



**Planning Proposal to amend The Hills Local Environmental Plan 2012**  
Lot 5 Commercial Road, Rouse Hill

Submitted to The Hills Shire Council  
Prepared on behalf of Caladines Town Planning Pty Ltd  
28 August | 14084

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### Executive Summary

This planning proposal relates to Lot 5 Commercial Road, Rouse Hill (the **site**). It explains the intent of, and justification for, proposed amendments to The Hills Local Environmental Plan 2012 (**The Hills LEP 2012**). It is submitted to The Hills Shire Council (the **Council**) and has been prepared by Robinson Urban Planning Pty Ltd on behalf of Caladines Town Planning Pty Ltd.

The site incorporates a planned extension of Green Hills Drive that will link Commercial Road (in the south) and Carnoustie Street and Spring Mill Avenue (in the north). The planned road extension is referred to in the planning proposal as the **road parcel**. The remainder of the site is referred to as the **development parcel**.

This planning proposal sets out a planning regime for the site which proposes the following amendments to The Hills LEP 2012:

- **Land Zoning Map** - Amendment of the Land Zoning Map to include the development parcel in Zone B4 – Mixed Use (from Zone B5 – Business Development and Zone R3 – Medium Density Residential)
- **Lot Size Map** - Amendment of the Lot Size Map to show minimum lot size of 1,800m<sup>2</sup> across the entire site (from 450m<sup>2</sup> and 8,000m<sup>2</sup>)
- **Height of Buildings Map** - Amendment of the Height of Buildings Map to show varying height standards of 12m, 23m and 40m (from 10m and 16m)
- **Floor Space Ratio Map** - Amendment of the Floor Space Ratio Map to show a floor space ratio (**FSR**) standard of 2.3:1 on the development parcel (from 1:1 on land in Zone B5 with no FSR on the remainder of the site)
- **Foreshore Building Line Map Landslide Risk Map Urban Release Area Map Key Sites Map** – Amendment of this map to show the site in Area B and insertion of a local provision in relation to maximum number of dwellings, internal apartment areas and car parking.

Architectus has designed the following preferred development concept that would be facilitated by the planning proposal, noting that the final design would be subject to a site specific development control plan (**DCP**), voluntary planning agreement (**VPA**) and development application (**DA**):

1. Separation of the site into the following parcels:
  - (a) **road parcel** which has as area of 6,634m<sup>2</sup> (33% of the site area)
  - (b) **development parcel** which has as area of 13,608m<sup>2</sup> (67% of the site area)
2. Extension of Green Hills Drive on the road parcel
3. Development of the following on the development parcel:
  - (a) 333 apartments
  - (b) Five buildings with heights of three to 12 storeys (12m to 40m)
  - (c) A total gross floor area (**GFA**) of 30,901m<sup>2</sup> which equates to a FSR of 1.53: across the entire site or 2.27:1 on the development parcel, comparing:
    - (i) 29,217m<sup>2</sup> of residential GFA
    - (ii) 1,684m<sup>2</sup> of retail/commercial GFA
  - (d) Basement car parking spaces accessed from the extension of Green Hills Drive
  - (e) Landscaping and communal open space.

The land owner is willing to enter into a VPA that may include the following public benefits:

- a) **Land dedication for extension of Green Hills Drive** – Dedication of 6,634m<sup>2</sup> of land for a new road (33% of the site area). This is a considerable public benefit given that that existing land in Zone SP2 (and nominated on the land reservation acquisition map) has an area of just 3,502m<sup>2</sup> (17% of the site area)
- b) **Embellishment of the extension of Green Hills Drive** (less any monetary contributions available from other sources).

The planning proposal appropriately addresses the site's environmental constraints in particular built form, residential amenity for and from the preferred development concept, economic impact and employment, ecology and transport/traffic. It is consistent with State and local strategic studies and plans which consistently highlight Rouse Hill's role as a Strategic Centre to be serviced by the Sydney Metro North West and offering an important opportunity to accommodate projected increases in the residential and working population of the region.

Given the considerable merit of the planning proposal, it is commended to Council for endorsement and forwarding to the NSW Planning & Environment for a gateway determination.

## 1.0 Preliminaries

### 1.1 Introduction

This planning proposal relates to Lot 5 Commercial Road, Rouse Hill (the **site**). It explains the intent of, and justification for, a proposed amendment to The Hills Local Environmental Plan 2012 (**The Hills LEP 2012**). It is submitted to The Hills Shire Council (the **Council**) and has been prepared by Robinson Urban Planning Pty Ltd on behalf of Caladines Town Planning Pty Ltd.

The site incorporates a planned extension of Green Hills Drive that will link Commercial Road (in the south) and Carnoustie Street and Spring Mill Avenue (in the north). The planned road extension is referred to in the planning proposal as the **road parcel**. The remainder of the site is referred to as the **development parcel**.

This planning proposal sets out a planning regime for the site which proposes the following amendments to The Hills LEP 2012:

- **Land Zoning Map** - Amendment of the Land Zoning Map to include the development parcel in Zone B4 – Mixed Use (from Zone B5 – Business Development and Zone R3 – Medium Density Residential)
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- **Floor Space Ratio Map** - Amendment of the Floor Space Ratio Map to show a floor space ratio (**FSR**) standard of 2.3:1 on the development parcel (from 1:1 on land in Zone B5 with no FSR on the remainder of the site)
- **Foreshore Building Line Map Landslide Risk Map Urban Release Area Map Key Sites Map** – Amendment of this map to show the site in Area B and insertion of a local provision in relation to maximum number of dwellings, internal apartment areas and car parking.

