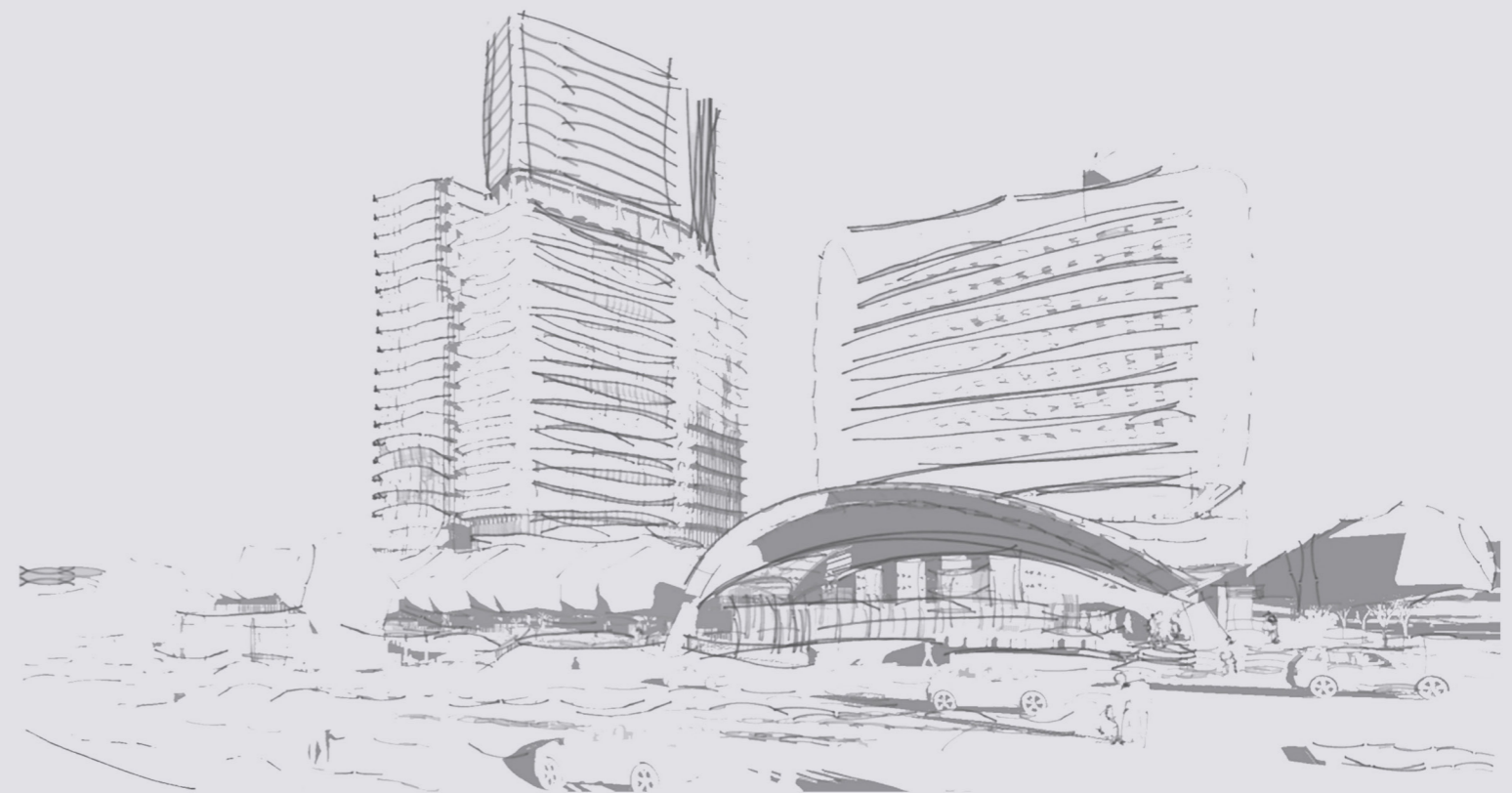


# ATTACHMENT I

## DGL AT NORWEST STATION SITE URBAN DESIGN REPORT

July 2021

scott\_  
carver



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Landcom NSW

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**Submission**

DGL at Norwest Station Site Urban Design Report

July 2021

Document No: 20170198-UD-003-[H]

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Norwest DGL development aligned with 'better placed' objectives from Government Architect NSW



Introduction

## INTRODUCTION

# INTRODUCTION

### THE NORWEST DGL URBAN DESIGN REPORT

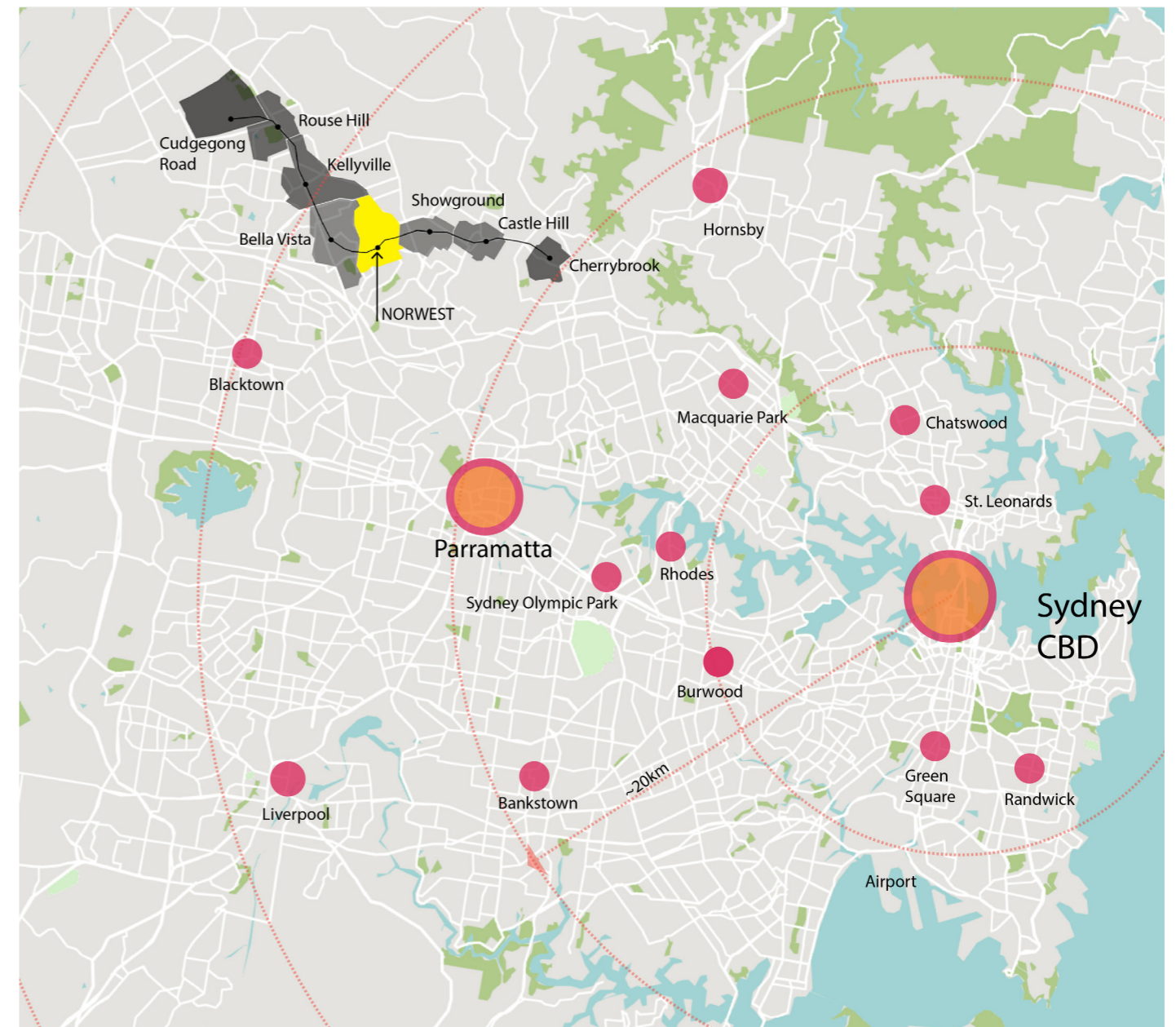
has been prepared by Scott Carver on behalf of Landcom. The Norwest Station Developable Government Land (DGL) is located along the North West Rail Line (Sydney Metro) in Northwest Metropolitan Sydney. The Norwest Station DGL is located adjacent to the Norwest Station Site, within the Hills Shire Local Government Areas (LGA's).

The purpose of this report is to outline a potential development concept that illustrates a compliance with the proposed planning controls. This report supports the increase of height and FSR sought in the planning proposal and outlines the design elements proposed to be controlled through an amendment to the DCP, related to:

- Development principles
- Development controls
- Parking rates
- Movement
- Vehicular egress and ingress
- Proposed Kiss and Ride and taxi stand arrangement

The Urban Design outcome aims to achieve an integrated Norwest Station Site Precinct through the provision of high quality and well activated public domain supported by a viable development. The DGL development aims to enhance the

character of the Precinct whilst creating a new destination in the Sydney Metro North West.



NORWEST STATION SITE DGL IN THE REGIONAL


## INTRODUCTION

# THE SETTING

Located adjacent to the Norwest Station Site, the Illustrative Development Concept for the DGL aims to:

- + Create a Transport Oriented Development outcome
- + Activate the Norwest Station Site precinct and provide a safe and positive customer experience
- + Promote a set of destinations that attracts people and maximises street level activity
- + Identify, seek and attract new business opportunities to diversify job offer.

1. Norwest DGL Site
2. Norwest Markettown
3. Hillsong Church
4. Norwest Lake
5. Pedestrian Path to Evesham Court Reserve

 Norwest Station site area

 DGL site area (net area)



NORWEST STATION SITE DGL

## INTRODUCTION

# DEVELOPMENT PROGRAMME

The Urban Design work undertaken is guided by the economic study initiated by Landcom to identify a land use mix for the site. The findings recommend a significant office employment and retail floor-space forecast for the Norwest Business Park over the next 20 years. This forecast growth is driven by the continued agglomeration of economic activity in the Norwest Business Park, facilitated by public transport connections and accessibility improvements as a result of the new station, and an affluent, growing surrounding residential population.

The Illustrative Development Concept represents a concept development that establishes the development capacity of the site, and suggest site specific mix of uses, that have been informed by a market assesment.

The Illustrative Development Concept is projected to accommodate high value economic activities and uses in a landmark development, offering the potential for premium commercial floor-space for businesses. The proximity to the station also provides a significant opportunity for other activity generating uses, such as restaurants, short-term accommodation, and a business services hub. This will create new employment opportunities and support the transition of the Norwest Business Park into a transit-oriented, more vibrant and diversified Centre.

The Illustrative Development Concept includes an overall floor-space of approximately 52,000 square metres. The indicative mix of uses for Illustrative Development Concept includes:

Use	Floor Space	Characteristics
<b>Commercial Office</b>	Aproximately, 39,455 m <sup>2</sup>	<p>Whilst the market will ultimately dictate the configuration of the suggested floorspace, the early market analysis indicates the following:</p> <p>3 towers to respond to existing market demands</p> <ul style="list-style-type: none"> <li>+ Two towers of aproximately 12-13,000 square metres office buildings with a range of strata office suites</li> <li>+ One tower, aproximately 14,000 square metre office building with 1,500-2,000 square metre floor-plate.</li> </ul> <p>Buildings should aim to provide A grade office floorspace to address a gap in the market.</p>
<b>Business Services Hub (Commercial)</b>	Up to 2,000 square metres incorporated into the short-term accommodation complex. This could include a range of meeting rooms of different sizes and circulation space (a small theatre could be included). Additional floorspace could be required if located within a co-working space.	<p>A meeting / business hub facility could be desirable to be included on the site to capitalise on the proximity to the station for business to business connections and enabling small to medium sized businesses in the Park to access high quality meeting facilities.</p> <p>These meeting spaces may be located within a co-working/hot desking areas which could form part of the hotel/service apartment building.</p>
<b>Short Term Accommodation</b>	Aproximately, 8,645 square metres for a +100-room hotel	<p>A +100-room short-term accommodation complex could be accommodated on the site. Proximity to the station and the central location within the business park are key demand drivers. Short term accommodation also has the potential to attract tour groups.</p> <p>Short-term accommodation should either take the form of serviced apartments (the most common accommodation floorspace in the Park) or a boutique hotel providing a higher-end accommodation option (or a hybrid of these accommodation types).</p>



## INTRODUCTION

Use	Floor Space	Characteristics
<b>Retail</b>	Up to 3,900 square metres of retailing to be located at the ground plane.	<p>The Illustrative Development Concept accommodates a range of retailing:</p> <ul style="list-style-type: none"> <li>+ Small supermarket, to anchor the activity hub</li> <li>+ Delis, bakeries, fresh food for resident and worker demand</li> <li>+ Services for residents and workers (e.g. hairdressing, travel agent, doctors suites)</li> <li>+ Specialty shopping and hotel lobby, ‘airport style’ retailing for workers, visitors and residents</li> <li>+ Destination restaurants and a food hall for travelers and workers.</li> </ul> <p>The retail offer provides residents from surrounding areas with day to day convenience. Dining and food could relate to open space and plaza areas though larger restaurants might be incorporated into hotel/office building lobbies. Specialty shopping might be in an arcade or ‘lobby’ area. Services (medical, dental etc.) might be at first floor or in shop top configurations).</p>
<b>Public Domain &amp; Public Plaza</b>	Public Plaza around 960m <sup>2</sup>	Publicly accessible open space will form a central component of the Illustrative Development Concept. The open space should be integrated with the landscaped open space above the station box. The open space provides thoroughfares for pedestrians, easy access to the station, and active community spaces for residents, workers and visitors. Where possible, active frontages should be located adjacent to the public open space.

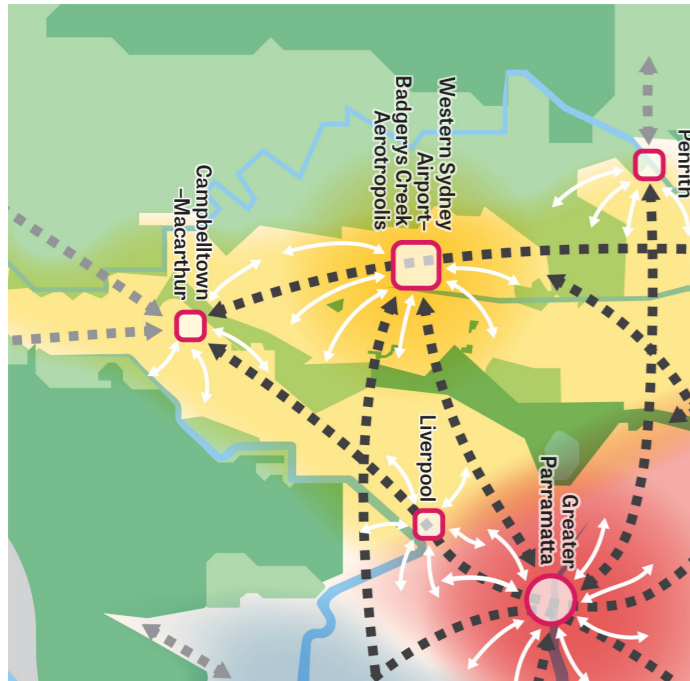


Site

Overview

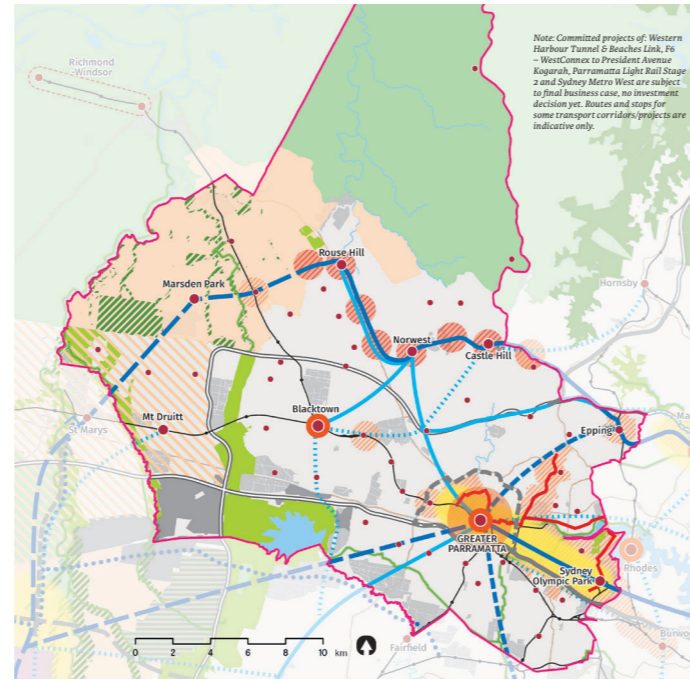
## SITE OVERVIEW

# STRATEGIC CONTEXT



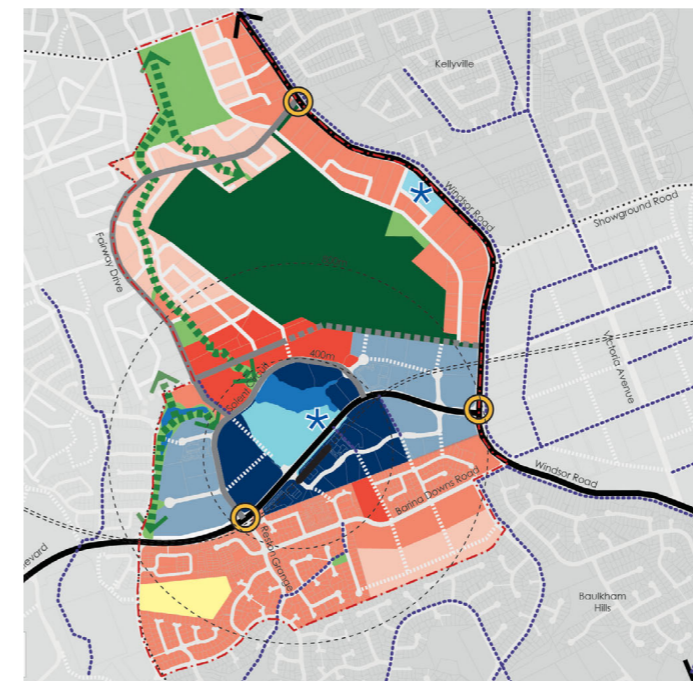
A METROPOLIS OF THREE CITIES : GLOBAL SYDNEY

Source: Greater Sydney Commission



CENTRAL CITY DISTRICT PLAN

Source: Central City District Plan- urban area, Greater Sydney Commission



STRUCTURE PLAN FOR NORWEST

Source: NSW Government



NORWEST PRECINCT IN THE HILLS CORRIDOR STRATEGY

Source: Hills Corridor Strategy, The Hills Shire Council

### GREATER SYDNEY REGION PLAN

The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. As per the Metropolis of Three Cities Norwest is located within the Central River City. Norwest Developable Government Land (DGL) is located adjacent to Norwest Metro, a station along Sydney Metro Northwest.

The Central River City vision highlights: ‘The Sydney Metro Northwest rail link will improve the growth prospects for the north-west of the city by increasing the access to jobs.’

### CENTRAL CITY DISTRICT PLAN

Norwest is located in the Central City District Plan, prepared by the Greater Sydney Commission.

The Central City District Plan recognises the strategic centre of Norwest as a key office precinct providing employment.

- + The District Plan recommends that the new station at Norwest will provide the opportunity to transform the traditional 1990s-style business park model into a transit-oriented, more vibrant and diversified Centre with higher employment densities and a mix of residential uses and supporting services.

### NORWEST STUDY AREA STRUCTURE PLAN

The study determines the challenges and opportunities the new station will present to the Norwest locality culminating in a collective vision and Structure Plan for the station precinct. This will guide the future character of the Study Area and reinforce the delivery of the NWRL and a new station at Norwest.

- + Structure plan indicates an indicative new link from Brookhollow Avenue to the residential area to the south
- + Station Precinct as identified in the Structure Plan includes the DGL. It is anticipated that under the vision of the Structure Plan the Station Precinct can accommodate buildings up to 30 storeys.

### NORWEST PRECINCT DESIRED OUTCOMES

The Hills Corridor Strategy positions Norwest precinct as “A specialised employment, retail and entertainment centre with some opportunity for higher density residential living around the Norwest Lake Precinct”.

- + The Corridor Strategy envisions the expansion and intensification of the Norwest Business Park by delivering a built form that caters for employment activities
- + It articulates that higher density commercial and mixed-use development is to be located close to the station
- + It also identified the Employment FSR of the Station Precinct to be 4.5:1.

