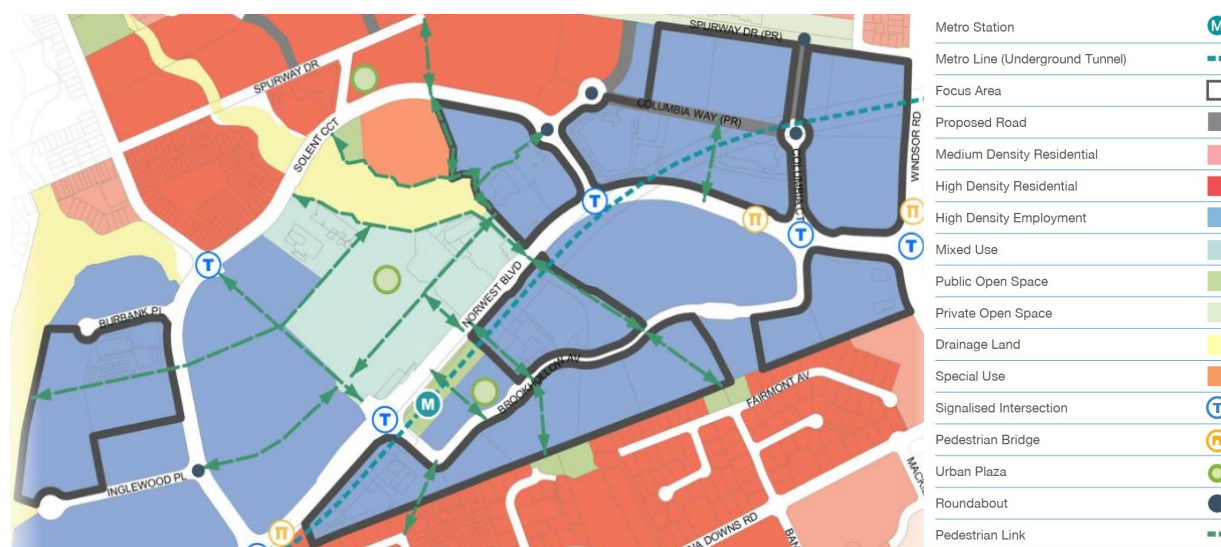


Figure 11
Norwest Structure Plan – Focus Area 1 (Designated Employment Area) Structure Plan

The subject area occupies a highly accessible location within walking distance of Norwest Metro Station and is supported by the existing and planned road network, which includes new and upgraded roads and new pedestrian connections identified in the Precinct Plan. These connections are intended to improve movement within Norwest Central, support access to the station, and strengthen connectivity between the Designated Employment Area, Marketown, Norwest Lake and surrounding precincts.

Whilst commercial office development is the primary intended outcome within the Norwest Central Designated Employment Area, to provide jobs that align with the skills of the Shire's resident workforce, the area will also continue to support a range of complementary employment-generating uses permitted within the SP4 Enterprise zone. This flexibility is important to ensure that the Precinct remains responsive to changing market conditions over time, while still protecting land needed for long-term employment growth.

The Precinct Plan recognises that designated employment lands within the Shire are limited and play an important role in accommodating office, business and other productive employment uses in strategic locations. The intent of the Plan is therefore to protect the Norwest Central Designated Employment Area from encroachment by incompatible land uses, particularly residential development, so as to preserve sufficient capacity for future jobs growth and to maintain land use certainty. This is particularly important in a location such as Norwest Central, where proximity to mass transit and a growing residential population makes the land highly valuable for employment purposes over the longer term.

The proposed development standards, including increased floor space ratios of between 2:1 and 2.5:1 and building heights ranging from 42 metres to 96.6 metres, are intended to facilitate the density and built form outcomes envisaged in the Precinct Plan. These controls would enable significant employment uplift while ensuring that future built form is consistent with the evolving character of Norwest Central and responds appropriately to surrounding interfaces.