Given its location at the north-western gateway to Rouse Hill Strategic Centre, the site is optimally located to accommodate the development which could be facilitated by the planning proposal.

This planning proposal describes the site, the preferred development concept it could accommodate and the following six part description/assessment (consistent with the document titled *A guide to preparing planning proposals*, by NSW Planning & Infrastructure (October 2012)):

- Part 1 Objectives or intended outcomes
- Part 2 Explanation of the provisions
- Part 3 Justification
- Part 4 Mapping
- Part 5 Community consultation
- Part 6 Project timeline.

It is accompanied by the following documents:

- Appendix A** Plan showing proposed road extension and residue land (for planning purposes), by JMD Development Consultants (Ref 1417005, 01/10.2014)
- Appendix B** Existing planning maps to The Hills LEP 2012
- Appendix C** Urban Design Report, by Architectus (27 August 2015)

|                   |                                                                                                                                                                                                              |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Appendix D</b> | The Hills Shire Council submission on the Issues Paper that preceded the draft Metropolitan Strategy for Sydney to 2036 (Ordinary Meeting of Council on 26 June 2012)                                        |
| <b>Appendix E</b> | Supply and Demand Assessment, by SGS Economics & Planning (August 2015)                                                                                                                                      |
| <b>Appendix F</b> | Phase 1 Preliminary Environmental Site Assessment for Proposed Shopping Centre Development on the adjoining land (now occupied by Masters Home Improvement Centre ( <b>Masters</b> ), by EIS (November 2008) |
| <b>Appendix G</b> | Flora and Fauna Assessment for the Commercial Road Rezoning, Rouse Hill, by Cumberland Ecology (November 2008)                                                                                               |
| <b>Appendix H</b> | The Hills Shire Council Sheet 5 - Bushfire Prone Land Map 2012                                                                                                                                               |
| <b>Appendix I</b> | Transport and Accessibility Assessment, by John Coady Consulting (28 August 2015)                                                                                                                            |



**Figure 1 – Site location plan**



**Figure 2** – Site location plan – relationship to future Rouse Hill Station & Rouse Hill Town Centre (Source: Architectus)



Figure 3 – Aerial photograph (wide)



Figure 4 – Aerial photograph (zoom)

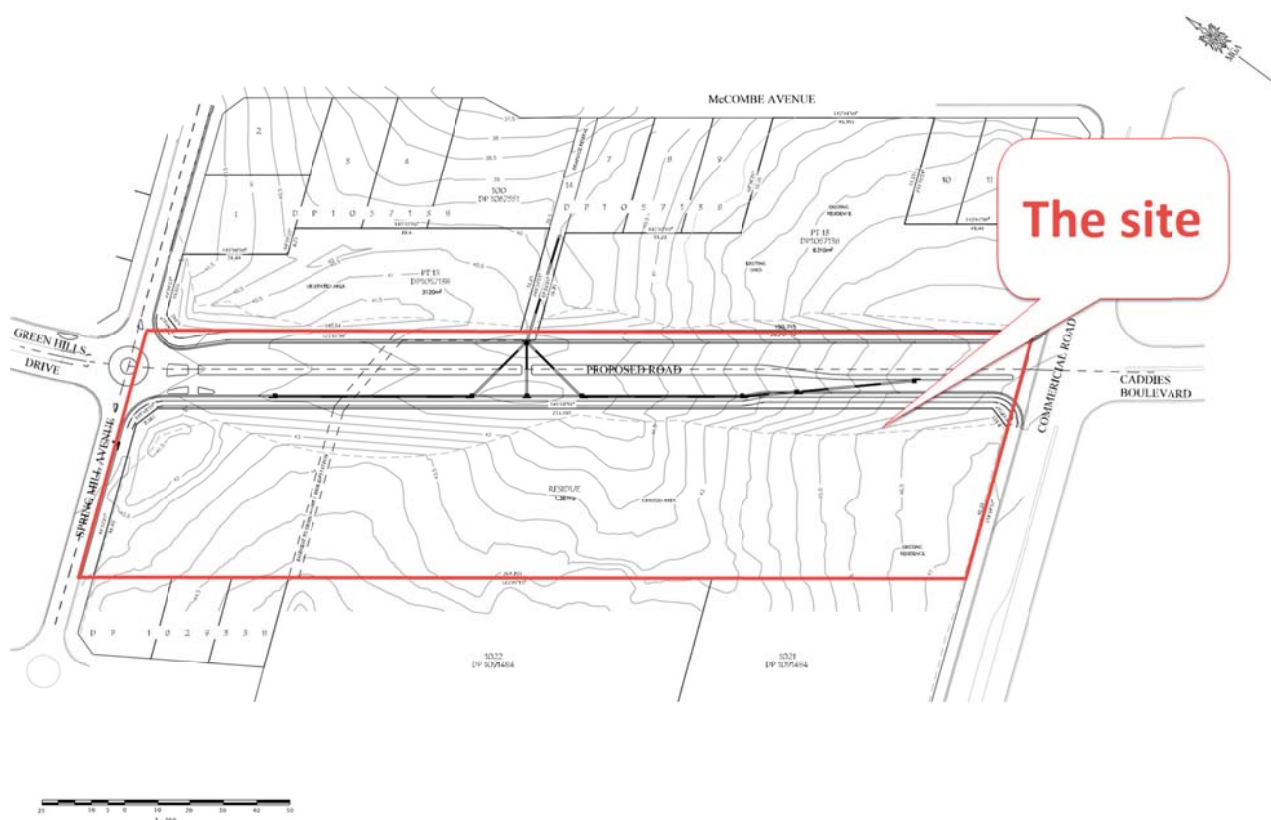


Figure 5 – Site plan showing extension of Green Hills Drive (Source: JMD Development Consultants, Appendix A)