# CURRENT PLANNING CONTROLS

## ZONING

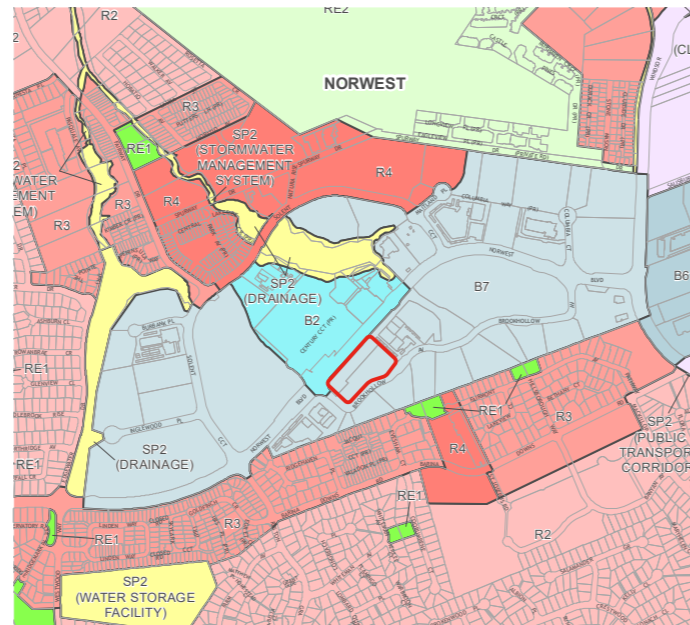
- E4 Environmental Living
- R1 General Residential
- R2 Low Density Residential
- R3 medium Density Residential
- R4 High Density Residential
- B1 neighbourhood centre
- B2 local centre
- B5 business development
- B6 enterprise corridor
- B7 Business Park

## HEIGHTS

- 9.0 metres
- 10.0 metres
- 12.0 metres
- 16.0 metres
- 20.0 metres
- 27 metres
- RL 116 metres
- RL 143.2 metres
- RL 169 metres

## FSR

- N 1.0:1
- R2 1.49:1
- T3 2.3:1
- T4 2.42:1
- S1 1.5:1 (FSR Incentive 1.6:1)
- U1 2.6:1
- V2 3.2:1
- DGL Area (N 1.0:1)



LAND ZONING - LEP 2019

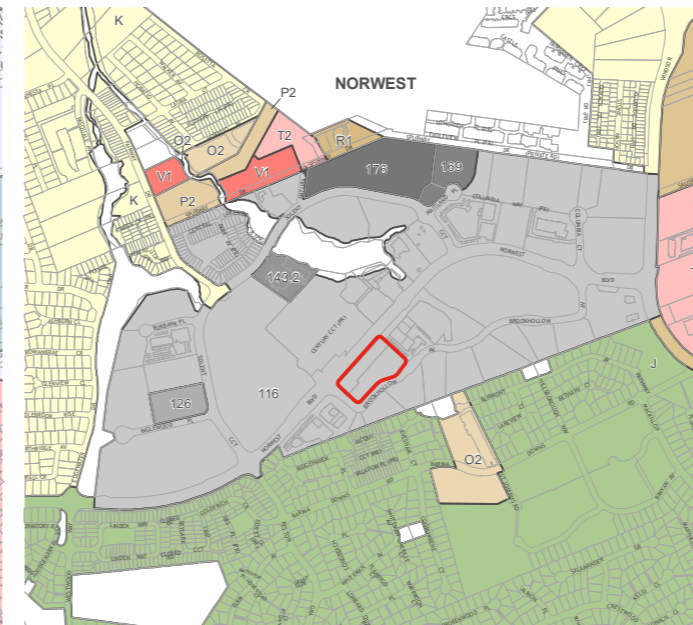
Source: The Hills Shire Council

The key planning controls applicable to the DGL are summarised as:

### LAND USE

The planning controls allow for B7 Business Park development within the subject site.

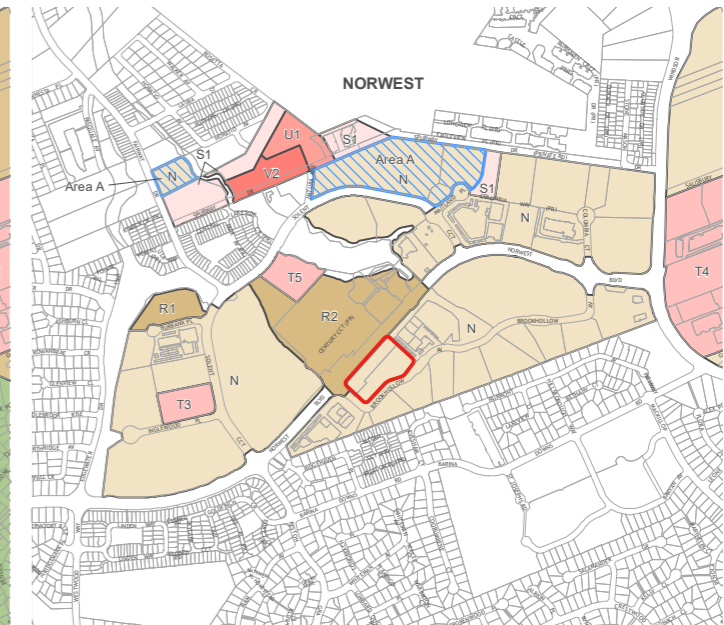
- + R3 and R4 residential areas are located south of the DGL area
- + B2 Local Centre is located north of the DGL area.



HEIGHT OF BUILDING- LEP 2019

### BUILDING HEIGHT

Development within the DGL area and the surroundings have been identified to have a height of 116 RL.



FLOOR SPACE RATIO- LEP 2019

### FLOOR SPACE RATIO (FSR)

The FSR for the DGL area is identified to be 1.0:1.

- + The FSR for the Local Centre north of the DGL site is 1.49:1.

## SITE OVERVIEW

# SURROUNDING CONTEXT

### OPPORTUNITIES FROM NORWEST STRUCTURE PLAN

Source: Transport NSW & Planning NSW, Norwest Structure Plan, September 2013

- + DGL site is well connected by road and Metro
- + Pedestrian links around the DGL provide the access to the station from the residential areas, however there is a further need to improve the walking catchment from the station south of Brookhollow Avenue
- + Whilst the larger area has several lower order creeks, there are no major drainage lines affecting the DGL site.

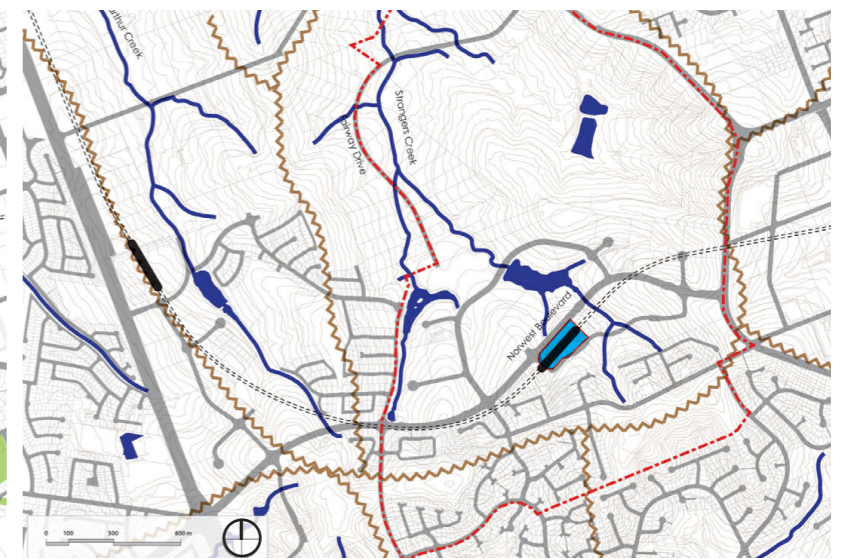
### CONSTRAINTS FROM NORWEST STRUCTURE PLAN

- + The Norwest Structure Plan highlights that the Norwest Boulevard, being a busy four-lane road, is a constraint to north-south movement, and effectively separates the core of Norwest Business Park into two parts. Sydney Metro is delivering a subterranean connection to minimise the Norwest Boulevard separation impact
- + The Cumberland Plain Woodland remnants located south of the DGL site is to be protected.

- Cumberland plain woodland
- Open space
- Drainage line
- Ridgeline
- Primary road
- Secondary road
- Existing bus route
- Existing cycle route
- Traffic intersection
- Within 5 Minutes walk
- Within 10 Minutes walk
- within 20 Minutes walk
- DGL Area



EXISTING OPEN SPACE



BUILDING DRAINAGE



ACCESS AND MOVEMENT PLAN



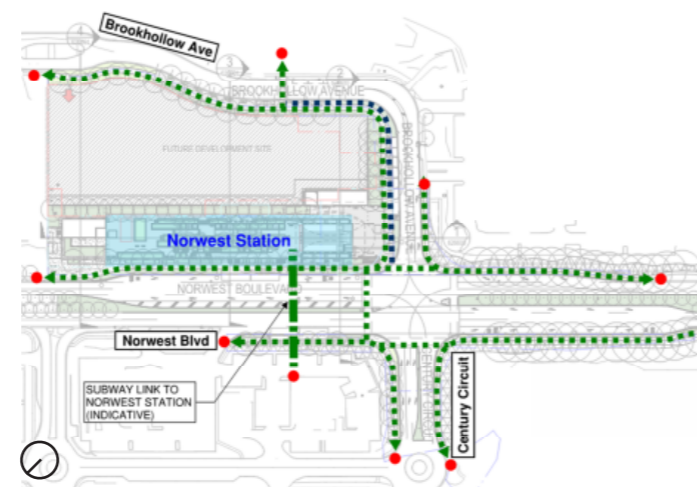
PEDESTRIAN CATCHMENT

Source: Transport NSW & Planning NSW, Norwest Station Structure Plan, September 2013

## SITE OVERVIEW

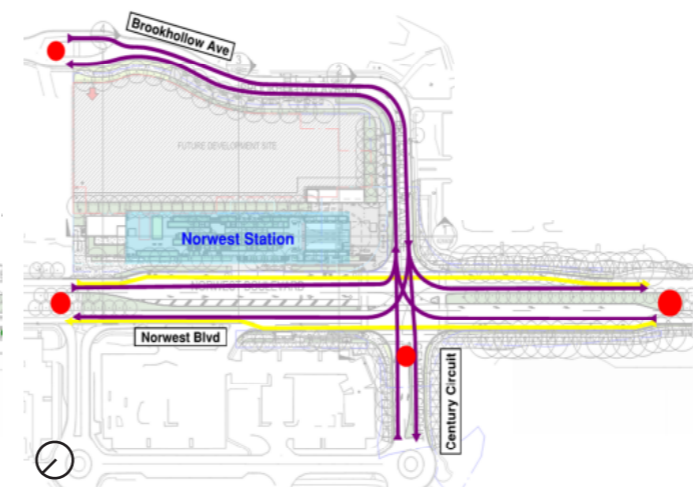
# NORWEST STATION SITE PRECINCT ACCESS

- Bus Access
- Kiss and Ride Access
- Pedestrian desire lines
- Pedestrian subway link
- Cyclists (on road)
- Cyclists (off road)
- Integration point
- Sydney metro northwest shared path
- Footpath (shared pathway width 2.5m)
- Footpath (shared pathway width 1.5-1.8m)
- No footpath
- Marked pedestrian crossing
- signalised pedestrian crossing with cycle
- Cycle parking (part of station precinct)
- Connection to existing network
- Future connection
- Station precinct

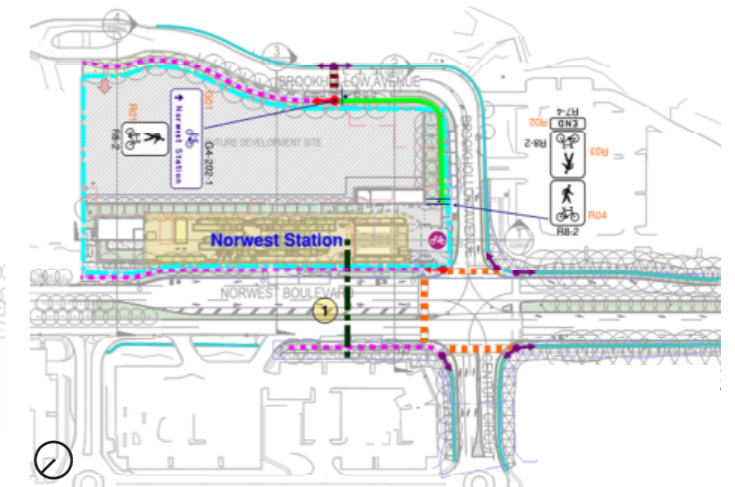


PROPOSED INTERSECTION PLAN

Source: Norwest Rapid Transit



VEHICULAR ACCESS PLAN

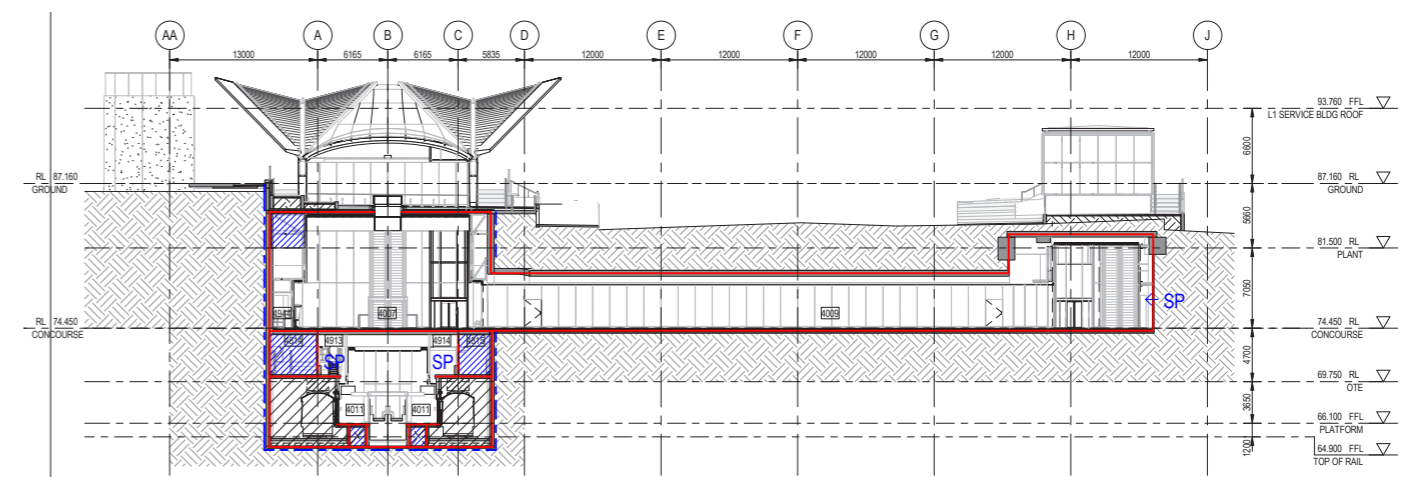


ACCESS PLAN- WALKING AND CYCLING

### NORWEST STATION SITE PRECINCT ACCESS

As identified in the Design Report by Northwest' Rapid Transit the following connections and access are provided around the Norwest Station Site and the DGL:

- + An upgraded intersection at Norwest Boulevard
- + Bus access is planned to be along Norwest Boulevard
- + A pedestrian desire lines and off-road cycling are planned around the DGL site along Brookhollow Avenue
- + A marked pedestrian crossing has been provided across Brookhollow Avenue
- + A pedestrian underpass below Norwest Boulevard connects the station to Norwest Marketown and the Norwest Business Park.
- + Kiss & Ride and Taxi bays along Brookhollow Avenue



NORWEST STATION SITE UNDERGROUND PEDESTRIAN CONNECTION

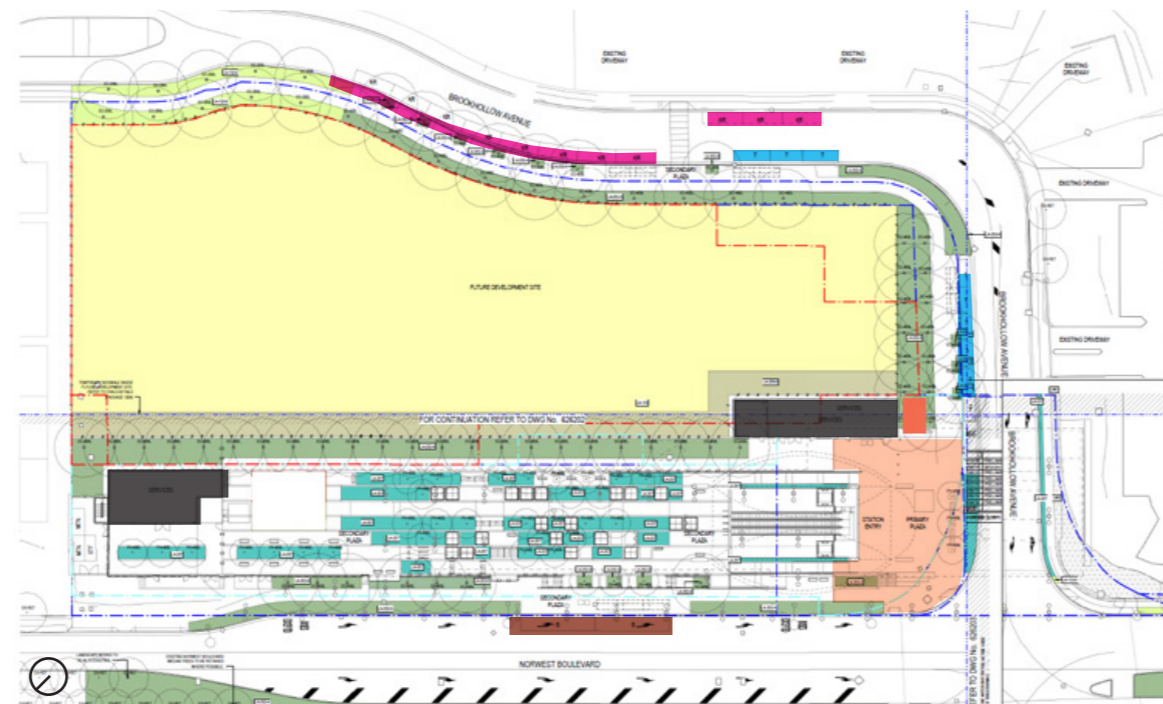
Source: Norwest Station Site Architectural Drawings , TfNSW

## SITE OVERVIEW

# NORWEST STATION SITE AND DGL DEVELOPABLE AREA

The key features of the station can be summarised as follows:

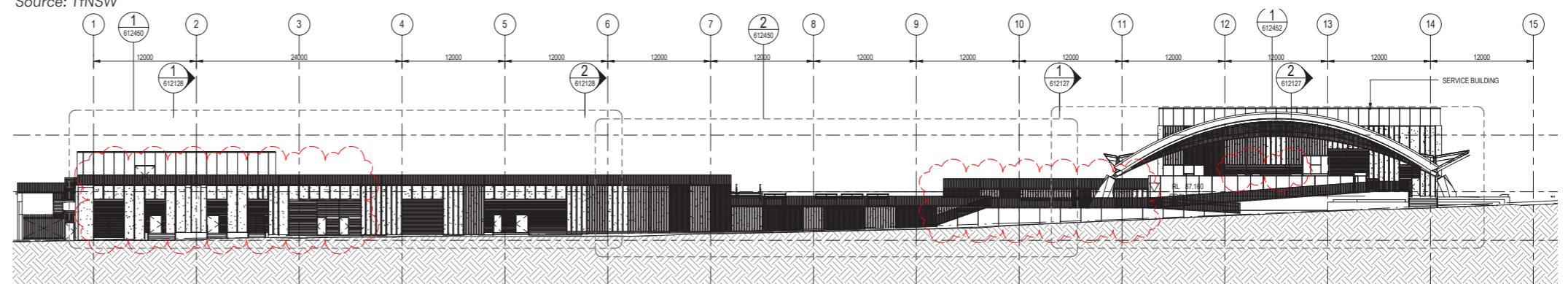
- + The future developable area is identified adjacent to the Norwest Station Site
- + The Primary Plaza at the intersection of Norwest Boulevard and Brookhollow Avenue provides access to the station
- + The Secondary Plaza is a landscaped stepped plaza linking the DGL site to the Norwest Boulevard
- + There are nine Kiss and Ride and nine Taxi spaces located along Brookhollow Avenue
- + Two bus stops are located on either side of Norwest Boulevard.



STATION LAYOUT SHOWING NORWEST STATION SITE FUTURE DEVELOPABLE AREA

Source: TfNSW

- Kiss & Ride
- Taxi
- Bus
- Future Developable area
- Proposed retail zone (Station Area)
- Station landscape at secondary plaza
- Green planting
- Primary plaza
- Station Service building



NORTH ELEVATION: NORWEST STATION SITE FROM NORWEST BOULEVARD

Source: Norwest Station Site Architectural Drawings , TfNSW



## SITE OVERVIEW

# CURRENT LOCAL CHARACTER

The Norwest Station Site is located within the Norwest Business Park. The local character of the surrounding area has evolved from the 1980's to the more recent developments north of the Norwest Lake. The Norwest Business Park has historically functioned as a traditional business park catering to commercial and industrial businesses. However, recently the area has witnessed more residential developments, service-based industries and services catering to the everyday needs of the working population.

- + The Norwest Business Park, located around the Norwest Lake is envisaged to become the largest employment centre in the North West
- + The Norwest Business Park and the Lake are both within walking distance from the Norwest Station
- + Norwest Lake is accessible via a public landscaped pedestrian pathway
- + Norwest Marketown is a commercial and retail node located besides the Norwest Lake
- + Hillsong Church complex along Century Circuit is a major destination
- + A well established low density residential area is located south of the Brookhollow Avenue. High density residential developments are being developed around the Norwest Lake.



BUSINESS PARK AROUND LAKE



DESTINATION LANDMARKS- HILLSONG CHURCH



BUSINESS PARK DEVELOPMENT ALONG NORWEST BOULEVARD



LANDSCAPE AROUND NORWEST LAKE



NORWEST MARKETOWN



LOW DENSITY RESIDENTIAL SOUTH OF BROOKHOLLOW AVENUE

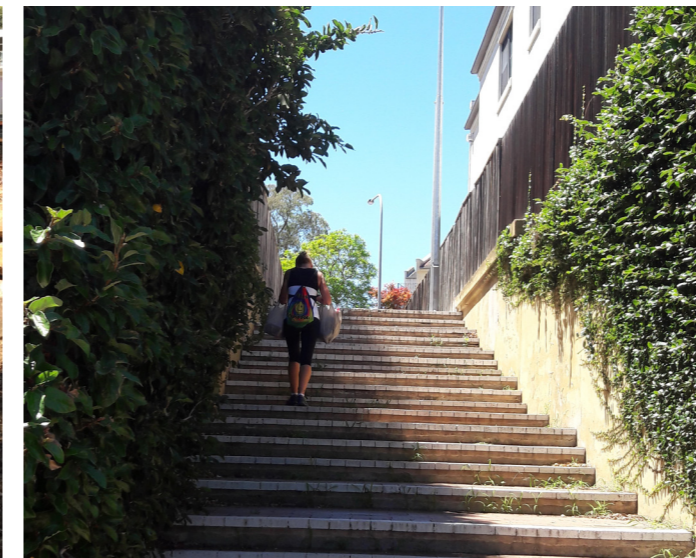
## SITE OVERVIEW

# DGL SITE SURROUNDINGS

- + The DGL area is well connected by a pedestrian link to the surrounding residential area and the local park (Refer 1, 2)
- + The stormwater detention is adjacent to the Cumberland Plain Woodlands remnants, which is protected (Refer 3)
- + Well established residential area south of Brookhollow Avenue (Refer 4)
- + The local Streets within the residential area, such as Evesham Ct and Fairmont Ave, lack pedestrian footpaths
- + Majority of the developments surrounding the site are standalone commercial or industrial developments. (Refer 6).