As outlined previously, land identified and protected for employment purposes in strategic locations is scarce within the Shire. The Norwest Central Designated Employment Area is one of the key precincts intended to accommodate substantial jobs growth over the medium to longer term. For this reason, the Precinct Plan emphasises the importance of retaining and

encouraging employment uses in this area and avoiding further erosion of employment capacity through the introduction of non-employment land uses. Restricting residential development within this area will assist in managing land use conflict, maintaining the viability of employment development, and ensuring infrastructure is directed toward the long-term strategic role of the Precinct as a major employment hub.

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 development within the Norwest Central Designated Employment Area, with building heights generally ranging from 10 to 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 seek to increase the capacity for new jobs and productive economic activity in well-located areas close to public transport and significant housing growth.

g) Draft Sydney Plan

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, also in accordance with Council's Norwest Precinct Plan.

The draft Policy applies to land identified in the State's Employment Land Development Monitor, including the Norwest Central Designated Employment Area, which is identified for long-term employment outcomes within the Norwest Strategic Centre. This policy context provides strong protection against incompatible land uses and supports the retention of lands with high economic and employment value, while still enabling high quality alternative employment uses. Residential uses are not supported within employment lands identified for strategic protection.

The proposal generally aligns with the objectives of the draft Policy, as well as the technical consideration of introducing 'alternative uses' (such as office premises) by giving effect to the Norwest Precinct Plan, which seeks to:

- increase employment opportunities and economic value of land;
- protect prevailing employment uses while encouraging higher order office employment consistent with the local workforce;
- facilitate appropriate land use integration, including a seamless interface with nearby sensitive residential areas; and
- align growth with existing and planned infrastructure capacity.

Although this policy is draft and not determinative in the strategic or site specific merit tests, the proposal remains consistent with the draft Plan.

As part of the strategic test, consideration is to be given to changes in circumstance, such as policy changes and local trends. In this regard, this section discusses a balanced approach to State Government's competing priorities relating to the provision of employment and residential uses, and the recent introduction of alternate Housing Delivery Authority rezoning pathway.

Employment Growth

The planning proposal would facilitate capacity for over 19,000 additional jobs over the long term. Having regard to potential uptake rates, which vary depending on market and macro-economic conditions, the proposal would make a significant contribution toward the identified

23,900 additional jobs target for Norwest Strategic Centre by 2036, with remaining capacity for further growth and intensification beyond this period as market demand for employment outcomes increases.

Given the Norwest Strategic Centre is expected to accommodate a substantial portion of the Shire's employment provision over the short to medium term, progressing the proposal is considered prudent to ensure that there is sufficient zoned capacity for local employment to keep pace with growth and accommodate future business and employment investment in the Norwest Strategic Centre.

The proposal will provide additional high density office opportunities which will 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.

Consistent with the Precinct Plan, Norwest Central (wherein the Designated Employment Area is located) forms part of the core employment area of the Norwest Business Park and the development within this area is expected to cater for a high density commercial office development supported by retail, business and other employment generating uses that remain permissible and which are expected to form an integral part of the land use mix within this area as it continues to develop. These outcomes are underpinned by the Precinct Plan technical studies, including the Retail Floor Space Analysis 2021, Commercial Floor Space Demand 2021 and Strategic Centres Discussion Paper 2021.

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% percent 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 Norwest Central Designated Employment Area forms part of the small area within the Norwest Strategic Centre that has been deliberately reserved by Council and State Government for higher order 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 order 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. 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.

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 will not 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.

h) Housing Delivery Authority SSD Declarations

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.