## 1.2 Description of the site

The key characteristics of the site are summarised below:

|                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Location                  | Lot 5 Commercial Road, Rouse Hill is a parallelogram that runs between Commercial Road (in the south) and Carnoustie Street and Spring Mill Avenue (in the north). The site is located within a 600m catchment of the future Rouse Hill Railway Station (around 7 minutes' walk) which is to be located on the west side of Rouse Hill Town Centre shopping complex, near the intersection of Rouse Hill Drive and Tempus Street (refer to <b>Figures 1 to 4</b> ).                                                                                                                                                                                                                                                                                                                                                            |
| Legal description         | Lot 5 in DP 30916 (Refer to <b>Figure 5</b> and <b>Appendix A</b> )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Site area                 | 20,242m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Easement                  | An easement to drain water (3m wide and running east-west) traverses the site, connecting its northern boundary that adjoins the Masters Home Improvement Centre ( <b>Masters</b> ) to the eastern boundary of the site then on to McCombe Avenue (see <b>Figure 5</b> ).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Existing use              | The site is mostly vacant except for a dwelling house in the south-western corner and various outbuildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Topography and vegetation | The site falls by around 5m from RL 47 near Commercial Road (in the south) to RL 42 near the corner of Green Hills Drive and Spring Mill Avenue (in the north). There are a number of existing trees on the site, mostly standing on the planned extension of Green Hills Drive, as illustrated on the aerial photographs at <b>Figures 3 and 4</b> ). There is a small disused dam in the north-eastern corner of the site.                                                                                                                                                                                                                                                                                                                                                                                                   |
| Site history              | In 2008/2009, the site was included in an application to rezone land from Light Industrial 4(b) to Business 3(a) under Baulkham Hills Local Environmental Plan 2005 (the request also related to land now occupied by Masters and Lot 901 on Windsor Road). The request was supported by Council, but the proponent did not pursue the proposal. The Masters site has since been redeveloped independently.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Surrounding development   | <p>North Residential uses are to the north and north-west of the site on land in Zone R3.</p> <p>South The Northern Frame of Rouse Hill Town Centre is to the south of the site, beyond Commercial Road (yet to be developed). It is on land in Zone B4. The core of the Rouse Hill Strategic Centre and the future Rouse Hill Railway Station are 600m to the south.</p> <p>East Vacant land and detached housing are to the east of the site on land in Zone R3.</p> <p>West A recently opened Masters adjoins two-thirds of the site's western boundary on land in Zone B5 (located at 12 Commercial Road). The main ground floor of the store is approximately 2m above the site. Tall concrete walls have been constructed along the common side boundary. Detached dwelling houses with frontage to Prestwick Avenue</p> |

(on land in Zone R3) adjoin the remainder of the western boundary. The Fiddler Hotel is further north on the north-eastern corner of Windsor and Commercial Roads



Figure 6 – Photographs of the site

### 1.3 Existing planning provisions (The Hills LEP 2012)

An overview of the existing planning provisions applying to the site under The Hills LEP 2012 follows. Existing planning maps to The Hills LEP 2012 are also included at **Appendix B**.

#### Land use zoning

The site is in the following zones (refer to **Figure 7**):

- Zone B5 – Business Development (12,796m<sup>2</sup> equating to 63% of the site area)
- Zone R3 – Medium Density Residential (3,944m<sup>2</sup> equating to 20% of the site area)
- Zone SP2 – Infrastructure (3,502m<sup>2</sup> of 17% equating to 17% of the site area).

For Zones B5, B4 and SP2; the land use table to The Hills LEP 2012 shows the following objectives and permitted/prohibited uses:

#### **Zone B5 Business Development**

##### **1 Objectives of zone**

- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres.
- To provide for bulky goods premises that meet community demand.
- To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.

##### **2 Permitted without consent**

Nil

##### **3 Permitted with consent**

*Building identification signs; Bulky goods premises; Business identification signs; Child care centres; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Self-storage units; Serviced apartments; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4*

##### **4 Prohibited**

*Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Industrial training facilities; Industries; Jetties; Marinas; Medical centres; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; **Residential accommodation**; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities*

### **Zone R3 Medium Density Residential**

#### **1 Objectives of zone**

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To encourage medium density residential development in locations that are close to population centres and public transport routes.

#### **2 Permitted without consent**

Home businesses; Home occupations

#### **3 Permitted with consent**

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Group homes; Home-based child care; **Multi dwelling housing**; Neighbourhood shops; Places of public worship; Respite day care centres; Roads; Seniors housing; Any other development not specified in item 2 or 4

#### **4 Prohibited**

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; **Residential accommodation**; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

### **Zone SP2 Infrastructure**

#### **1 Objectives of zone**

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

#### **2 Permitted without consent**

Roads

#### **3 Permitted with consent**

The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose

#### **4 Prohibited**

Any development not specified in item 2 or 3

### Minimum lot size

The portion of the site in Zone B5 is subject to an 8,800m<sup>2</sup> minimum lot size standard pursuant to cl. 4.1 of The Hills LEP 2012 (refer to **Figure 8**). The remainder of the site (being land in Zones R3 and SP2) is subject to the following minimum lot sizes:

- 450m<sup>2</sup> lot size standard pursuant to cl. 4.1 of The Hills LEP 2012
- 1,800m<sup>2</sup> for multi dwelling housing pursuant to cl. 4.1A of The Hills LEP 2012
- 6000m<sup>2</sup>/700m<sup>2</sup> for an attached/detached dual occupancy pursuant to cl. 4.1A of The Hills LEP 2012.