1. PEDESTRIAN PATH TO LOCAL PARK



2. LINK TO NORWEST BOULEVARD



3. STORMWATER DETENTION AREA



4. RESIDENTIAL AREA SOUTH OF DGL AREA



5. SURROUNDING LOCAL STREET



6. ADINA HOTEL - BROOKHOLLOW AVENUE

## SITE OVERVIEW

# DYNAMICS OF CHANGE

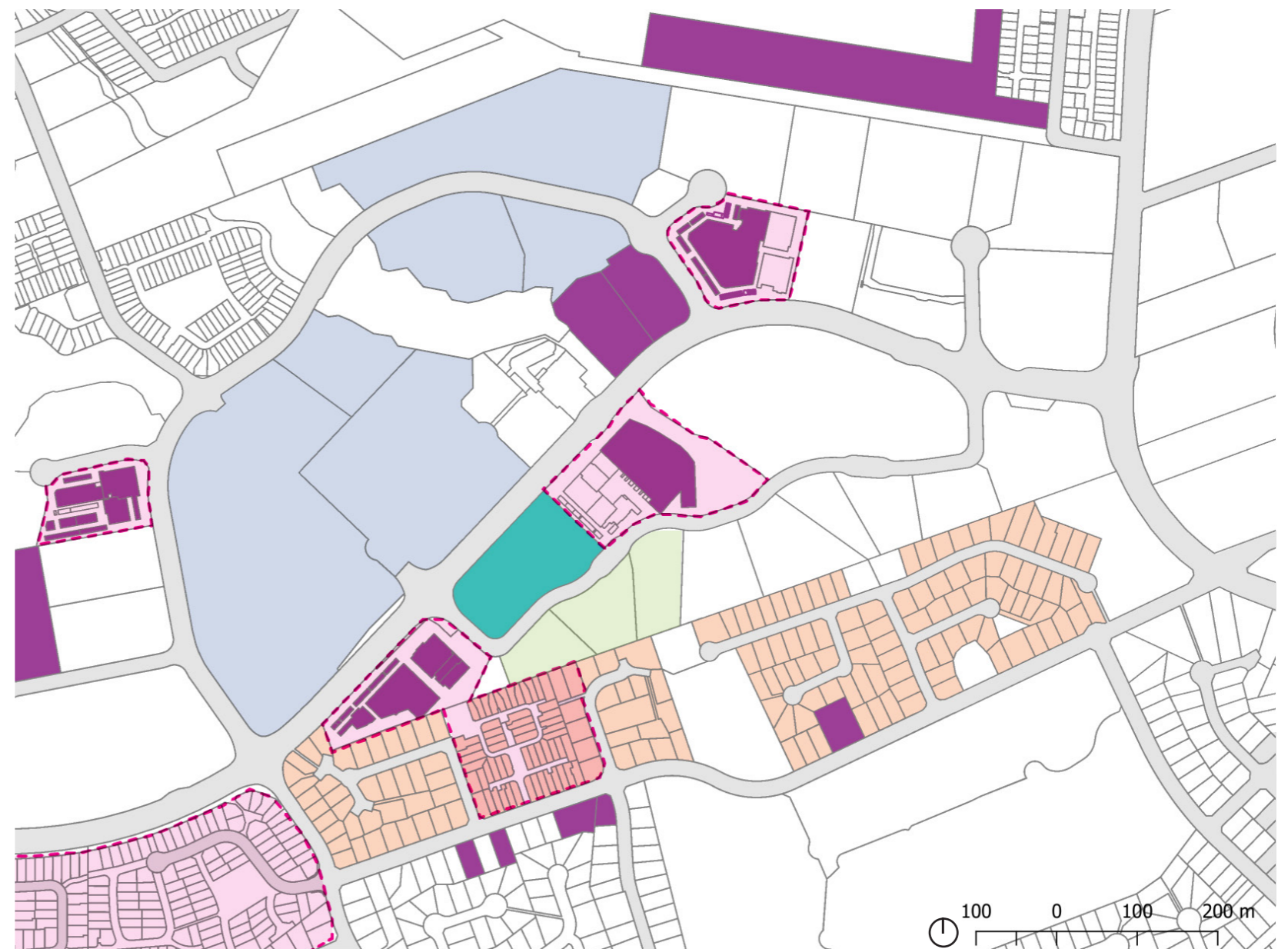
### LOT PATTERN

Norwest represents a diverse range of ownership. In particular the lands surrounding the Norwest Station Site represent this diversity. This ownership and in particular the large lots show the development intent.

- + There are significantly large private land ownership in the surrounding area north of Norwest Boulevard e.g. Norwest Markettown, Hillsong. These areas could potentially be redeveloped in the future. This would influence the future character of the area.
- + The developments along Brookhollow Avenue south of the DGL area could also potentially be redeveloped either individually or through amalgamation.
- + The residential areas south of the DGL site are zoned as medium density residential. There is potential for future redevelopment of the area which would increase the local patronage and catchment of the Norwest Metro
- + There are several strata and community owned lands adjacent to the site, which could potentially be redeveloped with an increased efficient density.

- Strata Title Ownership
- Community Title Ownership
- Norwest Station Site Precinct
- Large Lots - Markettown, Hillsong Church and lots adjacent to and north of Norwest Lake
- Large Lots South of Brookhollow Avenue with potential for redevelopment
- Area identified as Medium Density in Hills Corridor Strategy

Note: the strata title and community title ownerships could have been updated since the preparation of the above diagram



**NORWEST OWNERSHIP PATTERN**  
Source: Norwest Structure Plan

## SITE OVERVIEW

# DYNAMICS OF CHANGE

### NEW DEVELOPMENTS

The Central City District Plan recognises Norwest as a strategic centre, and it is projected to be a key office precinct providing employment. The new metro station provides the opportunity to transform Norwest from a traditional business park into a Transit Oriented Development with higher employment densities as well of mix of residential uses and supporting services. Similarly the surrounding area is witnessing several new developments as well as new planning proposals would transform the character of the precinct.

Some developments currently proposed are:

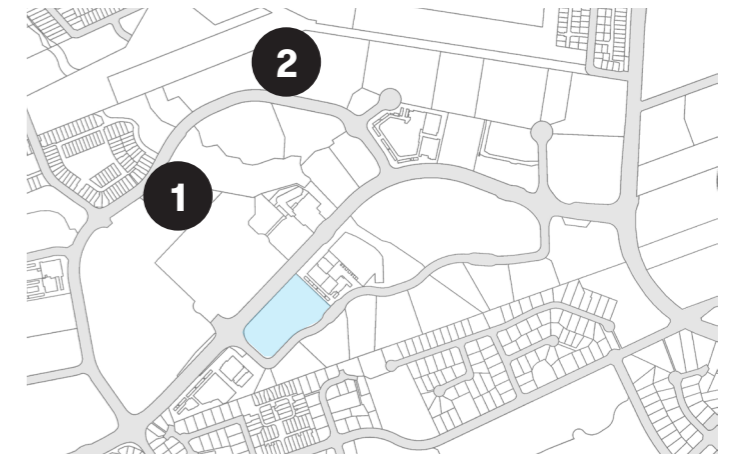
#### 1. 11-13 Solent Circuit

- + A premium high-density development around the Norwest Lake and next to the Norwest Markettown
- + 265 apartments
- + Building Heights: 143.2 RL (19-20 storeys)
- + Four to five storey podium
- + Status- Construction

#### 2. Other Developments

Proposed amendment to Part D Section 8 of Hill Council DCP to allow for higher density:

- + The Section of the Plan applies to properties at Peninsula Way, Central Park Avenue, Lakeside Crescent and 36-40 Solent Circuit, which constitutes the residential component of the Norwest Business Park Town Centre
- + Allow for a transition of scale and density from the low scale and less dense West Precinct to the higher scale and denser East Precinct.



1. ESPLANADE, 11-13 SOLENT CIRCUIT

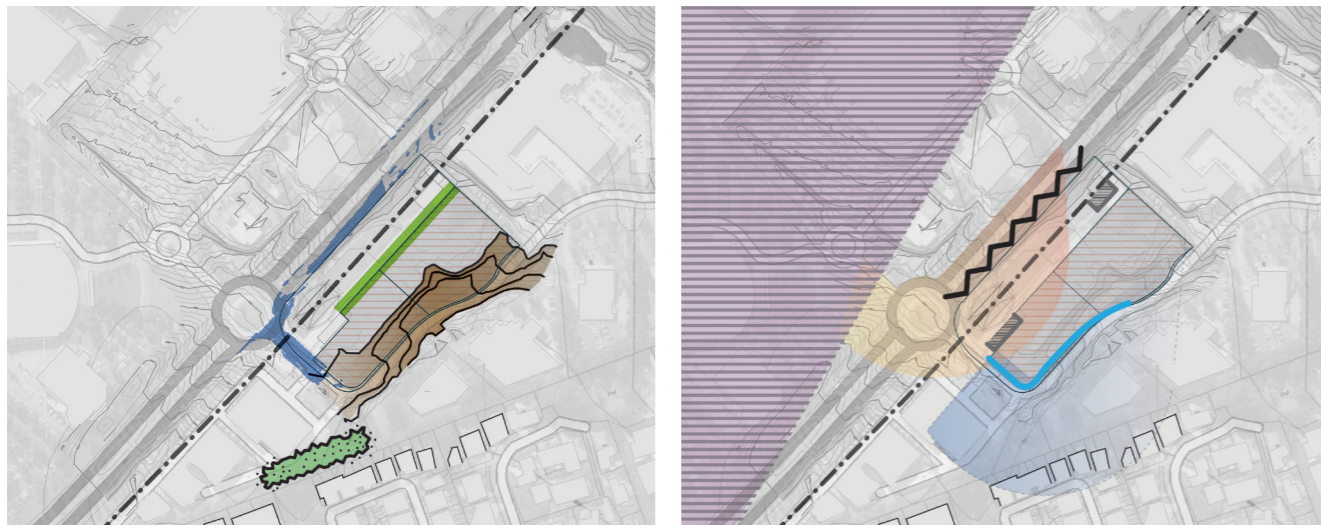


2. PART D SECTION 8 THE HILLS DCP 2012











## SITE OVERVIEW

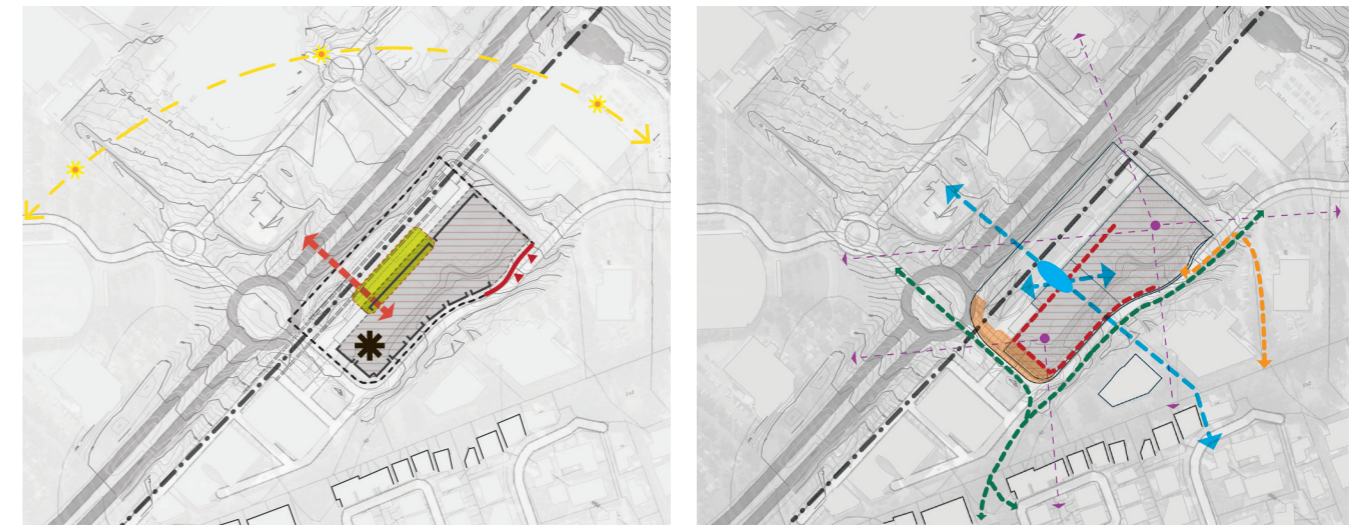
# CHALLENGES AND OPPORTUNITIES

The key challenges and opportunities identified for the Norwest DGL development are:















### CHALLENGES

-  100 yr flooding affected area
-  Level difference of Brookhollow Ave ( 90-87 RL) along DGL site
-  Landscape between Station and DGL
-  DGL Developable area
-  No vehicular access to DGL site from Norwest Boulevard
-  Area allocated for kiss & ride and taxi stands limits vehicular access to site
-  Possible overshadowing of plaza from the proposed high-rise development across Norwest Boulevard
-  Possible overshadowing of residential area south to the DGL development.
-  Station Services buildings are a blank wall.  
The design of the future development site will need to consider the likes of noise emission levels and ventilation considerations from the plant and equipment on the rooftop of the Service Buildings (Refer NWRL OTS - Norwest Station Site Stage 2 - Noise and Vibration)
-  Bella Vista View Corridor



### OPPORTUNITIES

-  Open spaces to the north of the building enjoy advantageous solar orientation
-  Entry and egress to the development away from the station
-  Extend the underground pedestrian link into the DGL development
-  Create a vibrant interface with the Station's landscape plaza
-  A clear address along Norwest Boulevard allows for a landmark development
-  Allow variety in the development edge interfaces
-  Potential regional views from higher levels
-  Potential to extend the Station's primary plaza and allow integration of the public domain
-  Create good pedestrian connection between residential area to the south, Brookhollow Avenue, Norwest Boulevard and developments north of Norwest Boulevard through the site
-  Extensive activation of the ground level around the station and Brookhollow Avenue
-  Surrounding residents can have quick access to the station via the DGL using the existing footpaths
-  Potential new pedestrian link to residential development to the south of Brookhollow



Design  
Statement

## DESIGN STATEMENT

# VISION

THE NORWEST DGL DEVELOPMENT CELEBRATES AND SUPPORTS THE EVOLVING NORWEST BUSINESS PARK INTO A TRANSIT-ORIENTED, DIVERSIFIED CENTRE WITH HIGHER EMPLOYMENT DENSITIES ENHANCED BY HIGH QUALITY PUBLIC DOMAIN

## The development will:

- + Mark the Norwest Station Site on the Sydney Metro Northwest Line in the Norwest Business Park.
- + Assist in transforming traditional business park into a transit-oriented, activated and diversified centre.
- + Become the gateway to Norwest Business Park for commuters using the Sydney Metro Northwest.
- + Create new employment offering.
- + Be climate responsive set amongst high quality public domain.



## DESIGN STATEMENT

# PRECINCT DESIGN OBJECTIVES

The purpose of the Norwest Station Site DGL Precinct Objectives is to identify design considerations that enable the Vision. The key objectives are translated into urban design controls to guide the design of the precinct.

### BUILT FORM OBJECTIVES

#### CREATE AN INTEGRATED DEVELOPMENT WITH VIBRANT AND DIVERSE USES

- + Development to promote diverse range of employment generation supported by a range of uses as guided by the economic study
- + Co-location of development programs for synergy of uses and optimisation of functions
- + Development to wrap around the station box to reduce its visual impact.

#### MAXIMISE DEVELOPMENT POTENTIAL AND DENSITY

- + The DGL is located adjacent to the metro and station landscape open space. It is important to provide adequate density on the property in alignment with good Transport Oriented Development principles, whilst ensuring a high quality urban outcome.

#### DISTINCTIVE ARCHITECTURAL DESIGN

- + The site is located strategically adjacent to the Norwest metro station and envisioned as the gateway to the Norwest Business Park. The architecture is to showcase design excellence as a landmark development along Norwest Boulevard.

#### ENHANCE ACTIVE STREET FRONTAGE

- + Quality retail frontages to be provided along the street and open space. Quality signage, landscape and way-finding to be provided as part of the detailed planning applications.

#### SUSTAINABLE BUILDING DESIGN

- + Encourage sustainable green building technology.

### OPEN SPACE OBJECTIVES

#### PROVIDE ACCESS TO THE STATION ROOF LANDSCAPE

- + The development should provide adequate provision for access to the station roof landscape
- + Development should provide active frontage to maximise the utilisation of the station roof landscape.

#### IMPROVE GROUND PLANE AMENITY AND ACTIVITY

- + DGL development to provide active retail and other activity generating uses along the Brookhollow Avenue
- + Any open space provided should have active frontages and publicly accessible for all with adequate amenities for safety and well-being of the patrons
- + Adequate sun in any major open space provided with the DGL.

#### PUBLIC ART

- + Norwest DGL to provide public realm and encourage integration of public art in the precinct through public art strategy which will be dealt with in detailed planning applications.

### MOVEMENT OBJECTIVES

#### INTEGRATE THE METRO WITH THE SURROUNDING CONTEXT

- + To improve the pedestrian connectivity to the Norwest Station Site
- + Provide a variety of pedestrian connections to the Metro station from Brookhollow Avenue
- + Provide access to the Station roof landscape from Brookhollow Avenue.

#### PROVIDE PEDESTRIAN AMENITIES AT GRADE

- + Pedestrian connections to the station through the DGL site should be easy to navigate and well designed with appropriate scale and quality.

#### PROVIDE UNIVERSAL ACCESS THROUGH THE PRECINCT

- + Pedestrian connections to the station through the DGL site should be non-discriminatory. The primary plaza is the main entry to the Metro station. Potential connection to the station through the development to be explored.

#### SAFE AND CONVENIENT DROP-OFF AND PICKUP LOCATIONS

- + Provide required number of kiss n ride bays, taxi stands, shelters and pedestrian crossing along Brookhollow Avenue.

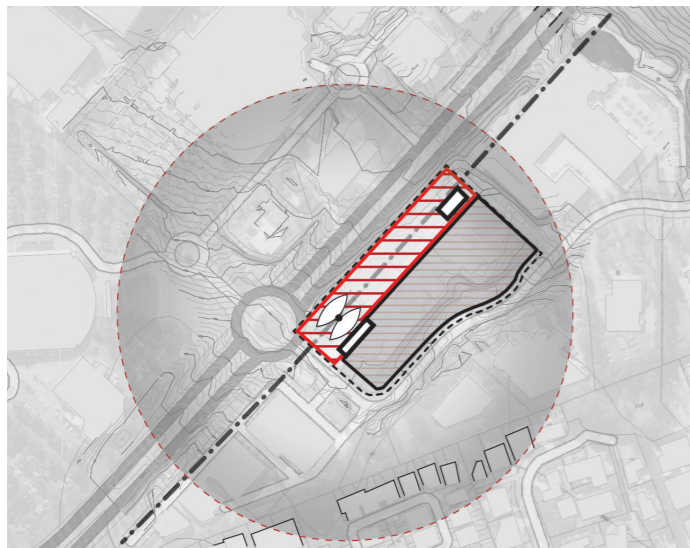
#### GOOD CONNECTIVITY FOR THE DGL

- + Provide vehicular and loading ingress/ egress points from Brookhollow Avenue to service the DGL.
- + Support bicycle connection to the Norwest Station Site.

## DESIGN STATEMENT

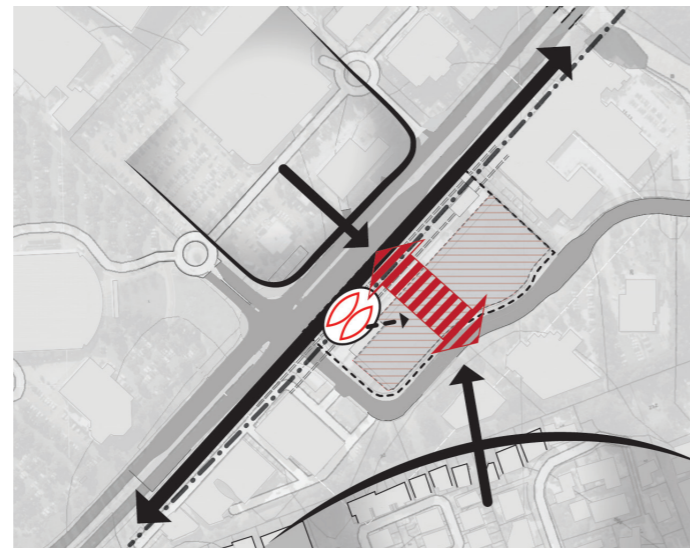
# DESIGN PRINCIPLES

Design principles have been developed based on the site analysis, evaluation of the challenges and opportunities. The design principles will help achieve the vision and objectives set for the development. The design principles provide guidance to the development of the Illustrative Development Concept.