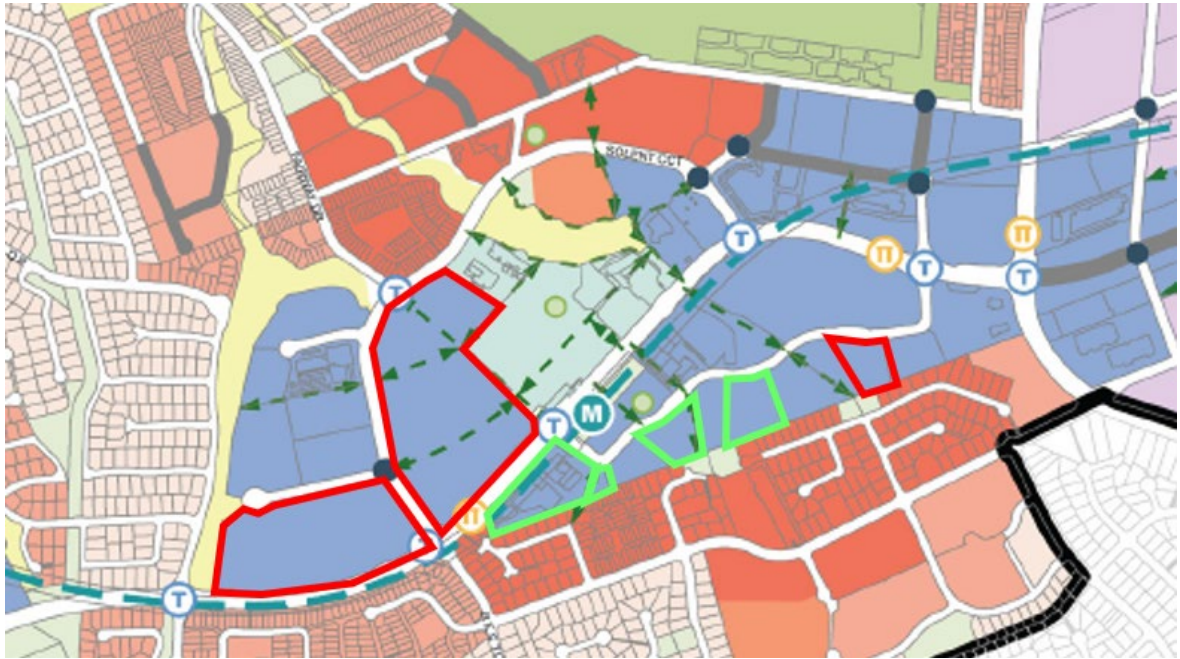


Figure 12

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 unplanned 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 in the form 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.

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 HDA Pathway. Since this time, an SSD application has not yet 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.

4. SITE SPECIFIC MERIT CONSIDERATIONS

The planning proposal requires consideration of the following site-specific matters:

- a) Urban design and built form;
- b) Traffic and parking;
- c) Stormwater and flooding;
- d) Infrastructure funding and delivery mechanism.

a) Urban Design and Built Form

Height, Bulk and Scale

The LEP regulates bulk and scale through the application of floor space ratio and maximum building height controls. The objective of the floor space ratio development standard is to ensure that development is compatible with the built form and character of existing and future development. It also limits development yields having regard to the capacity of existing and planned local and regional infrastructure required to service the development area.

The planning proposal seeks to impose a floor space ratio standard of between 2:1 and 2.5:1 across the site and maximum building heights ranging between 42 metres (approximately 10 storeys) and 96.6 metres (approximately 23 storeys). These heights integrate with the current and planned future character of this locality, as well as the emerging built form outcomes of the broader Norwest Strategic Centre. The density and built form controls align with the outcomes depicted in Council's adopted Norwest Precinct Plan and the action within the Precinct Plan for Council to implement these controls through a planning proposal.

The height strategy for this area is founded on the principle of locating taller elements closer to Norwest Metro Station and Marketown, transitioning downwards towards the periphery of the Precinct and more sensitive interfaces. 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 as well as the emerging built form outcomes within the broader Norwest Strategic Centre.

The proposed controls will deliver appropriate urban design outcomes and are considered to be suitable parameters to put in place to guide more detailed design through the development assessment process for each individual site. The planning proposal would put in place planning standards for the land and will be supported by more specific controls which would need to be applied as part of the development assessment process.

Development Control Plan

The associated DCP amendments, 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.

Specifically, 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 draft 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. A copy of the DCP amendments is provided in Attachment 2.