### Height of buildings

The site is subject to a **10m** (to the north) and a **16m** (to the south) Height of Buildings standard pursuant to cl. 4.3 of The Hills LEP 2012 (refer to **Figure 9**).

### FSR

The portion of the site in Zone B5 is subject to a **1:1** FSR standard pursuant to cl. 4.4 of The Hills LEP 2012 (refer to **Figure 10**). The remainder of the site (being land in Zones R3 and SP2) is not subject to an FSR standard.

### Land Reservation Acquisition

The portion of the site in Zone SP2 is nominated as a Public Transport Corridor on the Land Reservation Acquisition Map (refer to **Figure 11**). The Hills LEP 2012, cl. 5.1A states that development consent must not be granted to any development on land identified on the Land Reservation Acquisition Map to be acquired for a public purpose unless the consent authority is satisfied that the development is likely to be consistent with the public purpose identified on that map for that land. Architectus has calculated that the existing reservation land has an area of 3,502m<sup>2</sup> which equate to 17% of the site area.

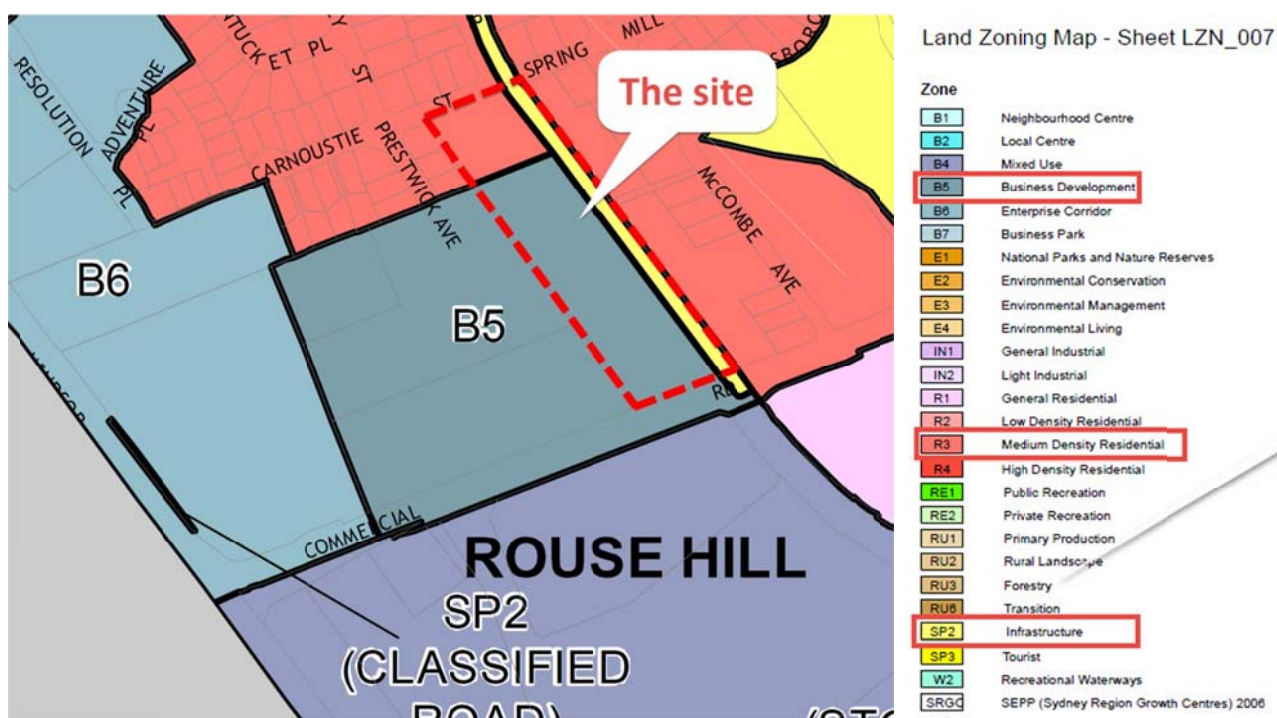


Figure 7 – Land Zoning Map, The Hills LEP 2012

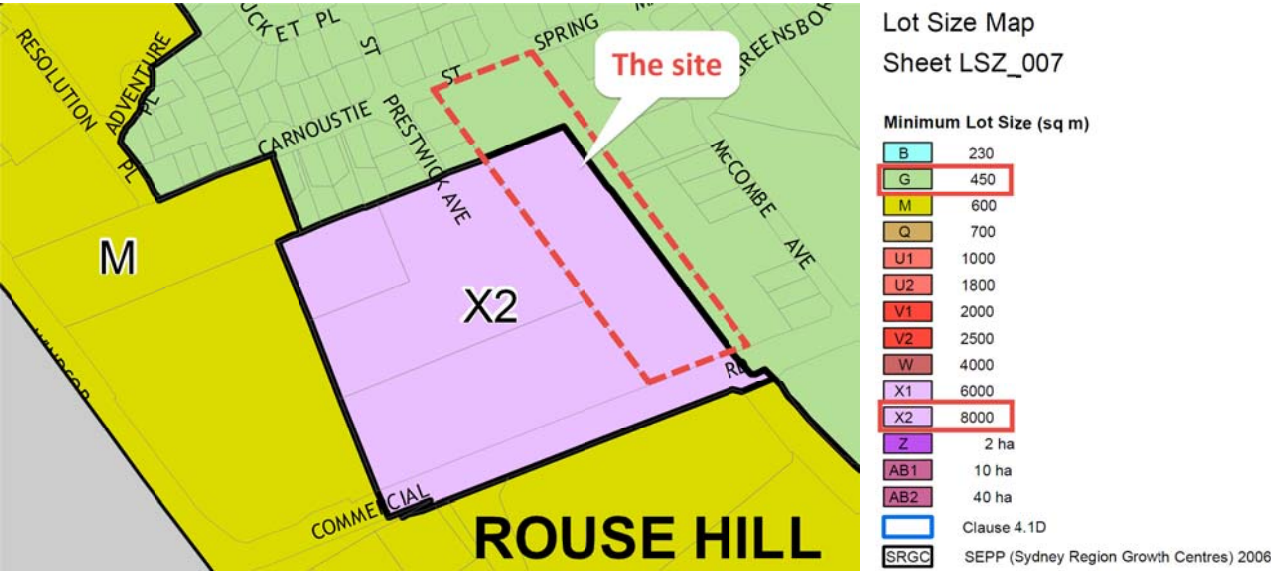


Figure 8 – Lot Size Map, The Hills LEP 2012

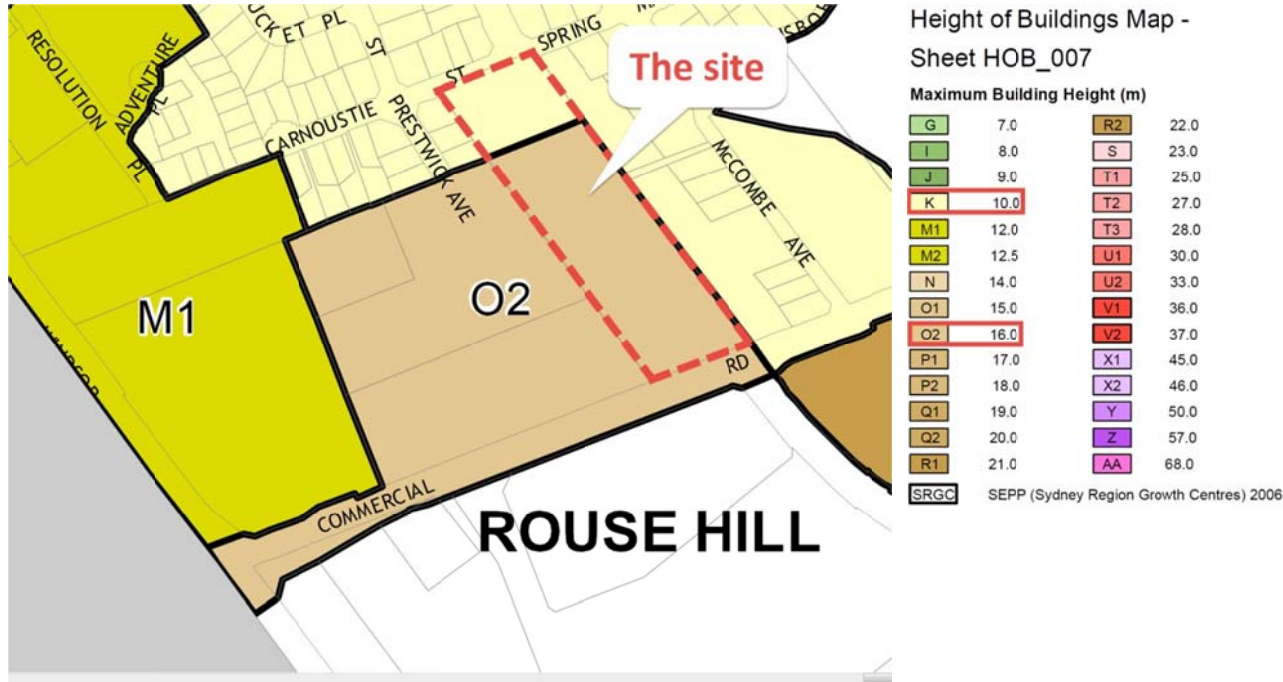


Figure 9 – Height of Buildings Map, The Hills LEP 2012

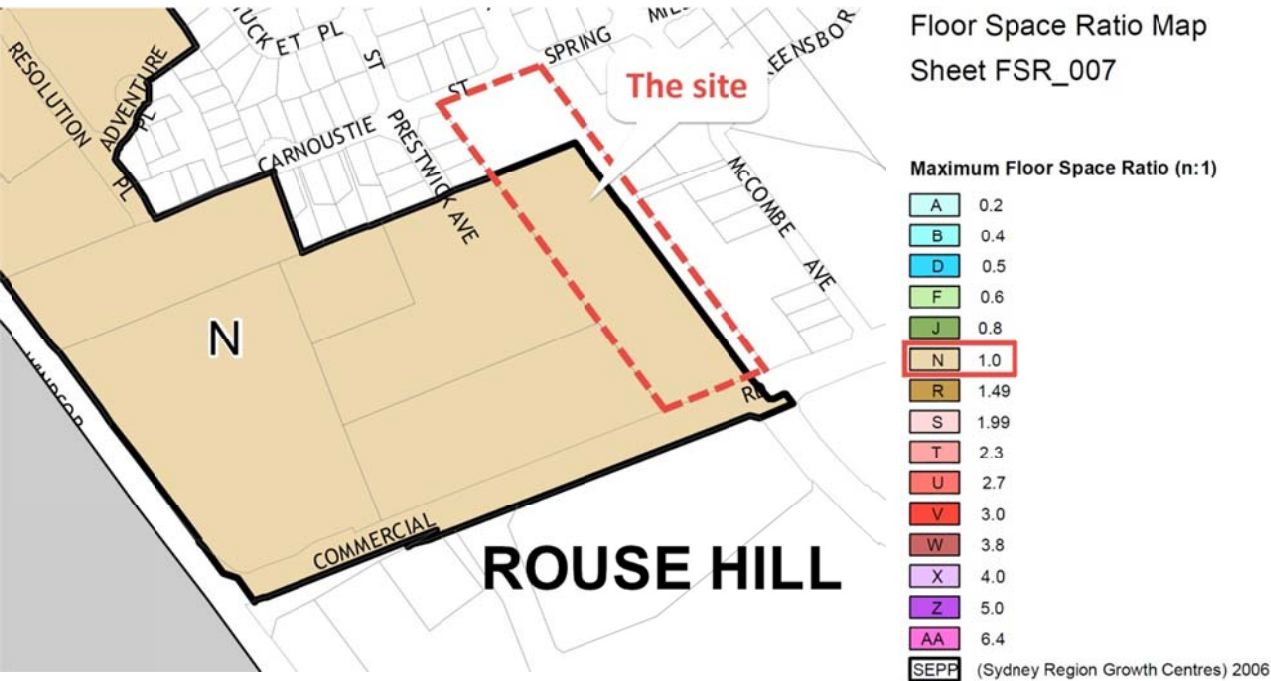


Figure 10 – FSR Map, The Hills LEP 2012

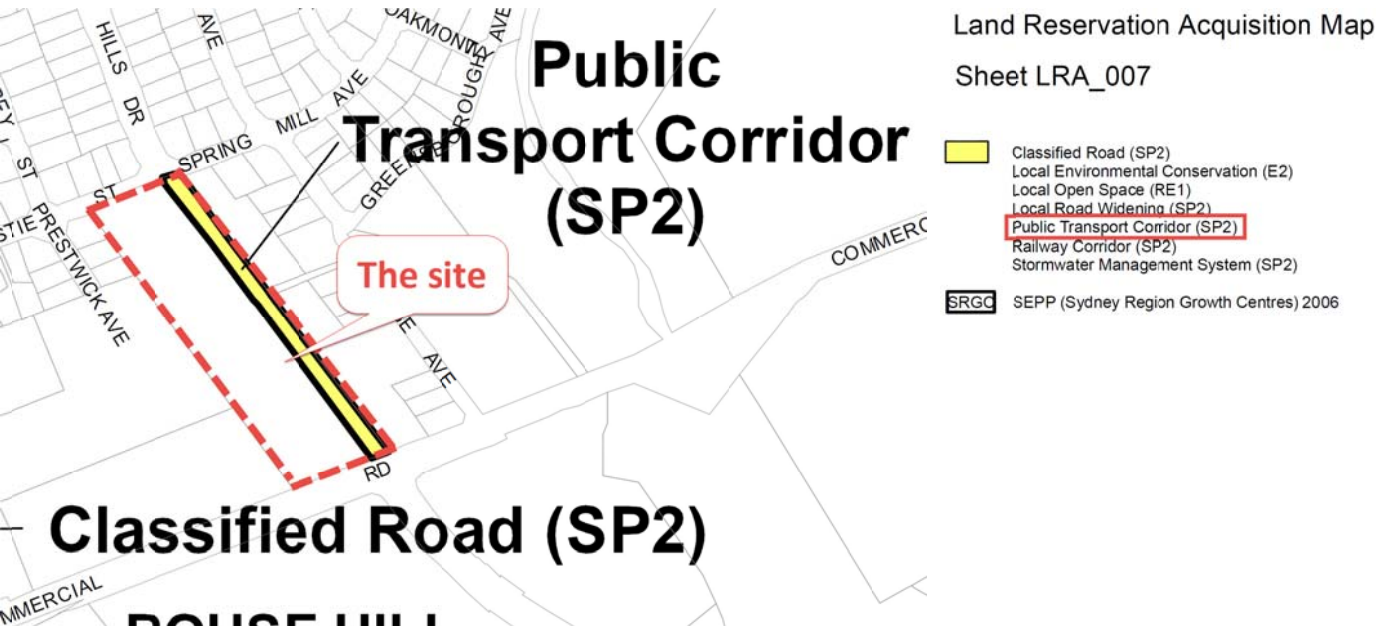


Figure 11 – Land Reservation Acquisition Map, The Hills LEP 2012

## 2.0 Preferred development concept

### 2.1 Overview

This section of the report provides an overview of a preferred development concept that could be accommodated by the planning proposal for the site. It is based upon the Urban Design Report by Architectus (**Appendix C**) and is indicative only, particularly noting that the final development would be the subject of a site specific DCP, VPA and DA:

1. Separation of the site into the following parcels:
  - (a) **road parcel** which has an area of 6,634m<sup>2</sup> (33% of the site area)
  - (b) **development parcel** which has an area of 13,608m<sup>2</sup> (67% of the site area)
2. Extension of Green Hills Drive on the road parcel
3. Development of the following on the development parcel:
  - (a) 333 apartments
  - (b) Five buildings with heights of three to 12 storeys (12m to 40m)
  - (c) A total gross floor area (**GFA**) of 30,901m<sup>2</sup> which equates to a FSR of 1.53: across the entire site or 2.27:1 on the development parcel, comparing:
    - (i) 29,217m<sup>2</sup> of residential GFA
    - (ii) 1,684m<sup>2</sup> of retail/commercial GFA
  - (d) Basement car parking spaces accessed from the extension of Green Hills Drive
  - (e) Landscaping and communal open space.