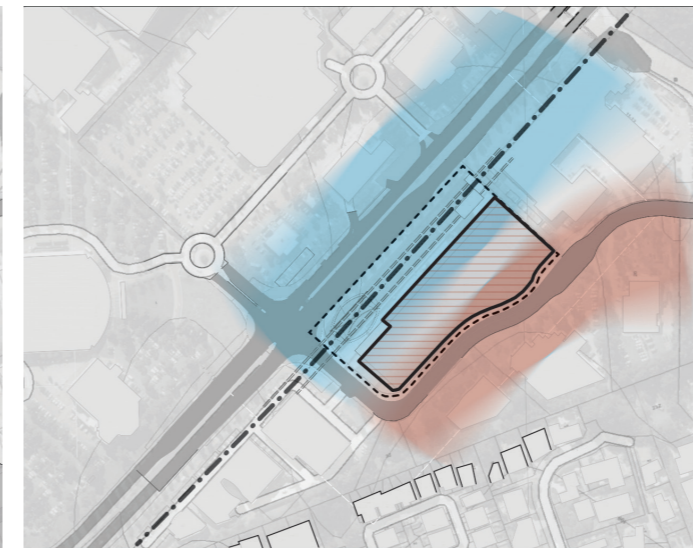
INTEGRATING NORWEST STATION SITE PRECINCT

- + The DGL and the Norwest Station Site to be a seamless development
- + Enhance connectivity of the Station with the broader context
- + Respect and respond to existing site conditions e.g. station service boxes, station landscape.



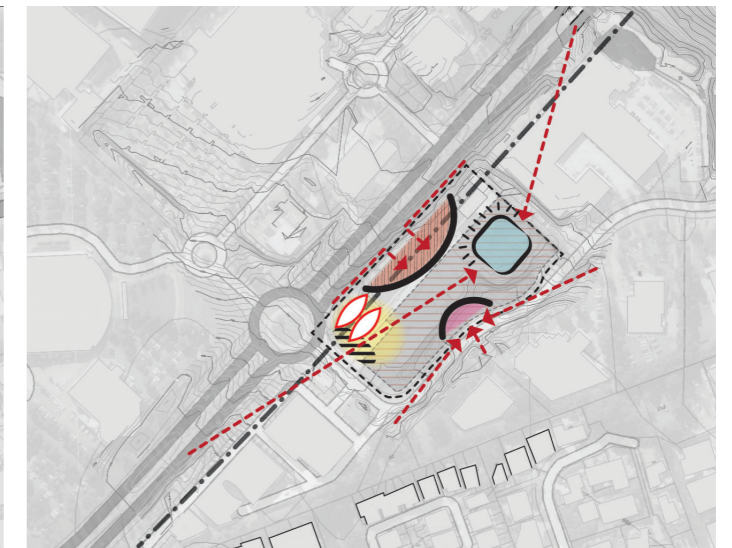
CAPTURING ACTIVATORS

- + Regional - Metro
- + Neighbourhood: Norwest Boulevard including the retail and offices
- + Local: nearby residents.



ADDRESS VARYING CHARACTER

- + DGL development addressing the Norwest Boulevard will interface between the metro station and the broader Norwest Boulevard character
- + DGL development addressing Brookhollow Avenue will interface with the local character.



MAKING A 'MARK'

- + Public domain to respond to the various user groups
- + Pedestrian entry plaza: visitors along Norwest Boulevard
- + Entry for local community at Brookhollow Avenue
- + Visual Node: long views.

## DESIGN STATEMENT

# DESIGN PRINCIPLES



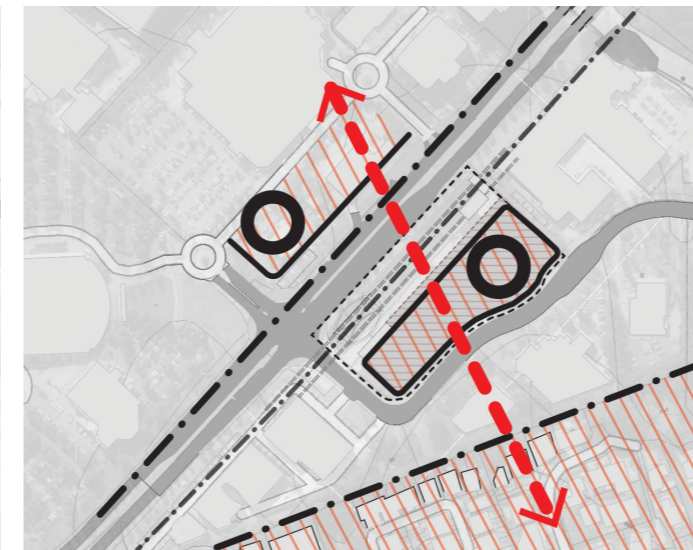
CONTINUITY OF SPACE

- + Variety of public domain interfaces and scales
- + Integrate various open spaces by activated building edges and public art.



DISTINCT ADDRESS

- + Pedestrian entry and experience
- + Clear vehicular entry and egress point.



IDENTITY

- + Site as a catalyst for future redevelopment between Norwest Boulevard and Brookhollow Avenue
- + Allow for proper transitioning to the surrounding development
- + Appropriate location of heights to minimise overshadowing impact.



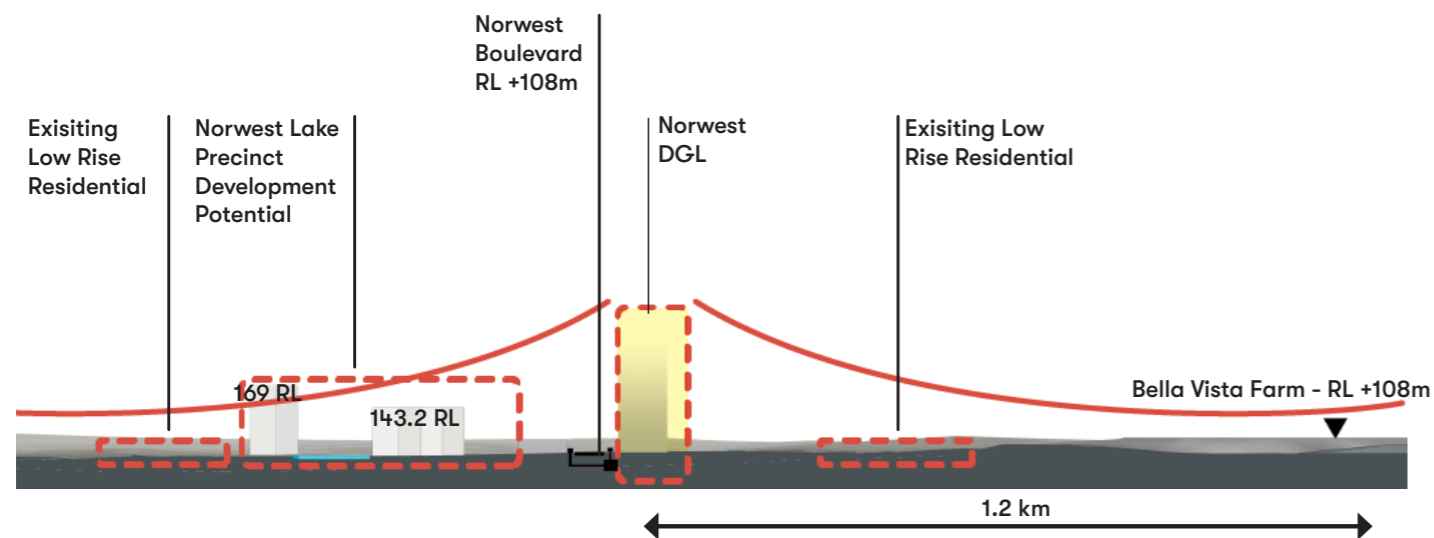
FLEXIBILITY

- + Possibility of constructing in two stages
- + Exploration of dual car park entry point from Brookhollow Avenue sets the development up for staging opportunity.

## DESIGN STATEMENT

# URBAN FORM STRATEGY

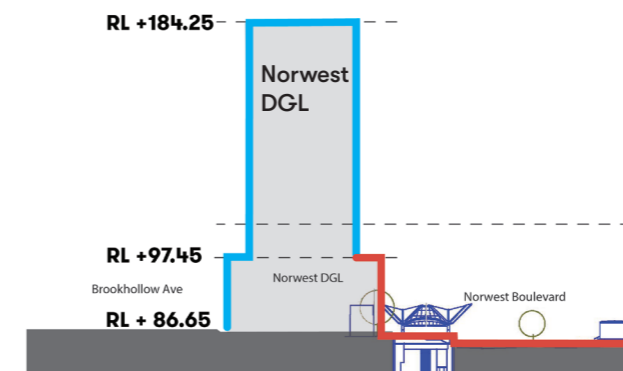
Urban Form Strategy aims to provide a high level appreciation of the evolving urban form of the larger Norwest area and the immediate area around the station. The strategy examines the potential for height of the strategic DGL site in relation to development scale and urban form and its role as a gateway transit oriented development.



INDICATIVE CROSS SECTION OF NORWEST

### INTENSIFYING BUILT FORM ALONG NORWEST BOULEVARD



- + Intensity and scale of developments will transition outward from Norwest Boulevard
- + The development around the Norwest Metro Station will cater for height and intensity in line with the principles of Transit Oriented Development.



INDICATIVE CROSS SECTION OF NORWEST BOULEVARD

### BUILDING METRO STATION PRECINCT

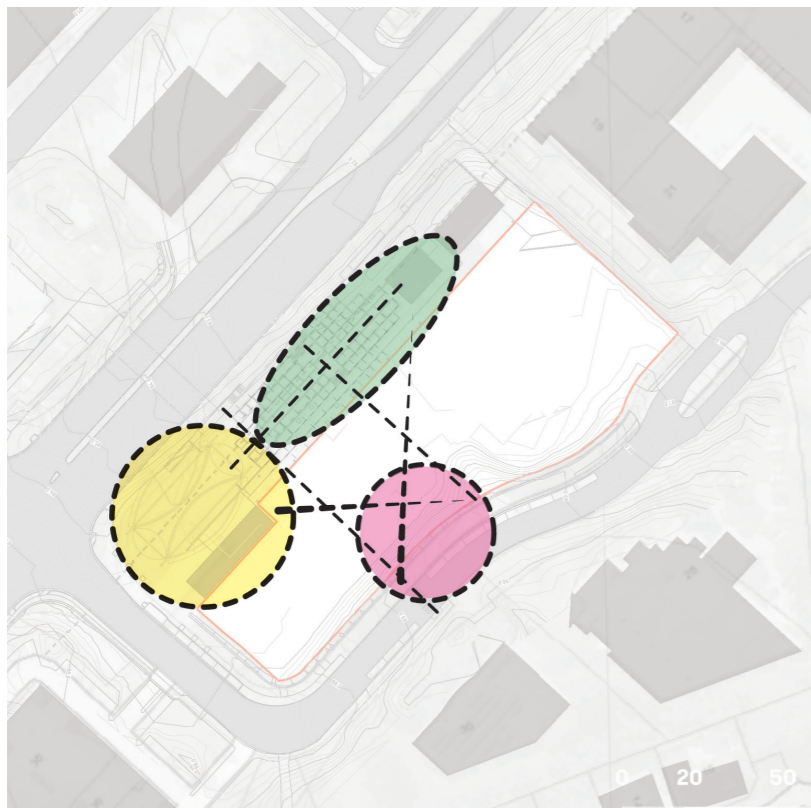
The character of the Norwest Boulevard around the Norwest Station Site will inform the built form.

-  Developments on either side of Norwest Boulevard interface and activate Norwest Boulevard.
-  Built form above podium in the form of high-rise further enhances the Norwest Boulevard character.

## DESIGN STATEMENT

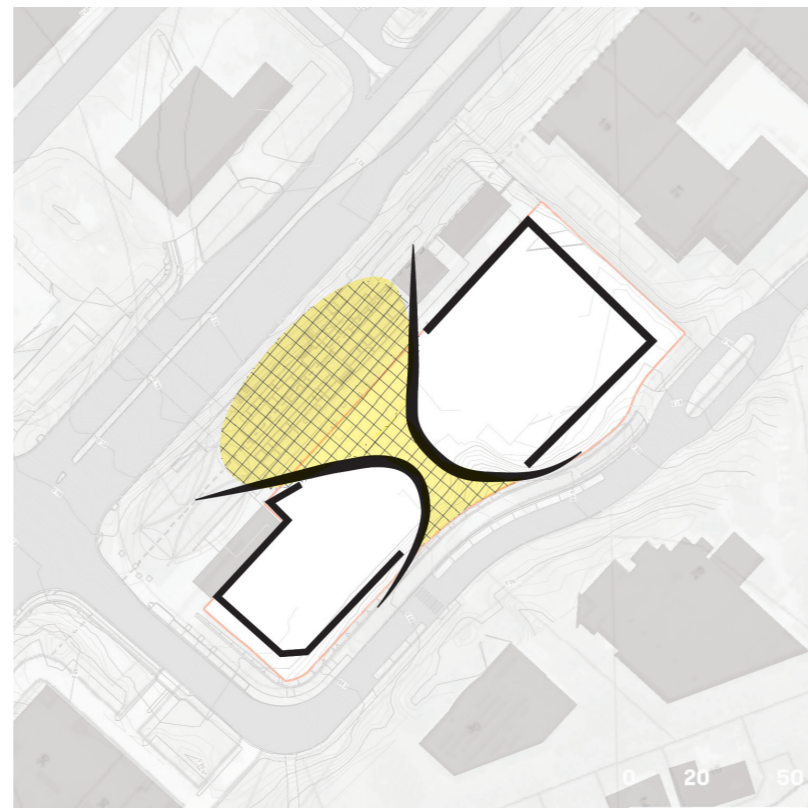
# GROUND PLANE STRATEGY

The Ground Plane Strategy examines the opportunities to activate the ground plane and create open spaces that will help to consolidate the Norwest Station Site precinct. It also highlights the opportunities for ground plane connections.



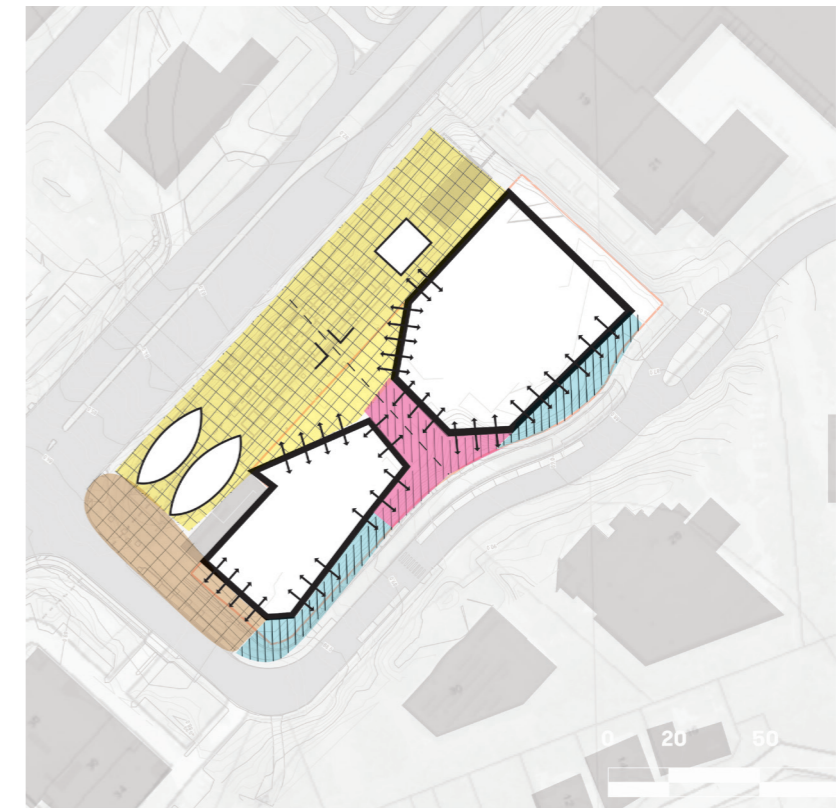
ENHANCE NODES & CONNECTIONS

- + Creating a development integrated with the station and introducing a new focal point (along Brookhollow Ave)
- + Align land use and activation to foster pedestrian activity.



CONCENTRATE ACTIVITY

- + Extend the station roof landscape to Brookhollow Ave to create a seamless public domain
- + The continuous public domain will allow people to be drawn into the DGL area from Norwest Boulevard and Brookhollow Avenue.



VARIETY OF INTERFACES AND CHARACTERS

- Station Landscape
- Station Plaza
- Brookhollow Ave Plaza
- Brookhollow Street



Illustrative  
Development  
Concept

## ILLUSTRATIVE DEVELOPMENT CONCEPT

# DEVELOPMENT CONCEPT

### KEY DESIGN OPPORTUNITIES:

- + Provides for ground floor activation and public realm integration and provides opportunity for early activation of ground plane due to the plaza arrangement and pedestrian movement lines
- + Shapes a proportioned central plaza that is intimate and also has interface with Brookhollow Avenue as well as the Station landscape
- + Locates the entire retail at the ground floor to provide all day activation
- + Creates opportunity for early activation of ground plane due to the plaza arrangement and pedestrian movement lines
- + Creates appropriate scale and urban form for the building
- + Allows for staged development opportunity for the site by having two development sites (site A & B)

### PROPOSED PLANNING CONTROLS

Heights of buildings	RL 184.250
FSR	5.53:1

### FSR CALCULATION FOR ILLUSTRATIVE DEVELOPMENT CONCEPT

Indicative Gross Floor Area	52,000 m <sup>2</sup>
Indicative Development Area (DGL site)	9,404 m <sup>2</sup>
Site A Area	3,829 m <sup>2</sup>
Site A Indicative Gross Floor Area	15,650 m <sup>2</sup>
Site A FSR	4.09:1
Site B Area	5,575 m <sup>2</sup>
Site B Indicative Gross Floor Area	36,350 m <sup>2</sup>
Site B FSR	6.52:1
FSR (Site A+B)	5.53:1



THE ILLUSTRATIVE DEVELOPMENT CONCEPT CONTEMPLATES DEVELOPMENT AS TWO INTERDEPENDENT DEVELOPMENT LOTS WITH SEPERATE ENTRIES FROM BROOKHOLLOW AVENUE.

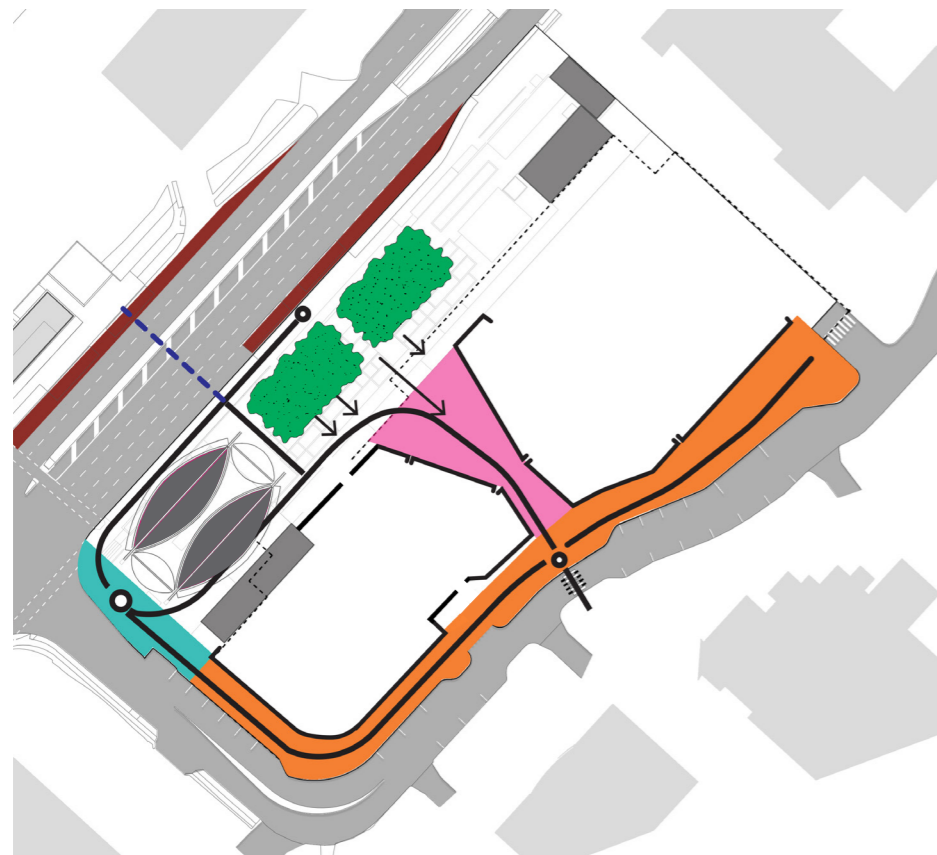
- DGL Developable Area
- - - Potential Staging
- ▲ Potential location for vehicular entry