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

- *Vision and Structure Plan*

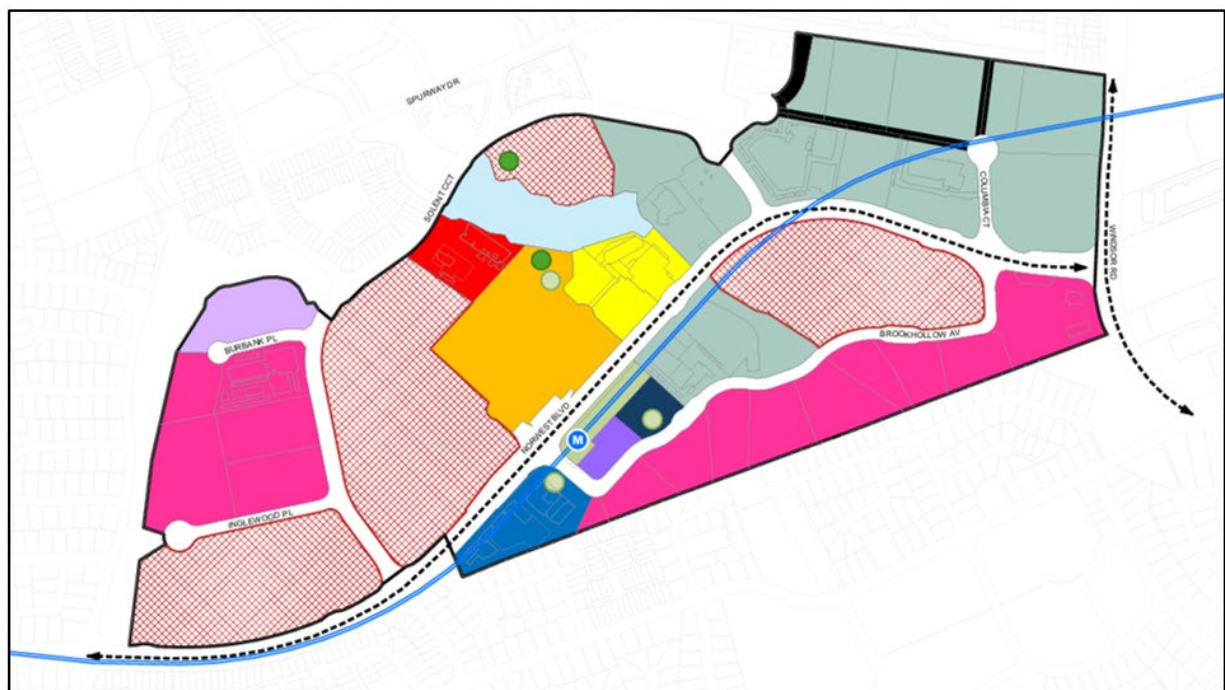
The desired future character for Norwest Central is primarily framed around delivering high density employment development by encouraging master planned development outcomes and enabling feasible employment uplift to occur in line with market demand. The vision

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.



Legend

- | | | |
|--|--|---------------------------------|
| Metro Station | Norwest Lake | Potential Future Open Space |
| Metro Line (underground tunnel) | Primary Arterial / Arterial Road | Public Plaza |
| Area to which this DCP applies | Road Upgrade | Public Open Space |
| Cadastral boundary 24/03/2026 © THSC | Deferred (Subject to future landowner initiated proposals) | Local Centre - Up to 15 Storeys |
| Local Centre - Up to 35 Storeys | High Density Employment - Up to 12 Storeys | |
| Mixed Use - Up to 20 Storeys | High Density Employment - Up to 15 Storeys | |
| High Density Employment - Up to 10 Storeys | High Density Employment - Up to 23 Storeys | |
| High Density Employment - Up to 11 Storeys | High Density Employment - Up to 25 Storeys | |