### 2.2 Design Principles

Architectus has developed the following principles to guide development on the site.

- *Facilitate new street connecting Rouse Hill Town Centre and the established residential neighbourhood to the north.*
- *Transition in height from taller heights adjacent the town centre to lower heights adjacent existing residential neighbourhood to the west.*
- *Provide active residential frontages with address to existing and new streets.*
- *Provide an active commercial frontage to Commercial Road.*
- *Provide private gardens to ground floor units to reinforce the residential character of the site and its connection with the area to the west.*
- *Incorporate a landscape setback and communal courtyards along the rear boundary to transition with the Masters site to the west and provide residents with a pleasant landscape outlook.*
- *Create courtyard building typologies to provide residents with usable communal open spaces and high residential amenity.*
- *Provide increased housing capacity and choice in close proximity to the Rouse Hill Town Centre and transport infrastructure.*

Architectus considered a number of development options for the site including a scheme that complies with the existing land zoning and development standards plus three options that would require a planning proposal to amend The Hills LEP 2012.

In relation to the compliant scheme (see **Figure 12**), Architectus found that it to be unappealing noting that it:

- Underutilised the site which is strategically located within walking distance of a strategic centre
- Provided for an unviable commercial use, achieving a small GFA (constrained by also having to provide parking behind), narrow width (constrained by site width) and generally separated from other commercial uses (with only Masters adjacent)
- Did not provide a development that could support delivery of the Green Hills Drive extension (noting also that the existing road reservation is too small)
- Provided a poor pedestrian experience along Green Hills Drive, adjacent to commercial site.

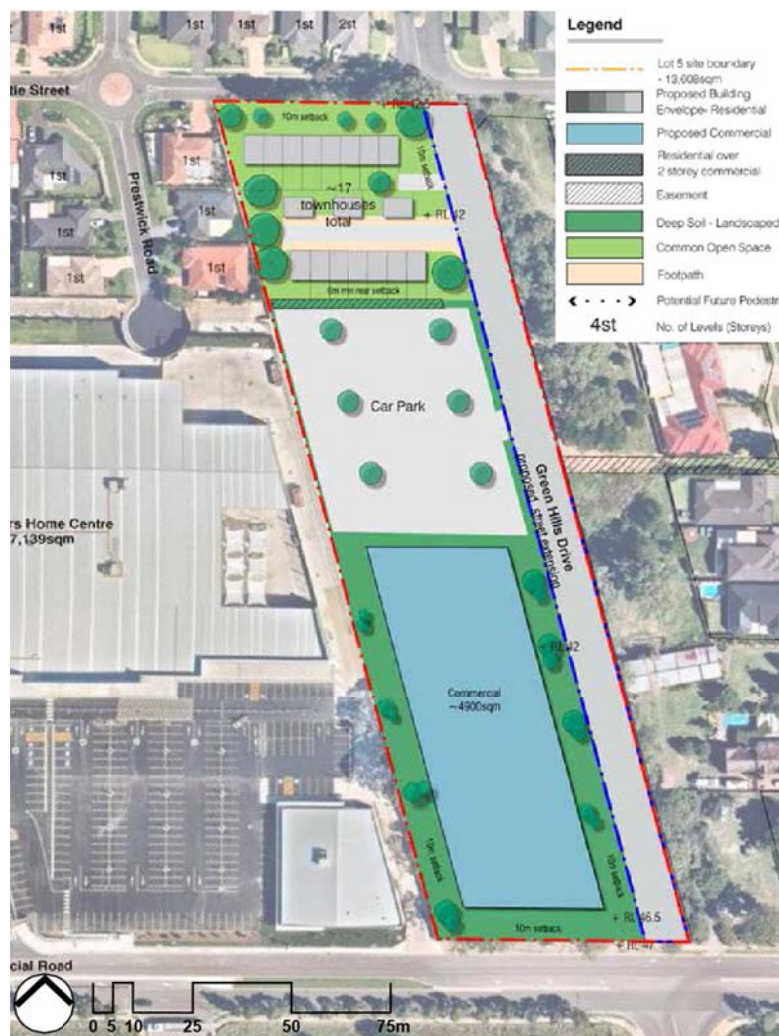
Following their consideration of several options, Architectus developed the preferred development concept for the site that:

- Delivers the extension of Green Hills Drive across the site with a 4m wide footpath (noting that the road parcel is almost twice the size of the existing road reservation)
- Provides a range of built form across the site from three storeys to 12 storeys.
- Presents a human-scale of six storeys (with upper storey and taller elements set back) to Green Hills Drive
- Incorporates significant setbacks from Green Hills Drive (6m) to allow for a generous landscaped edge
- Incorporates a significant communal open space area at the northern end of the site protection the amenity and outlook of nearby low density dwelling houses with a network of other communal landscape spaces throughout the site
- Provides commercial uses within the lower-floors facing Commercial Road, contributing to the proposed mixed-use future of Green Hill Drive.

**Table 1** provides a numeric overview of the preferred development concept and images from the Urban Design Report are provided at **Figures 13 to 15**.