## ILLUSTRATIVE DEVELOPMENT CONCEPT

# PUBLIC DOMAIN STRATEGY

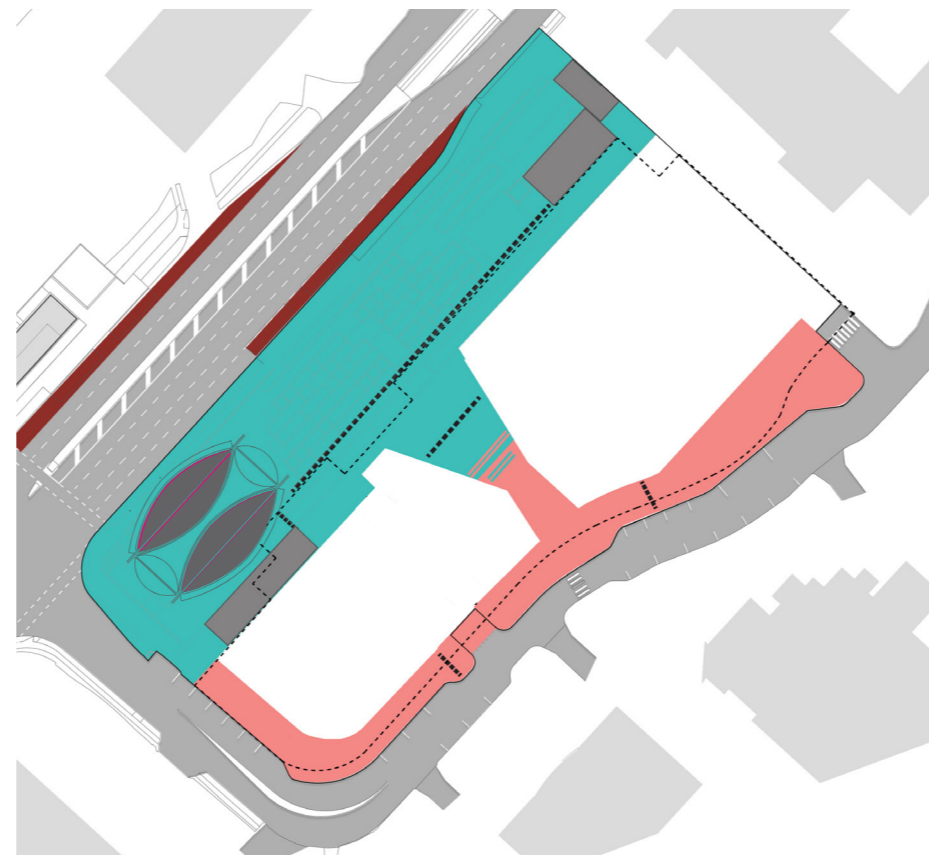


PUBLIC DOMAIN VARIETY AND CONNECTIONS

The public domain strategy provides safe and comfortable pedestrian connections in combination with the ground plane activation. It will:

- + Create variety of pedestrian links, frontages and open spaces

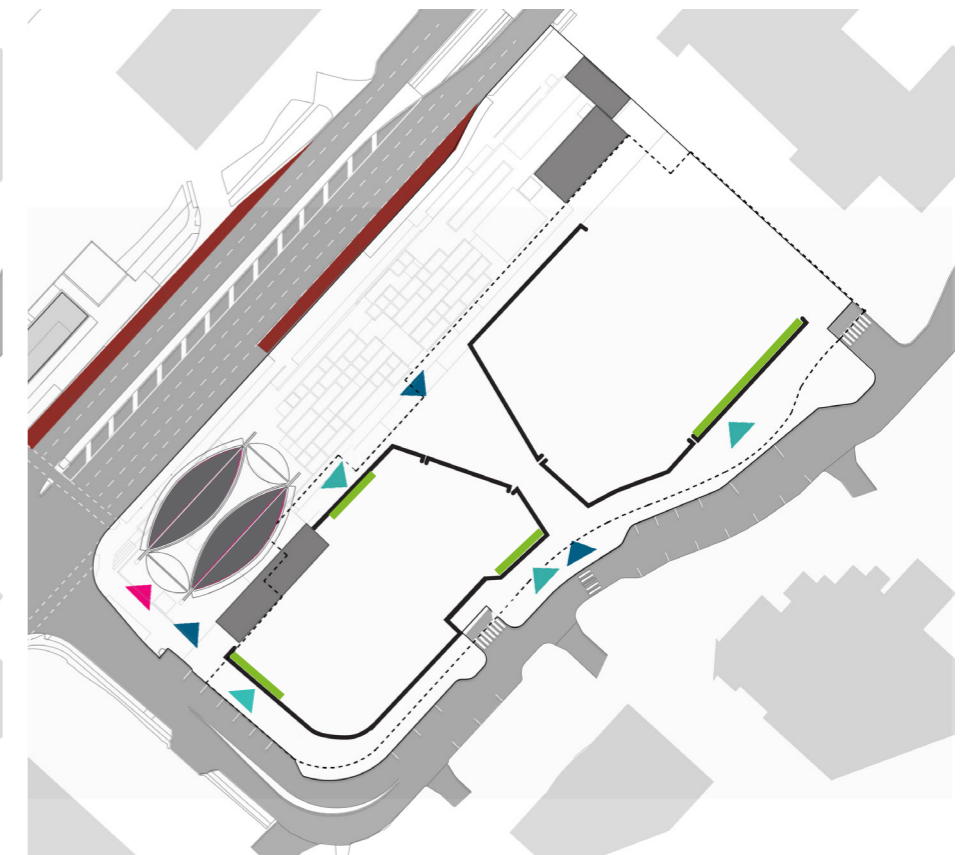
- Station Primary Plaza is the main entry to Norwest Station Site
- An active ground plane at Brookhollow Avenue
- Station landscape to be integrated with new DGL development
- An active Central Plaza that integrates Brookhollow Avenue with the station
- Pedestrian routes
- Underground tunnel to Norwest market town



PUBLIC DOMAIN LEVELS

- + Allow for extensive activation of Brookhollow Avenue
- + Create a central plaza that integrates the two developments and the station landscape as well as connecting to Brookhollow Avenue
- + Be accessible for all.

- Metro station and plaza level
- Brookhollow Avenue level



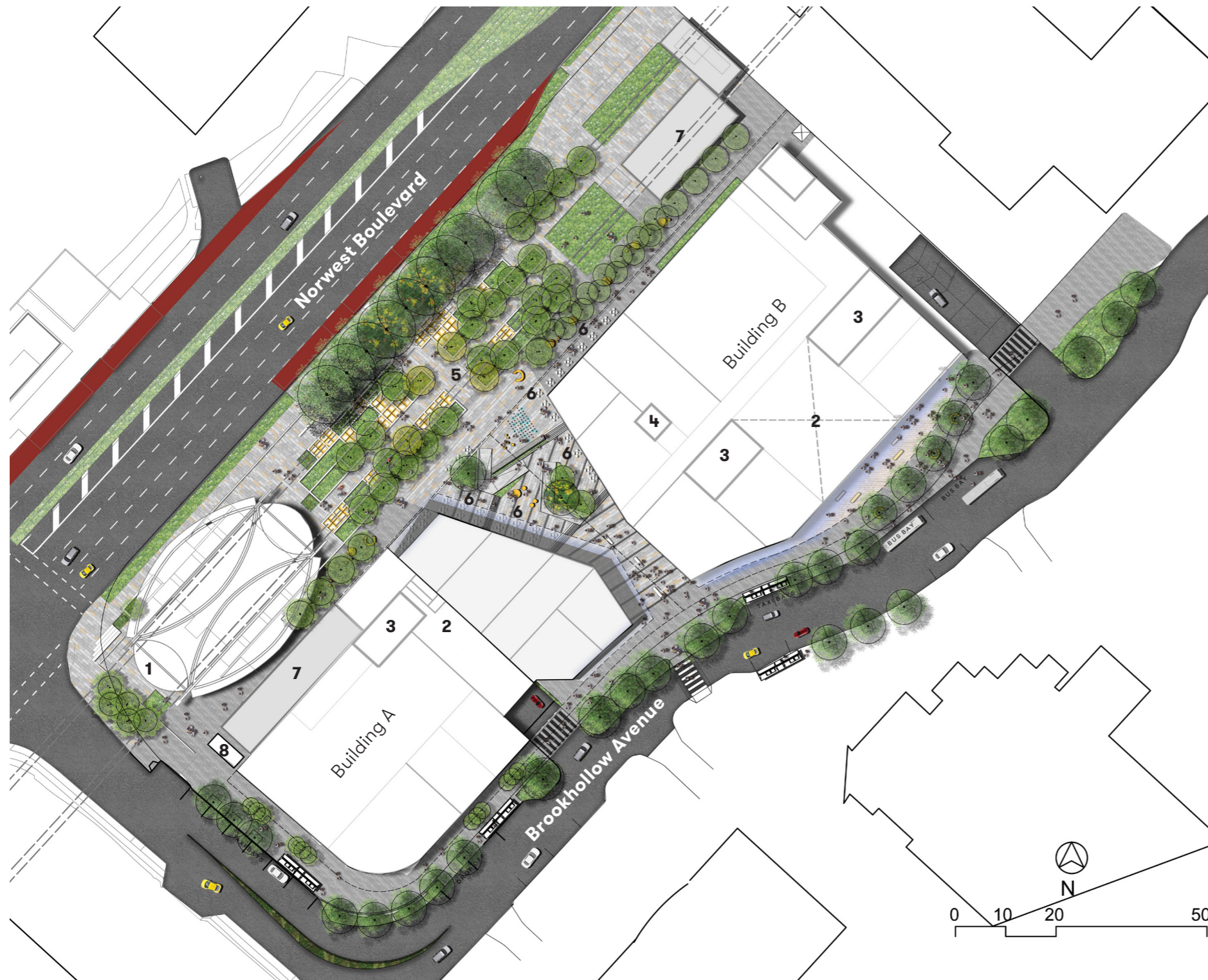
PUBLIC DOMAIN ENTRIES

- + Link Brookhollow Avenue to the Station
- + A Central Plaza within the developable area.

- Metro Station Entry
- Entry points from station area and Brookhollow Avenue into the DGL
- Entry point into buildings
- Indicative ground level activation frontage for retail
- Indicative ground level activation frontage for office lobby

ILLUSTRATIVE DEVELOPMENT CONCEPT

# GROUND PLAN

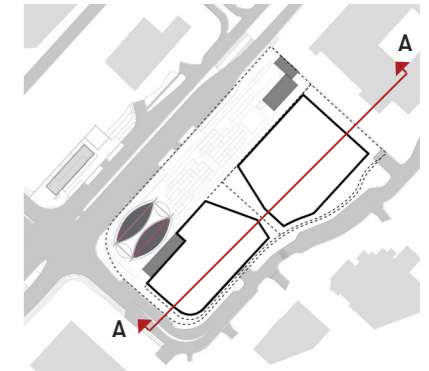


- 1. Norwest Station Site Entry
- 2. Common Reception lobby
- 3. Office Lobby- Lifts
- 4. Goods Lift
- 5. Station Rooftop Landscape
- 6. Outdoor dining area
- 7. Station Service Building
- 8. Retail Kiosk

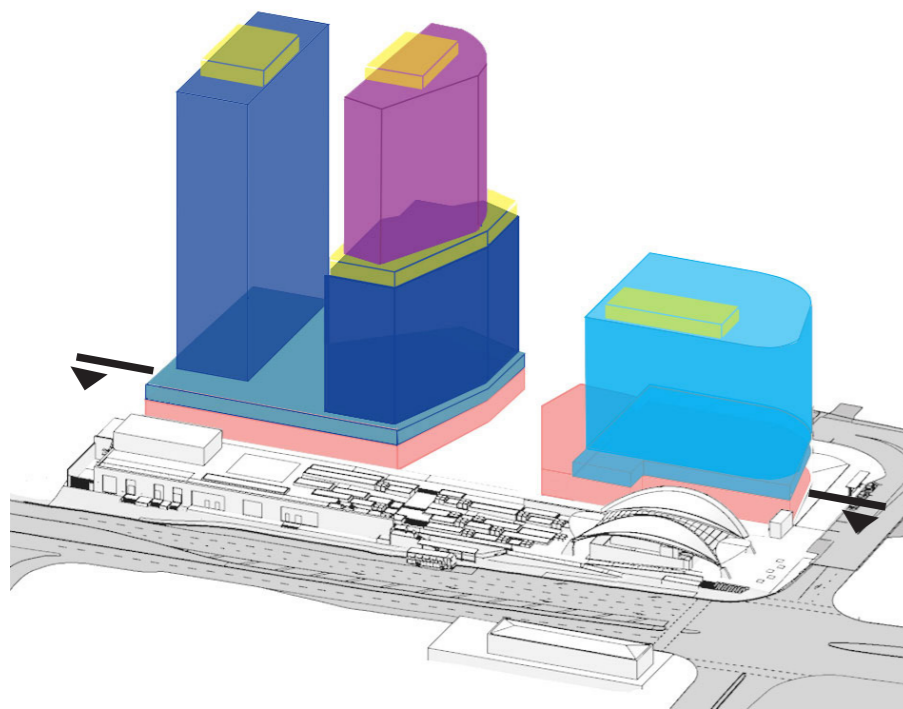
Illustrative Ground Level Plan

# ILLUSTRATIVE DEVELOPMENT CONCEPT

## USES & SECTION

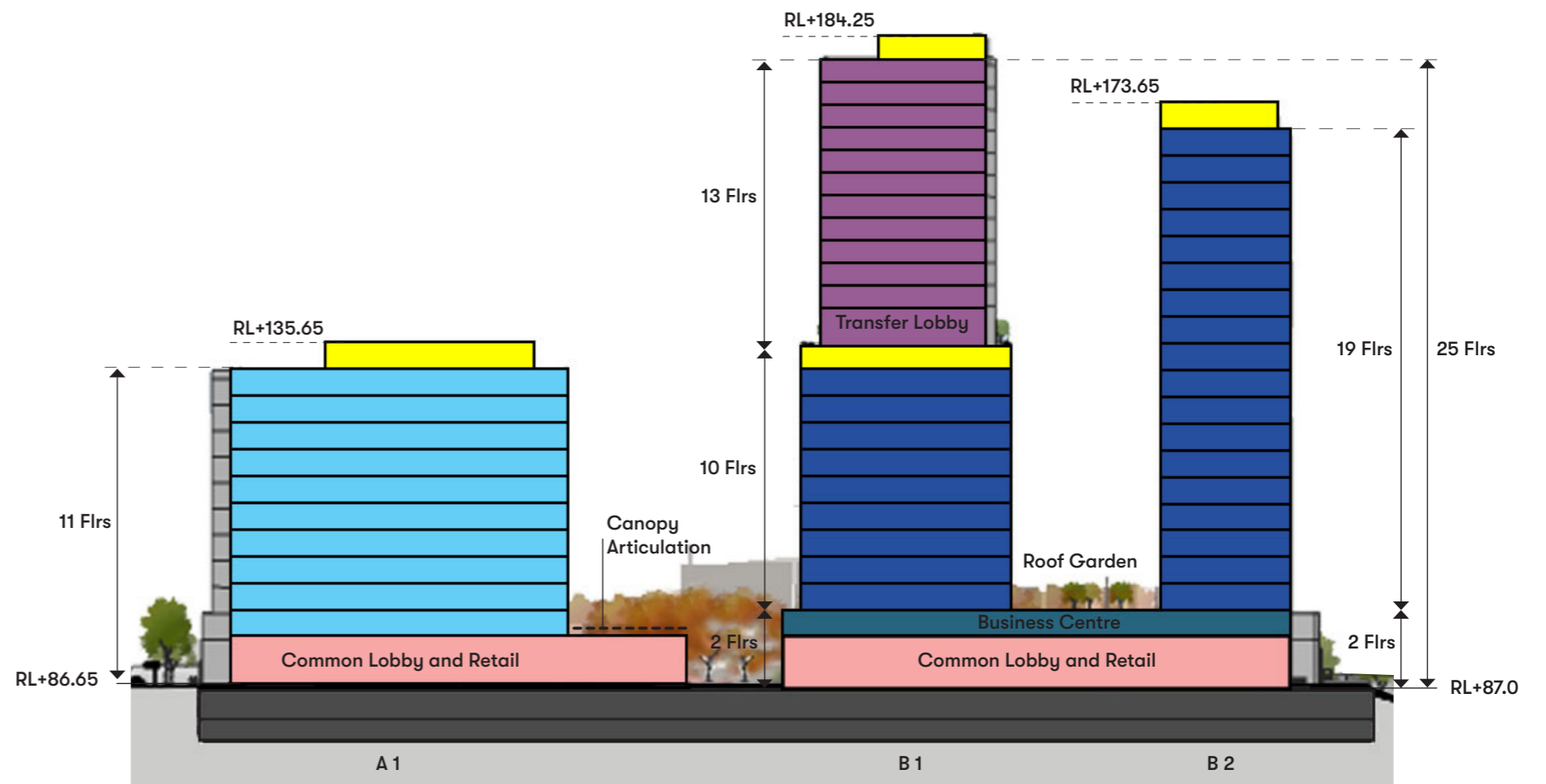


KEY PLAN



DEVELOPMENT PROGRAM

- Office - Strata
- Office - Large floor plate
- Business Services Hub
- Retail
- Short Term Accommodation
- Plant room



**Assumptions for Floor Heights:**

Commercial Offices Floor Height: 3.8m  
 Ground Floor Retail: min 5m  
 Short term Accommodation: 3.2m

Lift Overrun and Plant Room: 4m  
 Basement Car Parking: 3m  
 Basement Service Area: 4.5m





ILLUSTRATIVE DEVELOPMENT CONCEPT

# GROUND PLANE ACTIVATION PRINCIPLES



GROUND LEVEL LAND USE PLAN

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #d62728; border: 1px solid black; margin-right: 5px;"></span> Supermarket & after hours convenience | <span style="display: inline-block; width: 15px; height: 15px; background-color: #ff7f0e; border: 1px solid black; margin-right: 5px;"></span> Speciality- Other Retailing      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #8c564b; border: 1px solid black; margin-right: 5px;"></span> Hospitality - Restaurants/cafe        | <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffff99; border: 1px solid black; margin-right: 5px;"></span> Common Lobby                     |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #ffbb78; border: 1px solid black; margin-right: 5px;"></span> Speciality- Food Retailing            | <span style="display: inline-block; width: 15px; height: 15px; background-color: #e377c2; border: 1px solid black; margin-right: 5px;"></span> Speciality shopping within lobby |

- + Retail frontages are positioned to activate the public domain.
- + The northern orientation of the main plaza provides good sun access. Amenities within the public domain are to be clustered to reduce clutter and allow for opportunity for public space activation. Some planting and use of terracing to make usable outdoor spaces is encouraged.
- + The main central plaza integrates and allows for activities to spill on to the station plaza landscape.
- + Frontages facing the public domain to be finer grain and have active retail uses.
- + Brookhollow Avenue is proposed to have active frontages along with drop-off areas and taxi bays.

## ILLUSTRATIVE DEVELOPMENT CONCEPT

# GROUND PLANE ACTIVATION PRINCIPLES



- + Small Supermarket - From mid size IGA to smaller Coles Express type of supermarkets to anchor activity hubs
- + Access at Plaza
- + Southern corner of site along Brookhollow Ave. to allow for after-hour convenience e.g. Pharmacy
- + Usage: Daytime and after hours (9am-9pm).



- + Destination restaurants and food hall for travellers and workers
- + Located along round the plaza with frontage to the landscaped plaza to activate the open space
- + Usage: Daytime and after hours (10am-3pm, 5pm-10pm).

**SUPERMARKET & CONVENIENCE**

**HOSPITALITY - RESTAURANTS/ CAFE**



**SPECIALITY- OTHER RETAILING**

**SPECIALITY- FOOD RETAILING**

**SPECIALITY RETAIL WITHIN LOBBY**

**COMMON LOBBY**

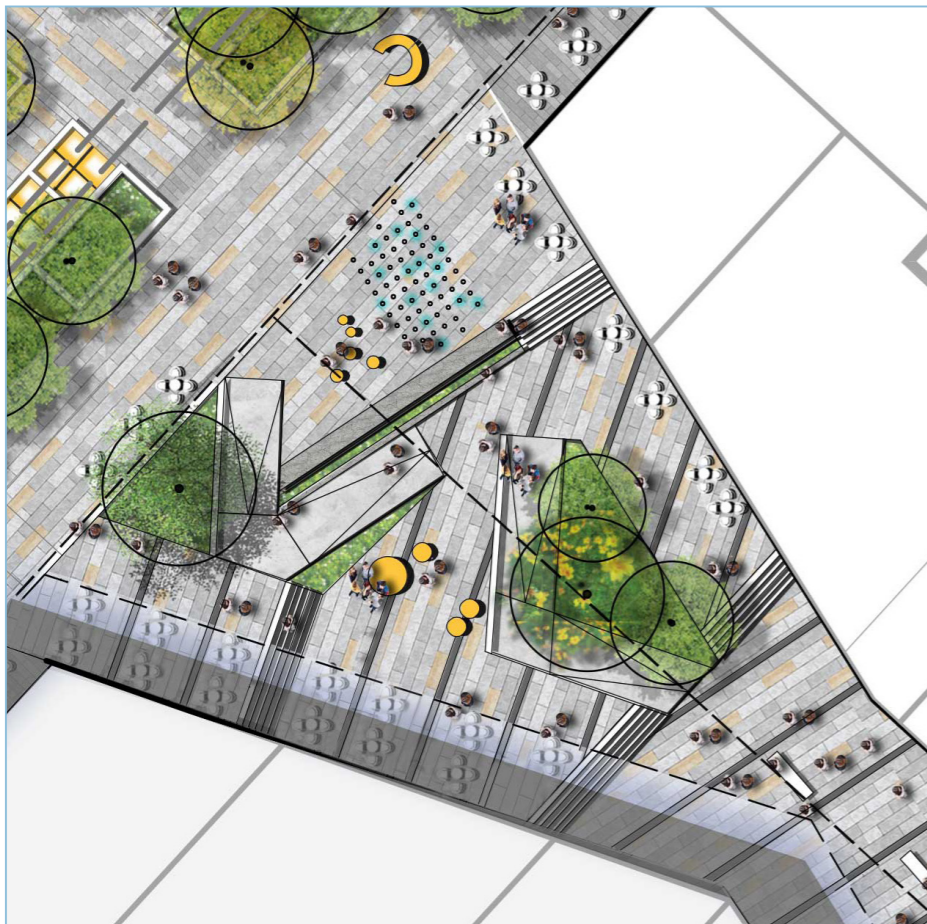
- + Services for residents and workers (e.g. Hairdressing, travel agent, doctors suites)
- + Located along Brookhollow Avenue closer to the station's primary entry
- + Usage: Daytime (9am-7pm).

- + Deli's, bakeries, fresh food for residents and workers
- + Located at the entry to plaza along Brookhollow Avenue
- + Usage: Daytime and after work (9am-7pm).