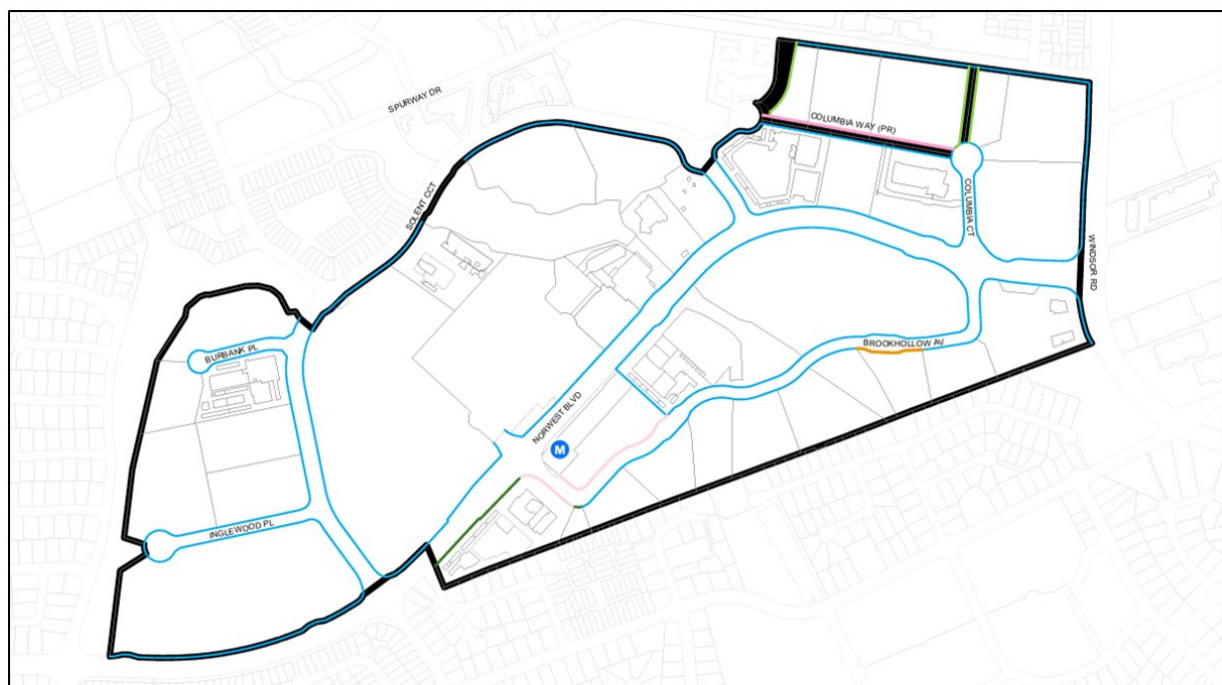
Figure 13
Draft Structure Plan

- **Setbacks**

A minimum setback of 15 metres is 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.