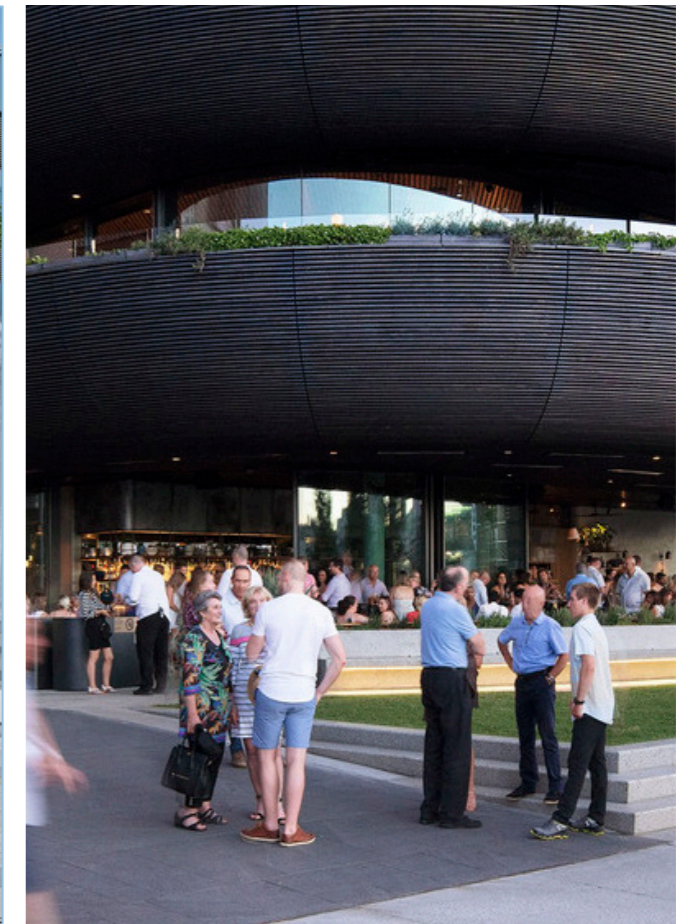
- + Hotel lobby, airport style retailing for workers, visitors and residents
- + Located within the common lobby areas
- + Usage: Daytime (9am-5pm).

- + Common lobby with concierge service for office towers as well as short-term accommodation
- + Provides access to Business Service Hub including a range of meeting rooms of different sizes
- + Address for the offices and hotel/ short-term accommodation.

# PLAZA CHARACTER



CENTRAL PLAZA PLAN



## Plaza Interface

- + Seating arrangements that encourage community interaction and places to enjoy the plaza
- + Accessibility to all retail for the physically less able
- + A central water feature encourages interaction and enhances the space
- + A retail seating zone activates the edge of the space and provides an outdoor extension for al fresco dining
- + Tree planting maximised where earth mounding allows to create a green canopy and improve shade
- + The materiality of the existing park extends into the plaza.

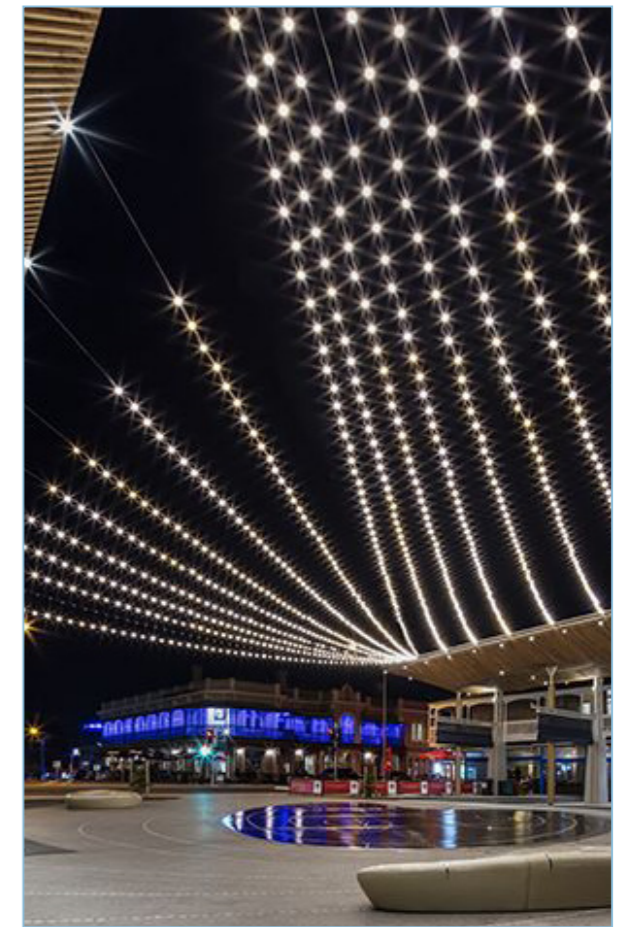




# BROOKHOLLOW AVENUE ENTRY PLAZA CHARACTER



STREET PLAN

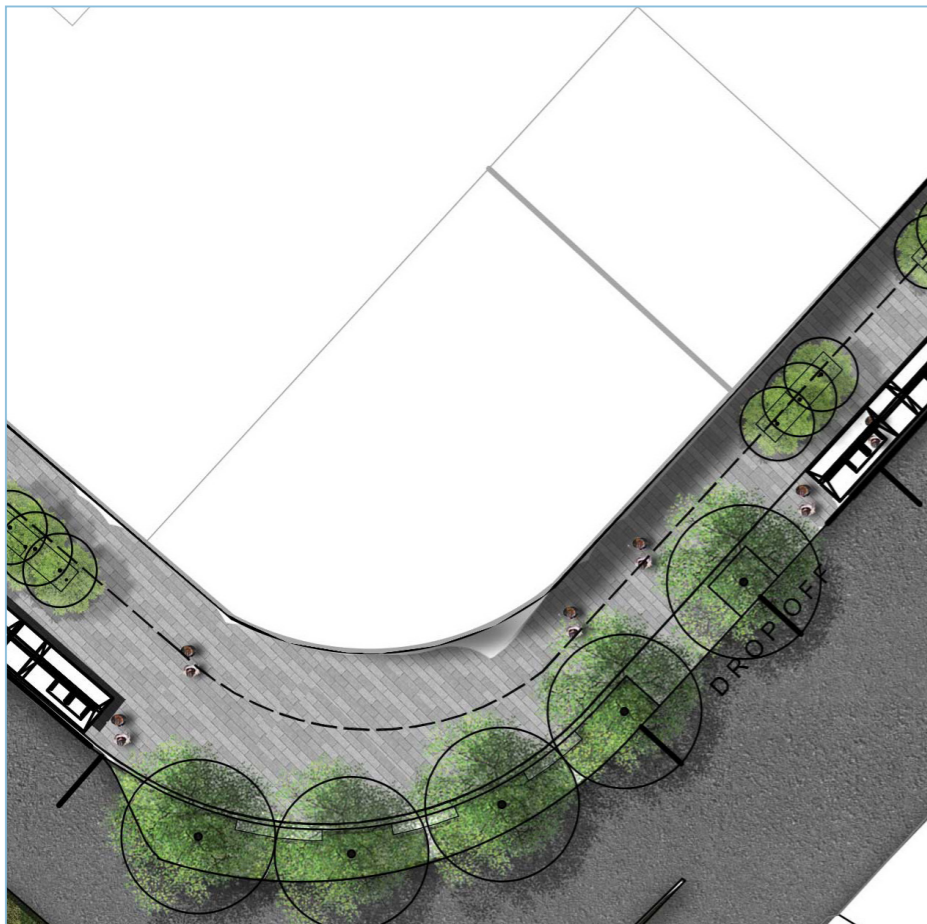


## Street Interface

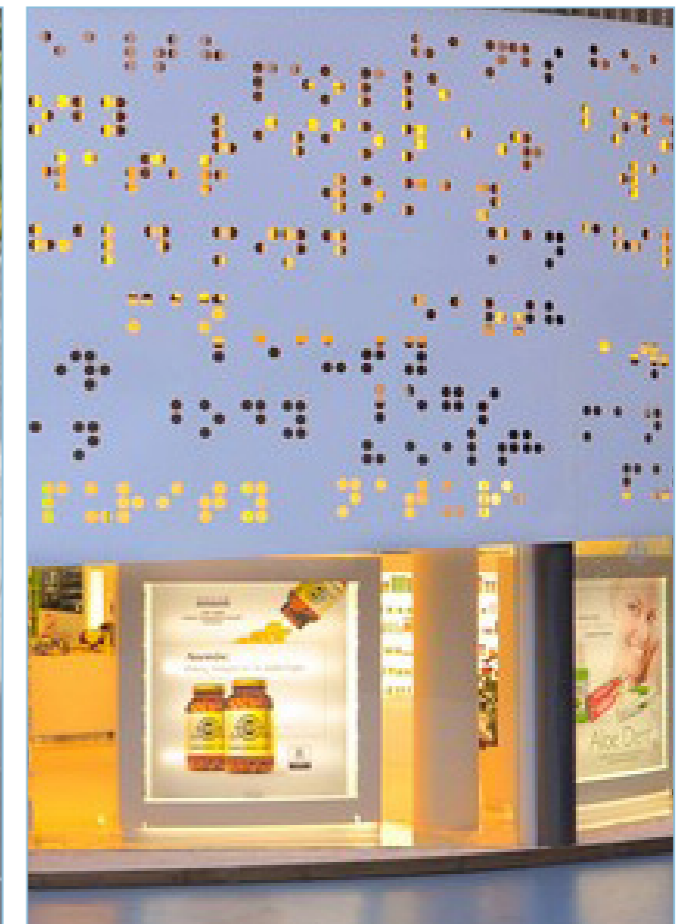
- + The Plaza entry opens up to the street encouraging pedestrian flow into the space
- + The use of materials of the street and existing station roof public domain flows through into this space connecting the two
- + Feature lighting provides interest and a welcoming ambience
- + Interactive information totems aid legibility
- + Minimal fixed seating allows for a high pedestrian flow and movement around the buildings.



# BROOKHOLLOW AVENUE CHARACTER



BROOKHOLLOW AVENUE PLAN



## Brookhollow Avenue Interface

- + Generous pavements allow an abundance of flexible activity to coincide in the same area improving the safety and security of the streets
- + A united materials palette extends around the development and through into the Plaza
- + Integrated seating creates sociable spaces and rest points for the public
- + Street tree planting provides natural shade and improves the aesthetic of the road
- + Wide plant beds incorporate WSUD into the streets and create a buffer between the pavements and the road reserve
- + Variety of active ground plane uses integrates with the street landscape to create a vibrant street life at Brookhollow Avenue.



## ILLUSTRATIVE DEVELOPMENT CONCEPT

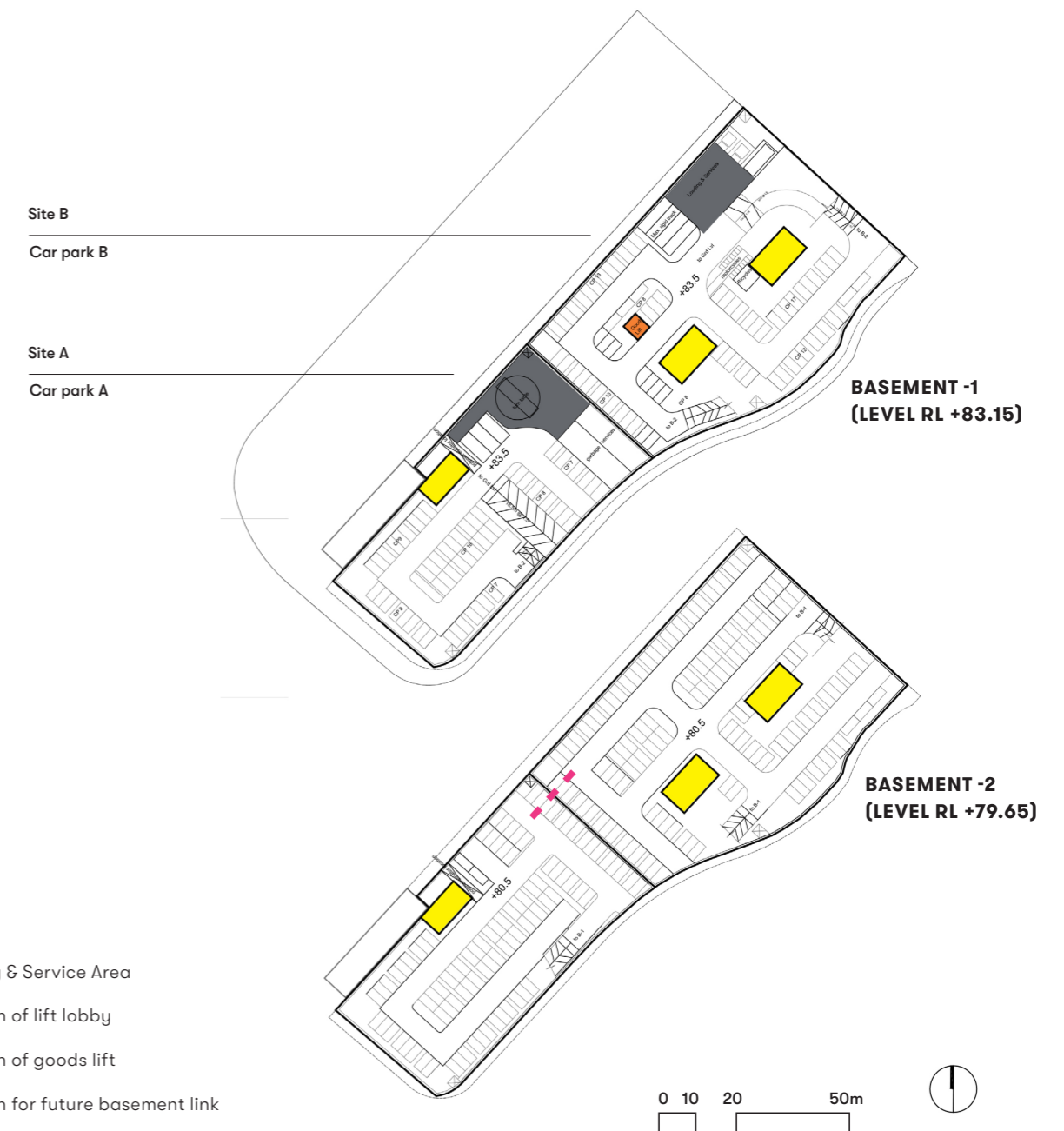
# BASEMENT PARKING

### BASEMENT PARKING LAYOUT:

For the purpose of design testing, two levels of schematic basement parking have been provided for Sites A & B. This could potentially provide for up to 360 car parking including servicing and loading areas. This should be adequately flexible to include any future detailed basement parking design within the provided basement footprint for the two sites. The schematic basement plan is for design testing purpose only.

Refer to SCT Traffic Report for parking rates.

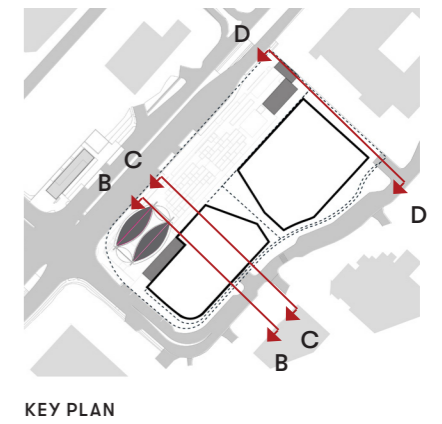
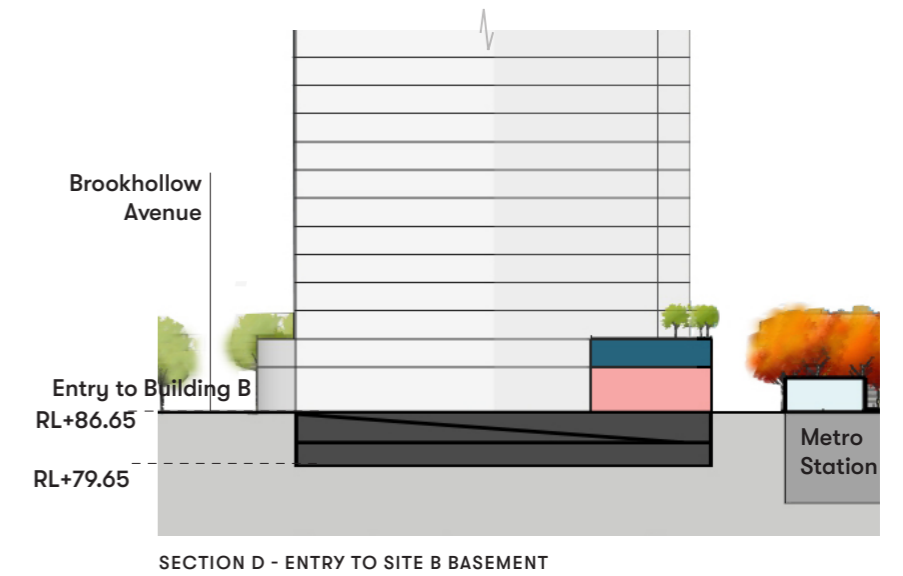
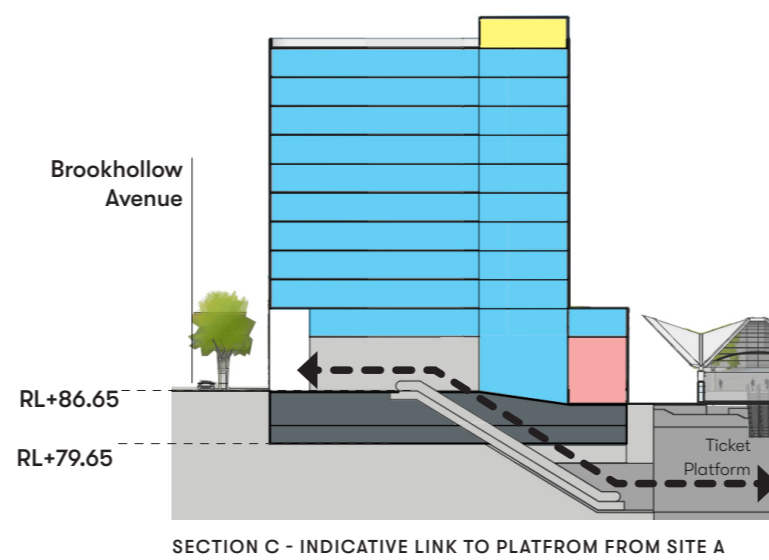
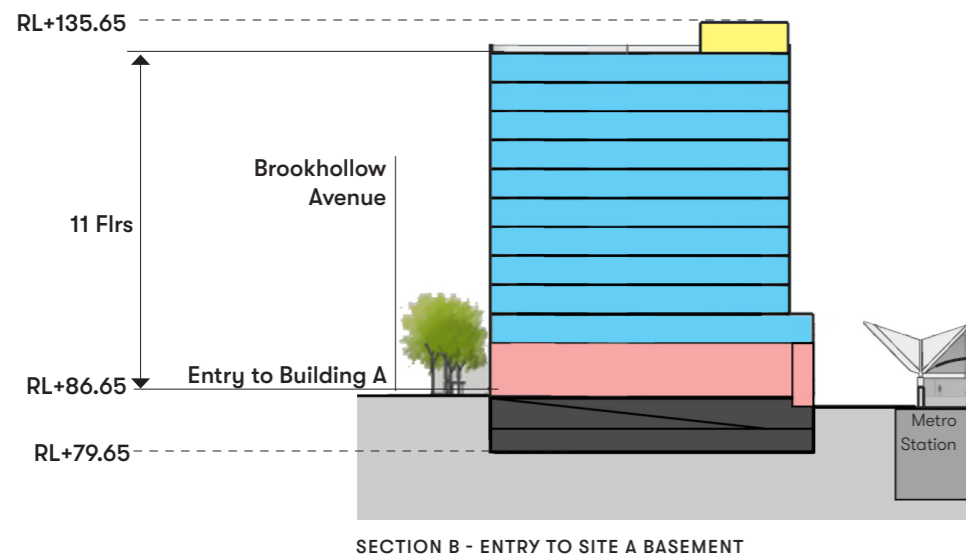
Provided:	Carpark Site A	Carpark Site B
Basement -1:	57 car parks, 4 Service and Loading bays	71 car parks, 5 Service and Loading bays
Basement -2:	96 car parks	132 car parks
Sub Total:	153 car parks	203 car parks
<b>Total Provided:</b>	<b>360 car parks</b>	



SCHEMATIC BASEMENT PARKING LAYOUT PLANS

ILLUSTRATIVE DEVELOPMENT CONCEPT

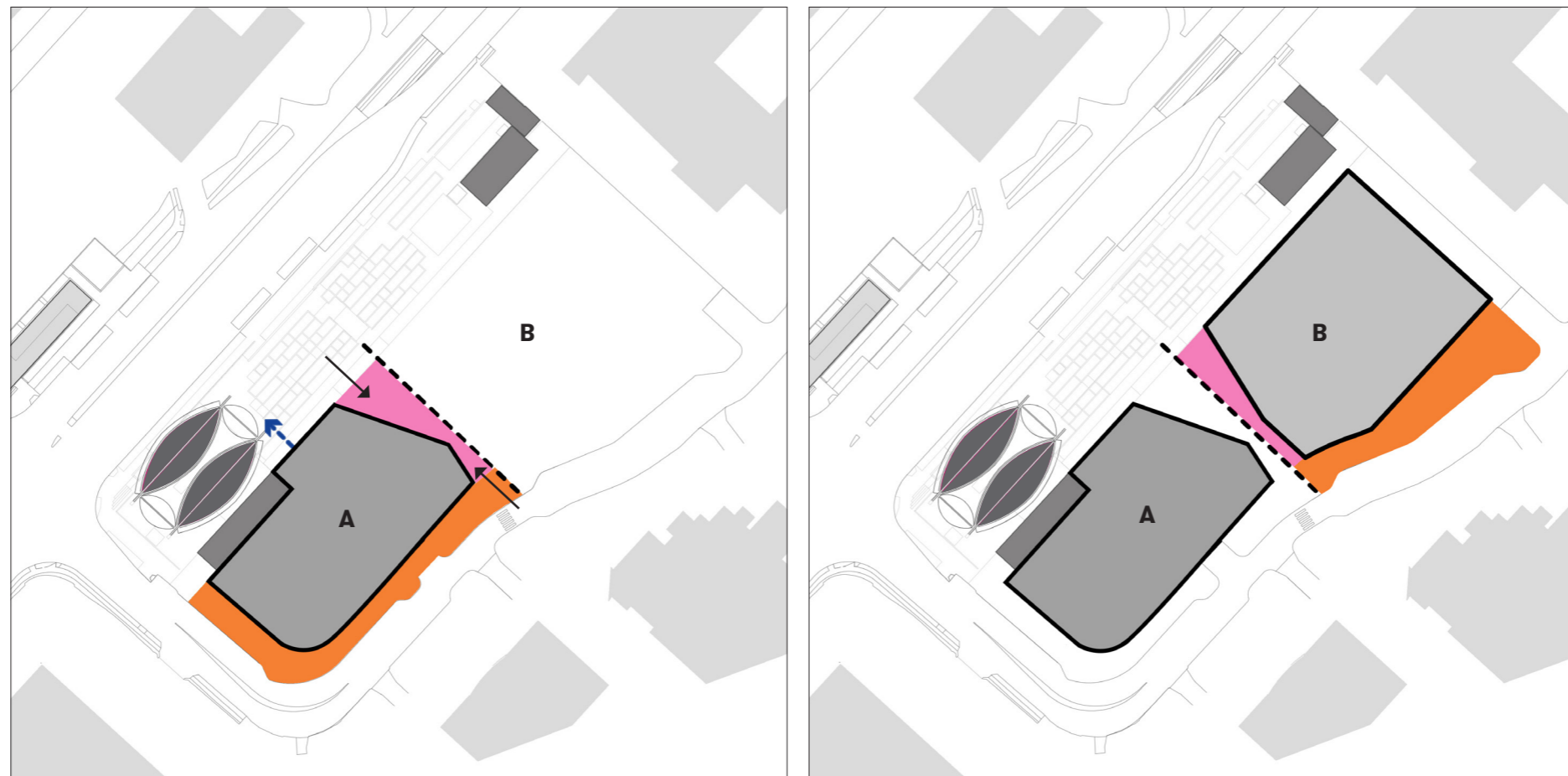
# BASEMENT PARKING



## ILLUSTRATIVE DEVELOPMENT CONCEPT

# POTENTIAL STAGING

An indicative staging strategy to allow constriction of the development in two stages offers development flexibility and early activation of the ground plane.