Norwest Central Employment - Setbacks

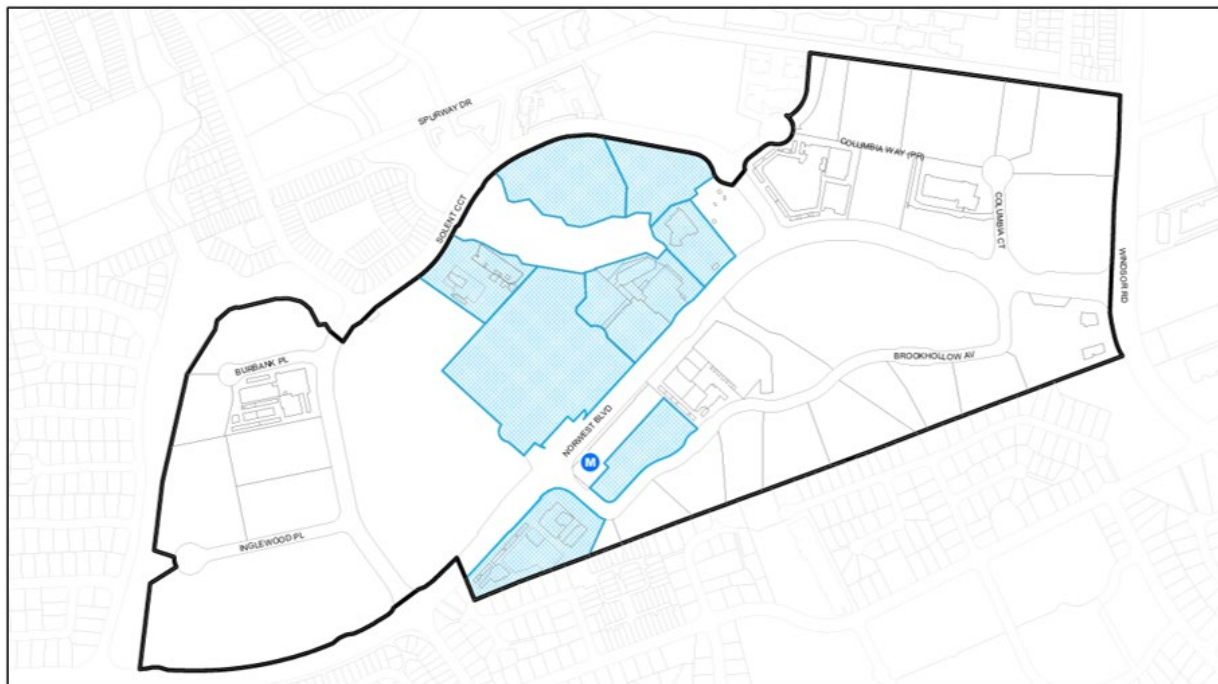


Figure 14
Draft Setbacks Map

- **Ground Floor Activation**

Ground floor activation involves streets that are lined with commercial activity, creating active street frontages that encourages pedestrians to use the streets and connect to nearby public open space and future development. This can be facilitated through permeable retail frontages, outdoor dining, continuous awnings and shared pedestrian cycle path.

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.



Norwest Central Employment - Active Frontages

Legend

-  Area to which this DCP applies
-  Lot with Active Frontages
-  Cadastre 24/03/2026 © THSC
-  Metro Station

Figure 15

Draft Active Frontages 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 improve 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.

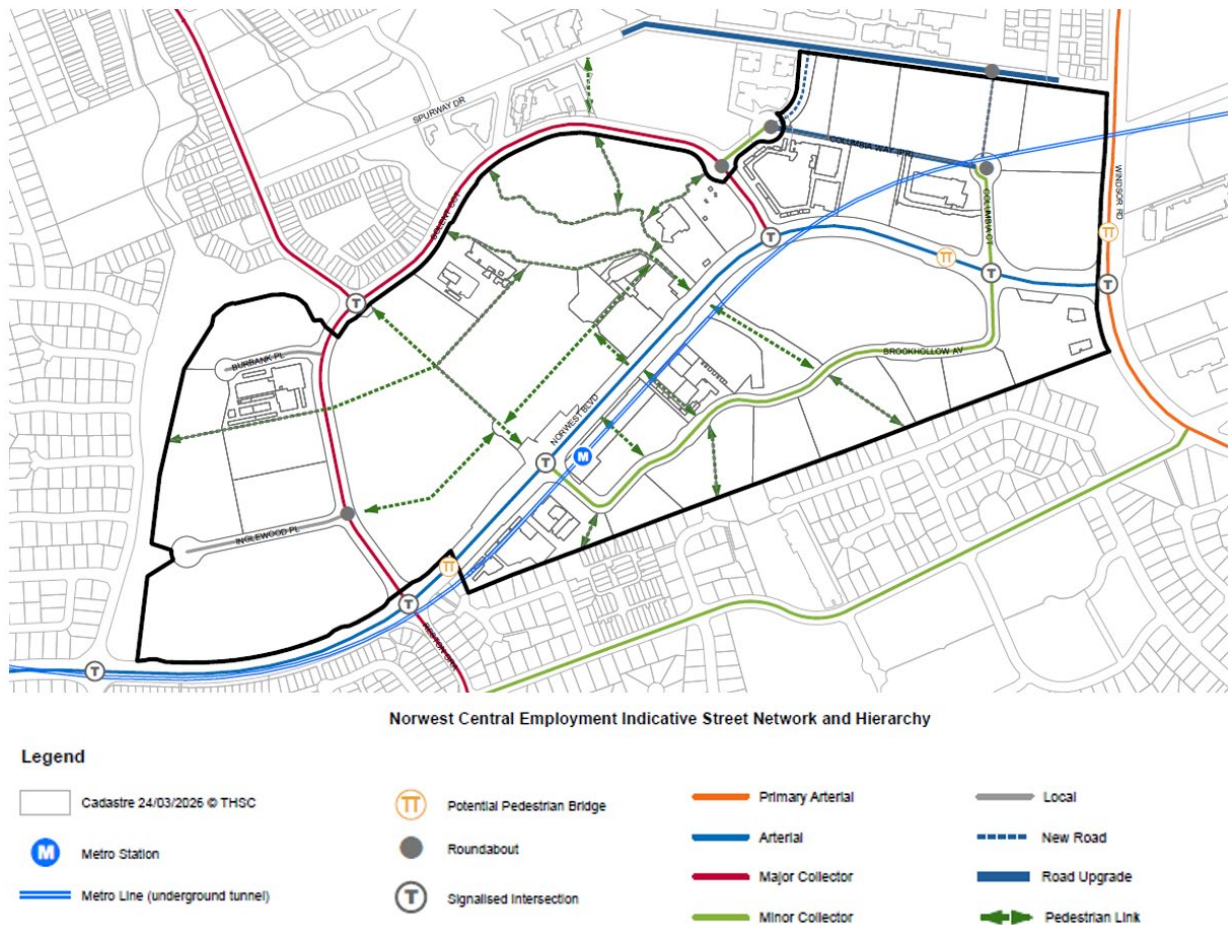
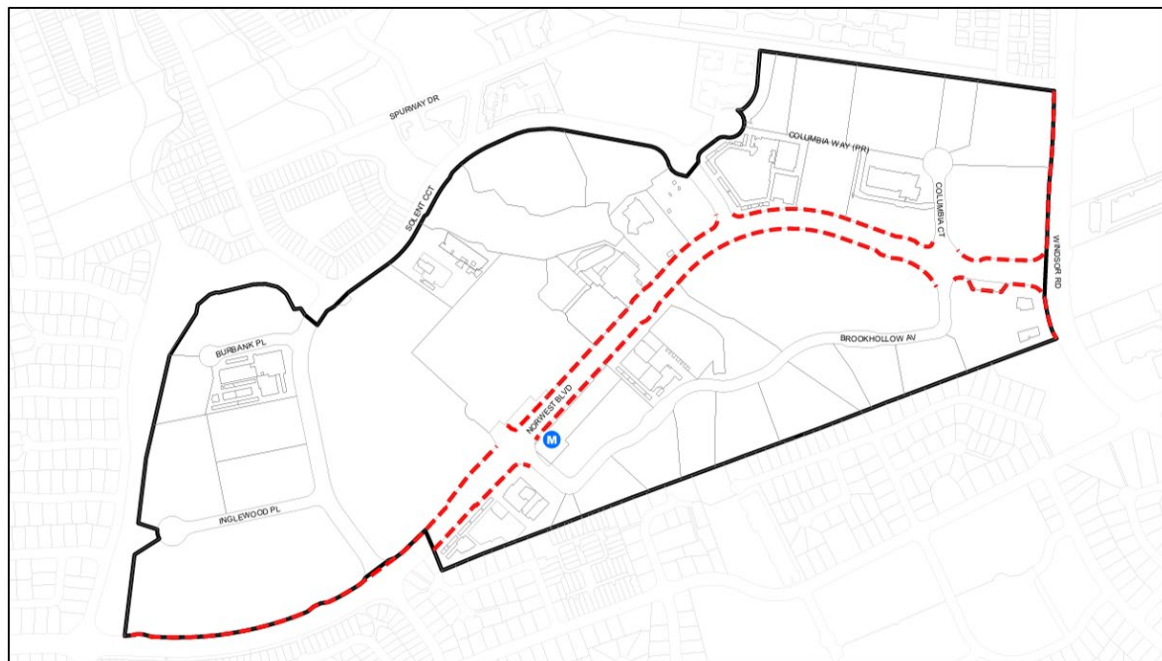


Figure 16
Draft Road Network and Connectivity Map

▪ *Vehicular Access Restrictions*

Under the current DCP, vehicular access restrictions for sites fronting Norwest Boulevard and Windsor Road are in place. 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.