### SITE 1

- + Consists of development of Site A and early activation of the plaza and the adjacent ground level retail gallery
- + Early activation of DGL ground plane and allows access of station landscape from Brookhollow Avenue
- + Site A basement and carpark.

### SITE 2

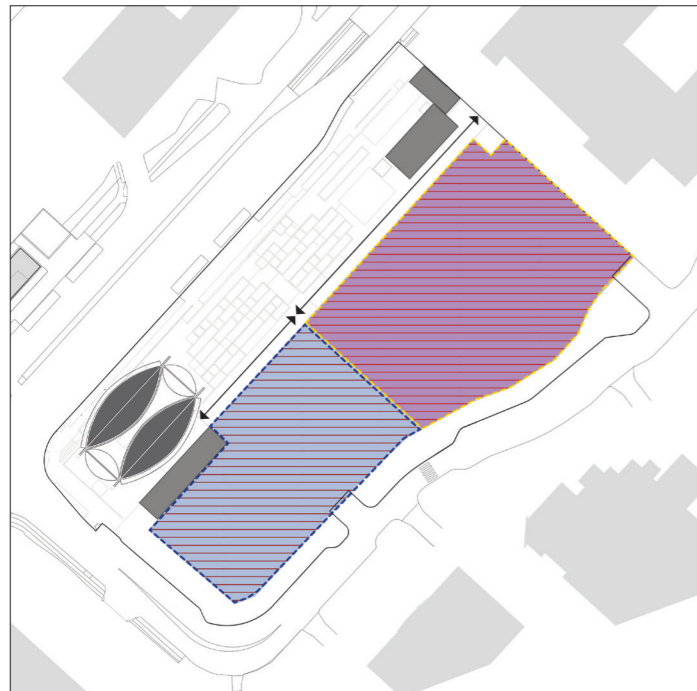
- + Site B development
- + Active public domain along Brookhollow Avenue
- + Open through site link from Brookhollow Avenue
- + Completion of Plaza
- + Connection of the basement car parks.



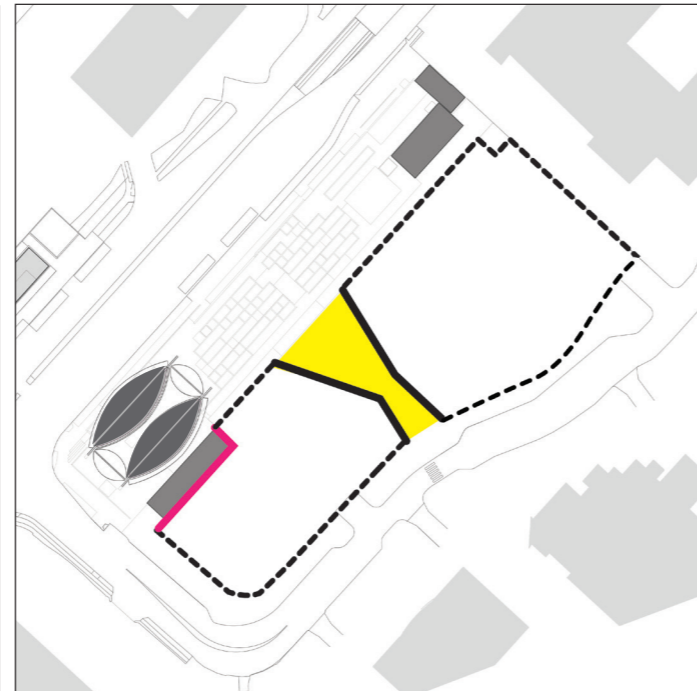


## ILLUSTRATIVE DEVELOPMENT CONCEPT

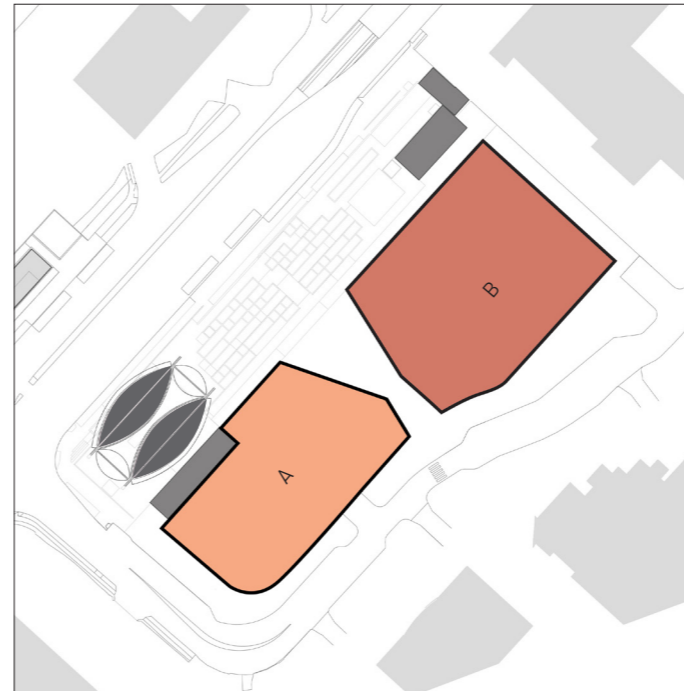
# DEVELOPMENT PRINCIPLES



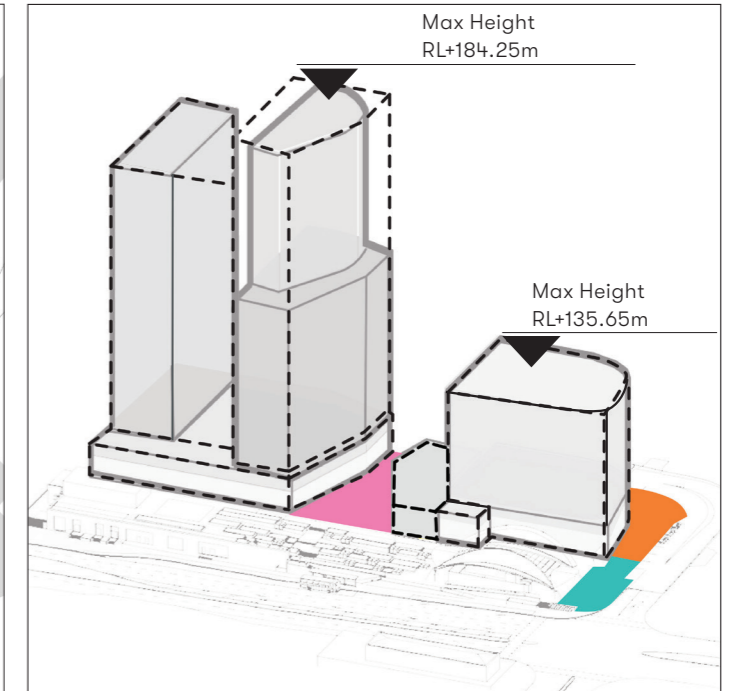
POTENTIAL STAGING



GROUND PLANE INTENT



BUILDING HEIGHT PLAN



DEVELOPMENT ENVELOPE

- + To provide flexibility in development, the DGL site has the opportunity to be constructed in two stages. A central public plaza with freestanding ground level retail pavilion is proposed to integrate the two developments.

- + The dimensions of the central plaza to be minimums.
- + All other built edges are variable and can include setbacks.

- + The building heights will create a distinctive, and legible development that can be appreciated from far and from various vantage points
- + In particular a landmark tower provides legibility for the development and Norwest Station Site

- + Maximum buildings heights are determined by overshadowing impact on neighbouring sites.
- + The built form is a resultant of urban design intent to have a central tower as the landmark building to accentuate the public plaza and heart of the development.

- Site A (3,829 m<sup>2</sup>)
- Site B (5,575 m<sup>2</sup>)

- Built Edge to Central Plaza
- Built Edge adjoining to Station Service Building
- Central Plaza
- Built Edge - Variable

- Building A: Maximum Height of RL+135.65 m
- Building B: Maximum Height of RL+184.25m

- Station Primary Plaza
- An active ground plane at Brookhollow Avenue
- Central plaza
- Building envelope

## ILLUSTRATIVE DEVELOPMENT CONCEPT

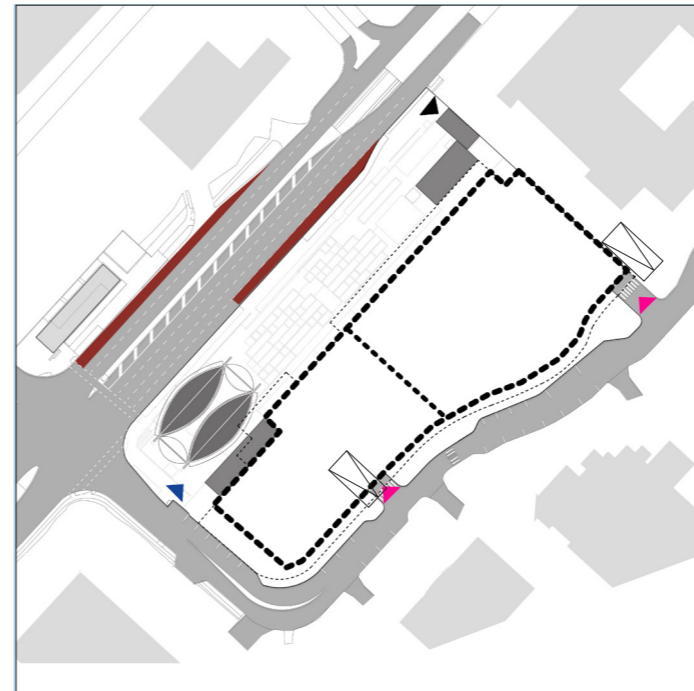
# MOVEMENT



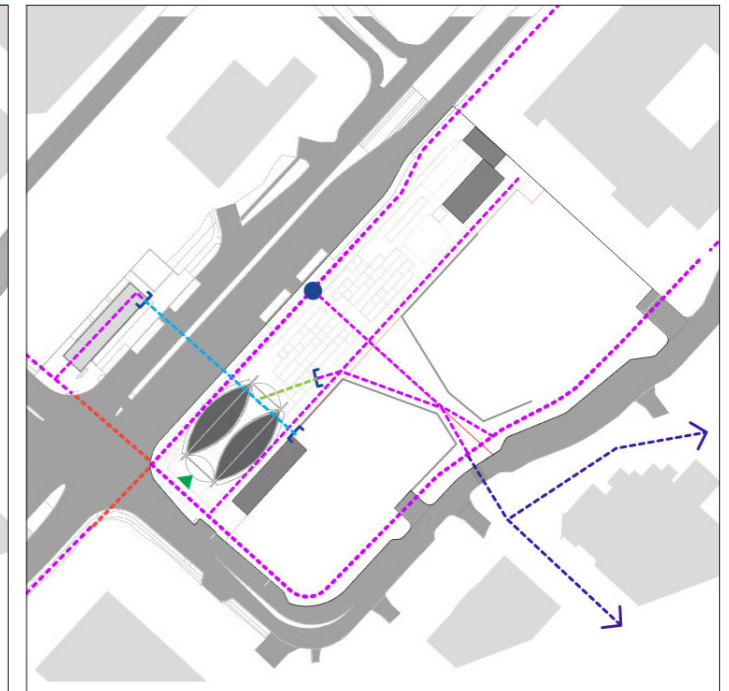
NRT PLAN FOR KISS N RIDE AND TAXI



ALTERNATIVE KISS N RIDE AND TAXI, BUS STANDS



ACCESS PLAN - VEHICULAR



ACCESS PLAN - PEDESTRIAN MOVEMENT PLAN

+ Pedestrian movement generated by the metro station is anticipated within and around the site. Similarly active usage of kiss n ride and taxi stands will be located along Brookhollow Avenue. The two potential sites will require

individual vehicular and service egress/ access from Brookhollow Avenue resulting in revisiting the NRT plan to redesign the kiss n rides and taxis bays, accessible parking, taxi and kiss n Ride shelters as well as pedestrian crossings at

Brookhollow Avenue.

+ The DGL site forms an important part of the local pedestrian network to the metro station. The concept provides a variety of pedestrian experiences in addition to the upgraded pedestrian connection along Brookhollow Avenue.

The pedestrian crossing across Brookhollow Avenue will be centrally located to give the pedestrians route options through or around the DGL Development

Provision for two vehicular entries into DGL from Brookhollow Avenue

Provision of two new coach drop-off bays along Brookhollow Avenue

A. Removal of traffic-island to provide better vehicular access to Building B (as discussed with Council).

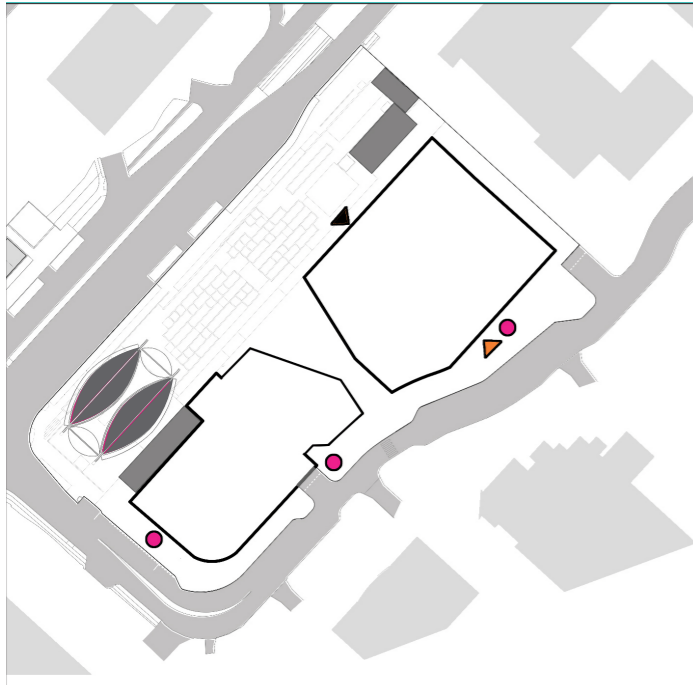
- Kiss n Ride Shelter
- Taxi Shelter
- Bus Stops
- Accessible Parking bay
- Kiss n Ride bays
- Taxi bays
- Coach parking bays
- Potential Kiss N Ride bays

- Indicative shared basement/ Servicing area
- Major incident area
- Station service entry
- Vehicular access location

- Pedestrian movement
- Pedestrian tunnel
- Potential connection
- Signalised pedestrian crossing with cycle at Norwest Boulevard
- Bus Stops
- Station Entry
- Pedestrian movement for potential future development

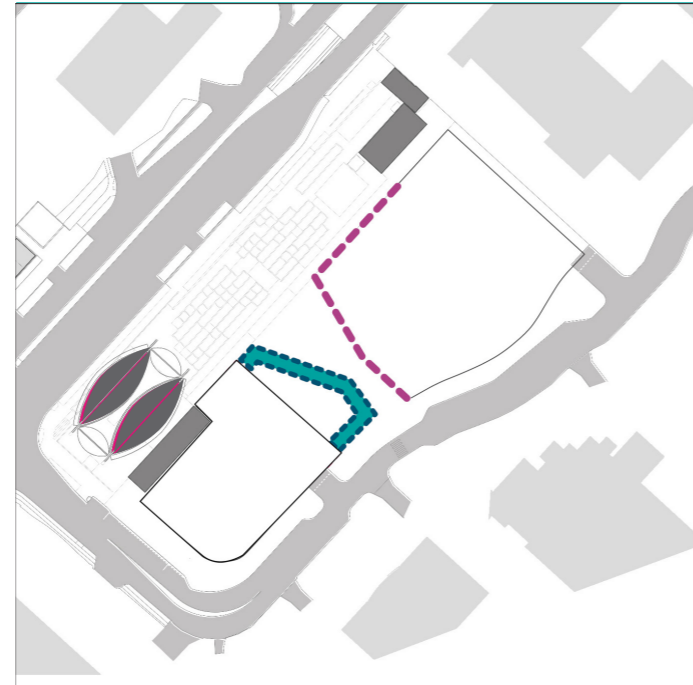
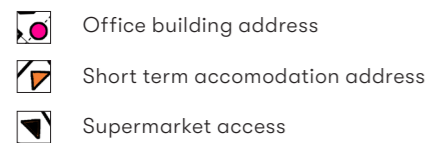
## ILLUSTRATIVE DEVELOPMENT CONCEPT

# ADDRESS & ARTICULATION



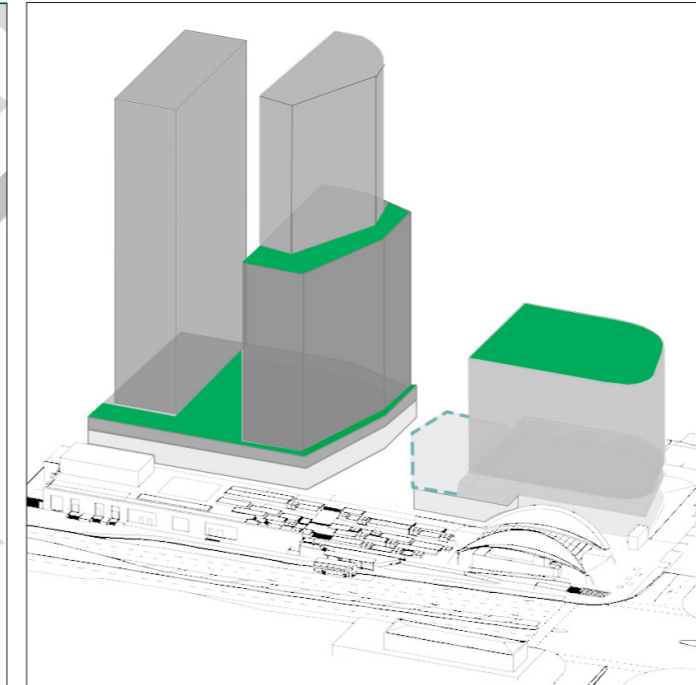
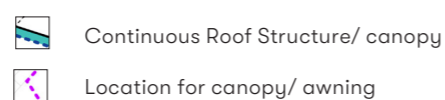
DEVELOPMENT ADDRESS

- + The address for both the sites will be provided along Brookhollow Avenue. This will provide a clear address for the developments and sense of arrival. The supermarket pedestrian access is indicated to be from the plaza. This will further enhance the central public domain's activity at off peak hours.



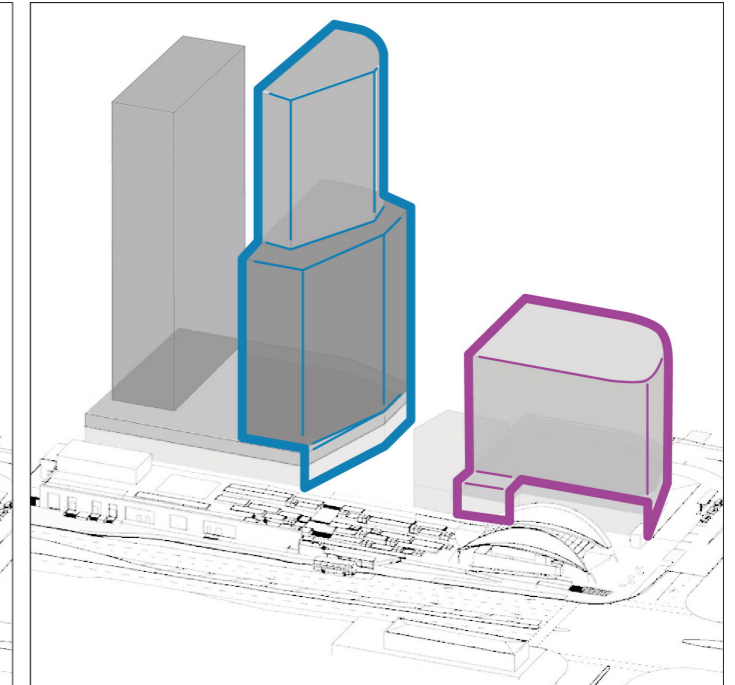
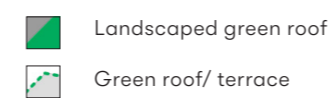
ROOF STRUCTURE AND AWNINGS/CANOPIES

- + Special design articulation is indicated for the roof structure above the retail pavilion on the plaza. In addition to provision of shading and protection from weather the roof is also intended to be a design feature of the plaza.