Norwest Central Employment Vehicular Access Restrictions

Legend

-  Area to which this DCP applies
-  Metro Station
-  Cadastre 24/03/2026 © THSC
-  Vehicular_Access_Restrictions

Figure 17
Draft Vehicular Access Restriction Map

▪ Other Controls

Other key controls that are generally consistent with the existing applicable controls included in the draft DCP include:

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

b) Traffic and parking

Traffic

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 and development standards. However, as the majority of the area is located within the walkable catchment of 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 parking capacity and 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 and intensification of non-residential development 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, notwithstanding the likely localised impacts that would occur.

The potential traffic impacts of increasing densities in this area is considered 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 was undertaken in support of the Norwest Precinct Plan. This modelling 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 are being investigated 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 Norwest Central, 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.

Car Parking

Part C Section 1 – Parking of the DCP was amended in August 2024 to introduce reduced car parking rates applicable The Hills’ centres, including Norwest Central within the Norwest Strategic Centre. The rates reflect the recommendations of the Transit Centres Parking Requirements Report which was commissioned by Council following adoption of the LSPS.

Norwest Central contains land in both the inner and outer walkable catchment and future development will be subject to minimum and maximum car parking rates, as shown in the table below.

Commercial Uses	
Minimum	Maximum
<i>Inner Walkable Catchment:</i> 1 space per 100m ² of GFA	<i>Inner Walkable Catchment:</i> 1 space per 75m ² of GFA
<i>Outer Walkable Catchment:</i> 1 space per 75m ² of GFA	<i>Outer Walkable Catchment:</i> 1 space per 60m ² of GFA
Retail Uses	
Minimum	Maximum
<i>Inner Walkable Catchment:</i> 1 space per 60m ² of GFA	<i>Inner Walkable Catchment:</i> 1 space per 30m ² of GFA
<i>Outer Walkable Catchment:</i> 1 space per 50m ² of GFA	<i>Outer Walkable Catchment:</i> 1 space per 25m ² of GFA

Table 2
Applicable car parking rates (per DCP 2012)

The map extract showing the inner and outer catchments is included below.



Figure 17

Norwest Strategic Centre – Inner and Outer Catchment Maps

The car parking rates were informed by the findings of the Regional Traffic Modelling undertaken in association with Council's Precinct Planning for the Norwest and Castle Hill Strategic Centres. The modelling identified that if the previous car parking controls were to be retained, the projected growth would result in an unacceptable impact on the road network, beyond what could be mitigated through expenditure on improvements and upgrades. The current reduced parking rates have been put in place in anticipation of future rezoning such as the subject planning proposal and will be retained to ensure that traffic impacts are minimised and to encourage modal shift to public transport.

c) Stormwater and Flooding

Flooding impacts associated with the planning proposal are discussed in Section 2a) 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.

d) Infrastructure Funding and Delivery 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 the implementation of a new contributions plan covering all employment land in Norwest Central and Norwest Service.

The preliminary draft infrastructure schedule prepared as part of this review identifies the provision for additional traffic and transport infrastructure, water management, passive open space, and community and recreational facilities. Finalisation of the infrastructure schedule and associated cost estimates will inform the determination of the applicable contribution rates.

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. In doing so, it is intended that both projects will be ready to be placed on public exhibition at the same time and the draft Contributions Plan adopted, prior to any finalisation

CONCLUSION

The planning proposal is the next step in implementing Council's vision and objectives for Norwest Central, as established within the adopted Norwest Precinct Plan. The proposal is consistent with the established policy framework for this area which seeks to protect and grow strategic centres and deliver jobs close to public 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 Metro Stations and significant planned residential development areas. The proposed development standards are sufficient to achieve job targets whilst also providing a suitable and contextually appropriate built form. The proposal will also support the outcomes envisaged for Norwest Central by facilitating upgrades to strengthen the use of the public domain areas and improve connectivity throughout the precinct. The supporting development controls will encourage high quality development including but not limited to appropriate built form, enhanced connectivity, ground plane activation and appropriate green space and landscaping.

It is considered that the proposed outcomes demonstrate strategic and site specific merit and warrant progression to Gateway Determination.

ATTACHMENTS

1. Council Resolution – 12 May 2026 (79 pages)
2. Draft The Hills DCP 2012 Part D Section X – Norwest Central (Employment) (43 pages)