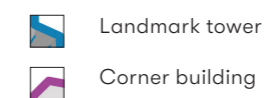
VERTICAL GREENERY

- + To improve the urban environment and encourage greenery, rooftop gardens could be provided within the development. These will provide accessible spaces for the development.

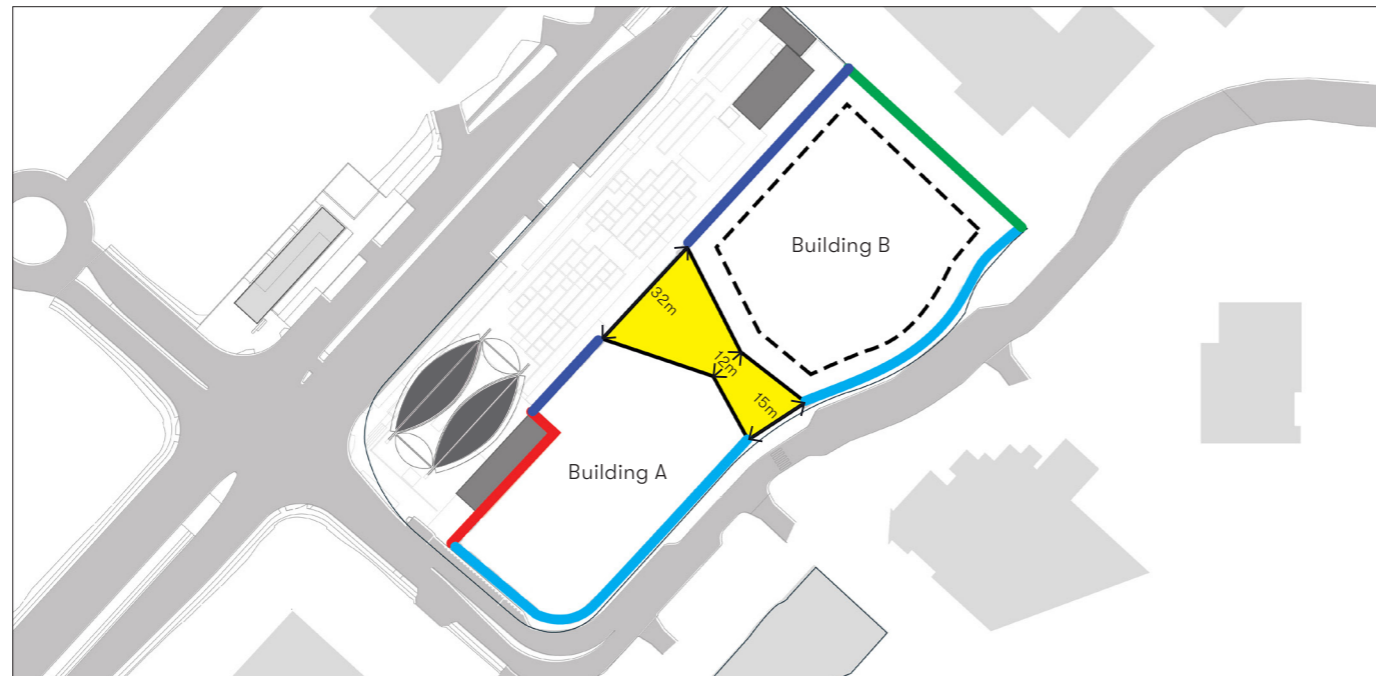


BUILDING ARTICULATION

- + The concept design and built form configuration allows for a variety in building articulation, especially for the landmark tower and the corner building.



# BUILDING SETBACKS



### SETBACK AND BUILDING SEPERATION

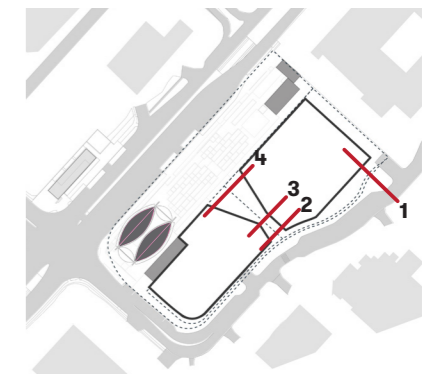
- + Setback area along Brookhollow Avenue and northern side of the site boundary.
- + The retail pavilion next to the main plaza can be a two-level structure or single-level structure with roof terrace and raised roof.

### SETBACK AND BUILDING SEPERATION

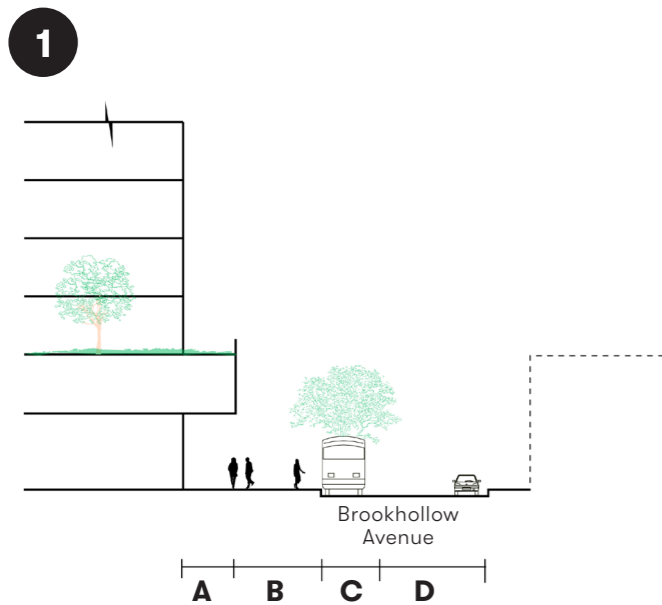
- Setback from Station Service Building
- 0m Setback from site boundary
- 3m Setback from site boundary
- 6m Setback from site boundary
- 2.5m Podium to tower setback for Building B
- 12-32m Building separation on central plaza level

ILLUSTRATIVE DEVELOPMENT CONCEPT

# THROUGH SITE LINKS AND PLAZA

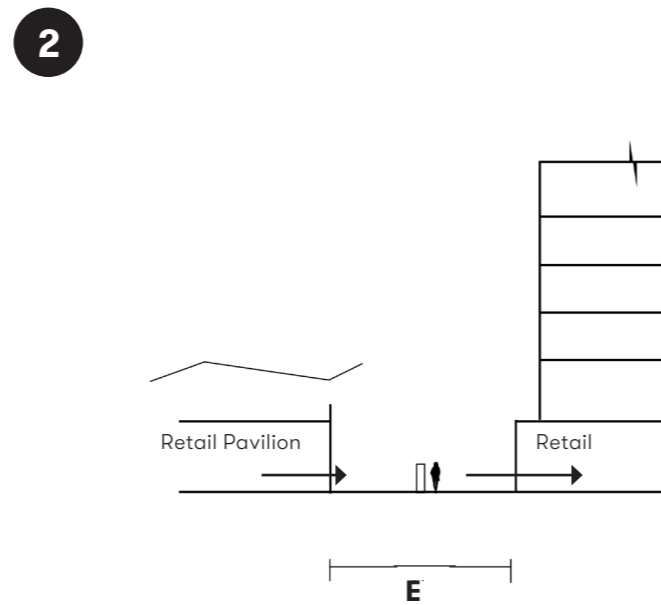


KEY PLAN



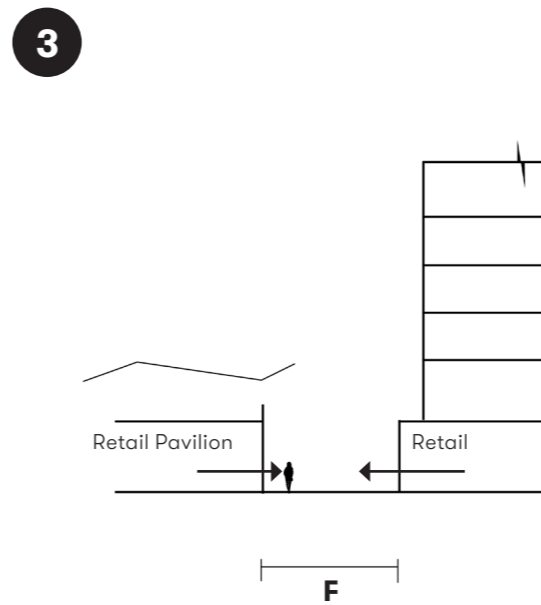
## OFFICE AND HOTEL/ SERVICE APARTMENT DROP OFF

- A - Lobby for office and hotel/ Service apartment
- B - Landscaped public domain along Brookhollow Avenue
- C - Bus/ Coach drop off/ parking bay along Brookhollow Avenue
- D - Alignment of Brookhollow Avenue with removal of landscaped island



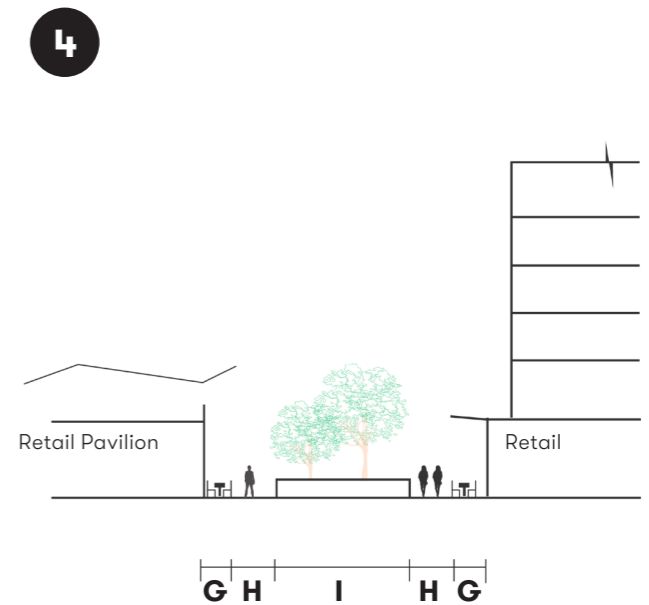
## CENTRAL PLAZA - BROOK HOLLOW AVENUE LEVEL

- E = 15 m
- Indicative Level - RL+89.0
- Roof structure that allows for all-weather pedestrian access
- Active uses along through link with retail on either side
- Clear area to allow for easy movement of pedestrian
- Level to access supermarket



## CENTRAL PLAZA - MID LEVEL

- F = 12 m wide section of the plaza
- Indicative Level - RL+88.0
- Level has cafés and restaurants with outdoor seating along the frontage of the retail pavilion

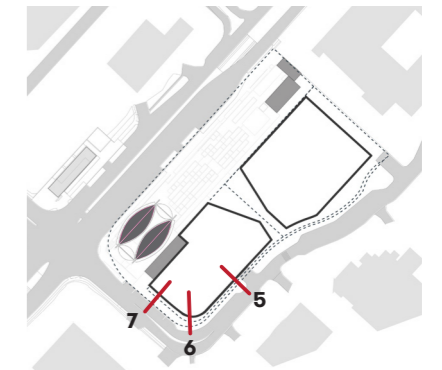


## CENTRAL PLAZA - STATION LEVEL

- G = 2 m wide area for outdoor dining
- H = 3 m wide area for pedestrian movement to station
- I = 22 m width of area for interface with station roof landscape
- Indicative Level - RL+87.0
- Level has cafés and restaurants with outdoor seating along the frontage
- Plaza has landscaped seating

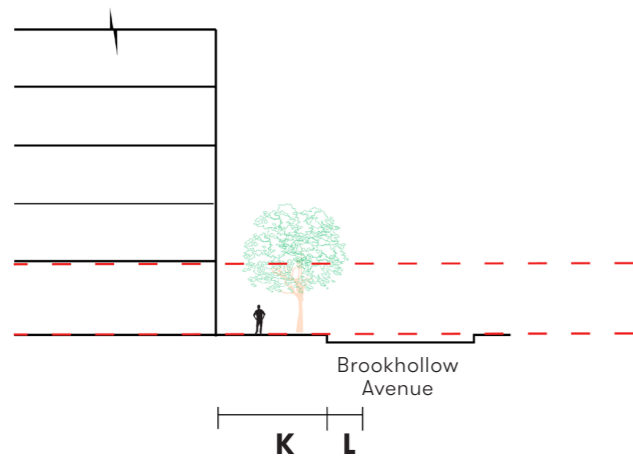
ILLUSTRATIVE DEVELOPMENT CONCEPT

# THROUGH SITE LINKS AND PLAZA



KEY PLAN

5



**GROUND LEVEL RETAIL AT SAME LEVEL AS FOOTPATH/ PUBLIC DOMAIN**

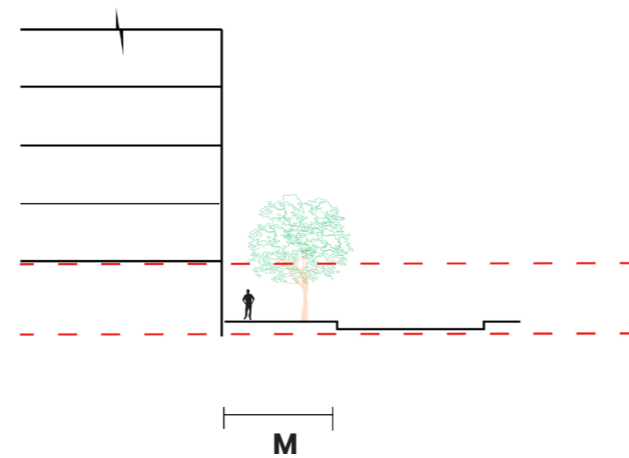
K = Shared Footpath (width of pavement ranges from 4-10 m from DGL boundary)

L = Kiss n Ride

Retail at same level as footpath

Location for entry to retail

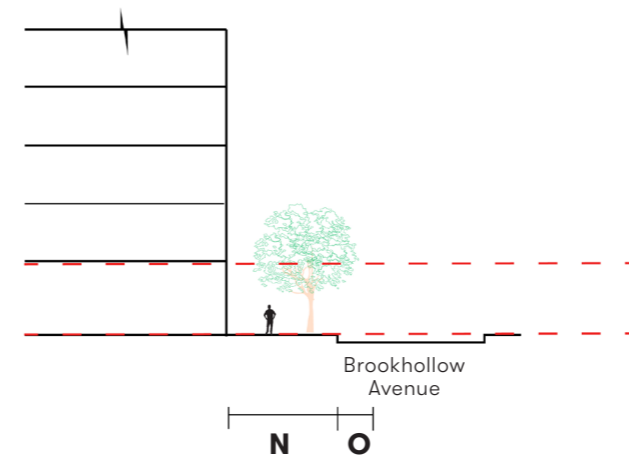
6



**GROUND LEVEL RETAIL ABOVE FOOTPATH/ PUBLIC DOMAIN**

M = Shared Footpath

7



**GROUND LEVEL RETAIL AT SAME LEVEL AS FOOTPATH/ PUBLIC DOMAIN**

N = Shared Footpath

O = Taxi bay and shelter

Retail at same level as footpath

Location for entry to retail

## ILLUSTRATIVE DEVELOPMENT CONCEPT

# SHADOW ANALYSIS

The diagrams show the indicative overshadow impact of the Illustrative Development Concept on the residential developments south of the site.

The overshadowing analysis is at June 21st between 9am-3pm.

The overshadowing impact meets the requirements of the DCP with the overshadow diagrams indicating:

- + All residential parcels south of DGL receive less than 3 hours of overshadowing
- + At least 50% of the private open space of all lots receive direct sunlight for more than 4 hours.

A detailed Overshadowing Impact Analysis will be part of the scheme put forward at the Development Application Stage.



9AM



9:15 AM



9:30 AM



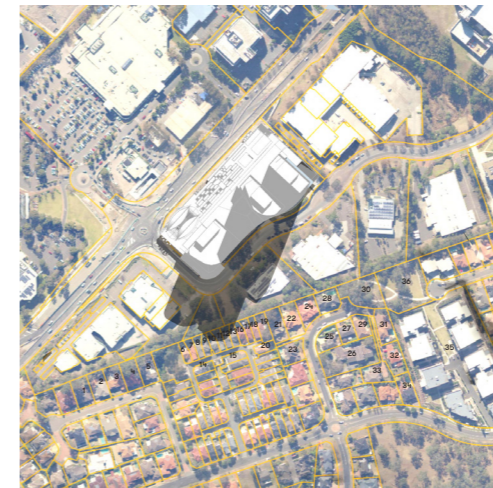
9:45 AM



10AM



10:15 AM



10:30 AM



10:45 AM



11AM



11:15 AM



11:30 AM



11:45 AM



## ILLUSTRATIVE DEVELOPMENT CONCEPT

# SHADOW ANALYSIS



12PM



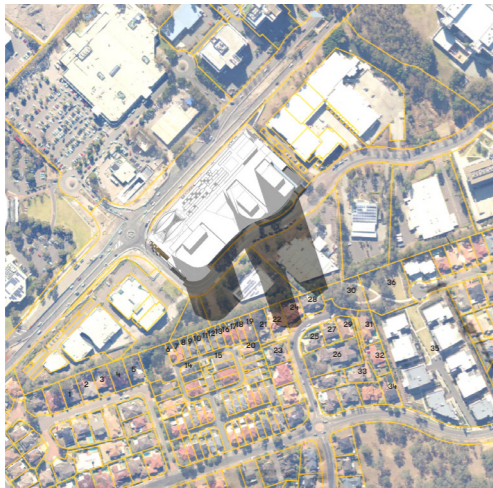
12:15 PM



12:30 PM



12:45 PM



1 PM



1:15 PM



1:30 PM



1:45 PM



2 PM



2:15 PM



2:30 PM



2:45 - 3:00 PM

## ILLUSTRATIVE DEVELOPMENT CONCEPT

# VIEW FROM BELLA VISTA FARM

The photomontage on the next page shows the view from Bella Vista Farm with the Illustrative Development Concept.

The DCP objective regarding the Bella Vista Farm is to provide for the protection of significant views to and from the park.

The Illustrative Development Concept meets the requirements of the DCP with the indicative view from Bella Vista Farm analysis indicating:

- + The DGL site area is located outside the view corridor
- + The DGL site Illustrative Development Concept will retain and conserve significant views and vistas to and from Bella Vista Farm.



+RL 108m

 Illustrative Development Concept outline

# VIEW FROM BELLA VISTA FARM





Better Placed

## BETTER PLACED

# NORWEST DGL DEVELOPMENT ALIGNED WITH ‘BETTER PLACED’ OBJECTIVES FROM GOVERNMENT ARCHITECT NSW



### BETTER FIT

- + The plan respects and amplifies the character of Norwest as an important employment hub and builds on the transformative influence Norwest Metro will bring to the character of the surrounding area
- + The urban design plan envisions a TOD precinct that integrates with the public transport system, topography, and contributes to the evolving character of Norwest Business Park to position as a Strategic Centre
- + As a gateway development adjacent to the Norwest Metro the DGL strengthens the character of Norwest as a business park undergoing transformation
- + New open space that integrates the metro station with the surrounding context and enhances the public domain character of the Norwest Station Site Precinct
- + Example and catalyst for other developments.



### BETTER PERFORMANCE

- + Improve the urban environment and encourage more greenery in the form of landscaped gardens are indicated within the development. These will form accessible open spaces for the development
- + The central plaza is orientated to receive good solar access
- + The design prioritises pedestrian, commuters and visitors while balancing the need for vehicular access, drop-off, car-share and public transport choices
- + Integrated mixed-use development
- + Safety through visual surveillance and activation of public domain.



### BETTER FOR COMMUNITY

- + The public plaza and upgraded Brookhollow Avenue encourages safe, convenient and non-discriminatory movement choices within the site
- + Providing the right setting for a vibrant precinct, by introducing:
  1. A mix of uses such as offices, retail, cafe's and short-term accommodation;
  2. An active ground plane and generous public open space.



### BETTER FOR PEOPLE

- + The design integrates the station with the broader Norwest community, whilst creating a focal point and sense of belonging for the Norwest's growing local community
- + A well designed and programmed ground plane with active frontages and public domain that are active across the day and after hours enabling a safe and vibrant precinct.



## BETTER WORKING

- + The DGL development provides visual and functional continuity within the development through massing, scale, overall facades and a continuous developed edge along streets that gives clear definition/ address
- + Clearly defined ground and upper storeys of the development, functional groupings of associated activities and public domain areas create an efficient development that is socially inclusive, economically sustainable and has a desirable environment.



## BETTER VALUE

- + The development offers variety of new employment opportunities within Norwest
- + The variety of office building types catered to the evolving and existing office markets supported by amenities like the business services hub integrated with the short-term accommodation will make the development attractive to new business opportunities
- + Space defining landscaped public domain, high quality landmark development, and smart city solutions such as vertical greenery, car-share, and digitally enhanced public domain all coming next to a state of art public transport hub will provide a vibrant TOD precinct at Norwest.



## BETTER LOOK AND FEEL

- + The urban design respects and amplifies the DGL adjacent to the metro into an integrated development that focuses on creating a ground plane public domain surrounded by active uses that will establish the DGL into an aesthetically pleasing place for the community
- + Development provides variety of scale of places enabling engaging pedestrian experiences
- + Active and pleasant interface with built form and public domain.

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scott\_  
carver\_