**Table 1 – Numeric overview of the preferred development concept**

| Component                                                             | Preferred development concept |
|-----------------------------------------------------------------------|-------------------------------|
| <b>Site area (m<sup>2</sup>)</b>                                      |                               |
| • Road parcel (dedication land)                                       | 6,634 (33%)                   |
| • Development parcel                                                  | 13,608 (67%)                  |
| <b>Total site area</b>                                                | 20,2412                       |
| <b>GFA (m<sup>2</sup>)</b>                                            |                               |
| • Non-residential                                                     | 1,684                         |
| • Residential                                                         | 29,947                        |
| <b>Total GFA</b>                                                      | 31,631                        |
| <b>FSR</b>                                                            |                               |
| • Total site area (20,242m <sup>2</sup> )                             | 1.56:1                        |
| • Land in proposed Zone B4 excluding Zone SP2 (16,740m <sup>2</sup> ) | 1.89:1                        |
| • Development parcel only (13,608m <sup>2</sup> )                     | 2.27:1                        |
| <b>Height</b>                                                         |                               |
| • Storeys                                                             | 3 to 12 storeys               |
| • Metres                                                              | 12m to 40m                    |
| <b>Apartments</b>                                                     |                               |
| • Total                                                               | 333                           |
| • Average GFA per apartment area (m <sup>2</sup> )                    | 90                            |



**Figure 12 – Complaint scheme (Source: Architectus)**



Plan view

Figure 13 – Preferred development concept – plan (Source: Architectus)

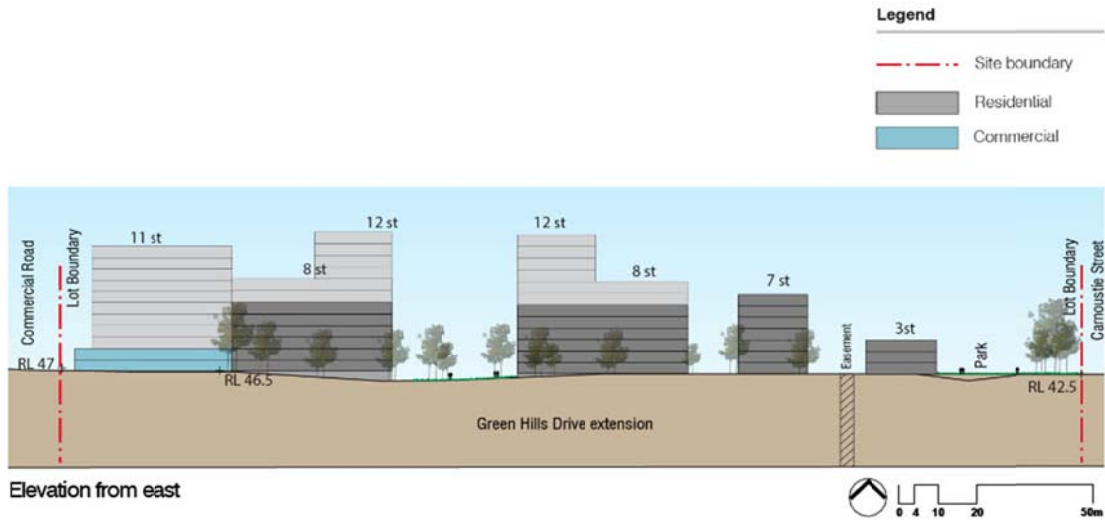


Figure 14 – Preferred development concept – elevation (Source: Architectus)

### View from southeast



### View from northeast



**Figure 15** – Perspective images of the preferred development concept (Source: Architectus)

### 3.0 Planning proposal

#### PART 1 - OBJECTIVES OR INTENDED OUTCOMES

The objective of the planning proposal is to enable development of Lot 5 in DP 30916 on Commercial Road at Rouse Hill for a mixed use development and extension of Green Hills Drive (being the preferred development concept described above). The outcome would be increased housing supply and employment uses on a highly accessible gateway site and improved road and transport infrastructure.

#### PART 2 – EXPLANATION OF PROVISIONS

The objective and intended outcome set out above will be achieved by the proposed amendments to The Hills LEP 2012 comprising amendments to the Land Zoning Map, Allotment Size Map Height of Buildings Map, Floor Space Ratio Maps, Key Sites Map and an additional Local Provision to The Hills LEP 2012.

**Table 2** compares the existing and proposed LEP provisions relevant to the site.

**Table 2 – Existing and proposed mapping comparison (approximate areas calculated by Architectus)**

|                               | EXISTING                             |                        |           | PLANNING PROPOSAL                                                                                                                                    |                        |           |
|-------------------------------|--------------------------------------|------------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------|
|                               | Mapping                              | Area (m <sup>2</sup> ) | % of site | Mapping                                                                                                                                              | Area (m <sup>2</sup> ) | % of site |
| Land Zoning                   | Zone B5 – Business Development       | 12,796                 | 63%       | Zone B4 - Mixed Use                                                                                                                                  | 16,740                 | 83%       |
|                               | Zone R3 – Medium Density Residential | 3,944                  | 20%       |                                                                                                                                                      |                        |           |
|                               | Zone SP2 – Infrastructure            | 3,502                  | 17%       | Zone SP2 – Infrastructure                                                                                                                            | 3,502                  | 17%       |
| Minimum lot size              | 8,000m <sup>2</sup>                  | 12,796                 | 63%       | 1,800m <sup>2</sup>                                                                                                                                  | 20,242                 | 100%      |
|                               | 450m <sup>2</sup>                    | 7,446                  | 37%       |                                                                                                                                                      |                        |           |
| Height of Buildings           | 16m                                  | 12,796                 | 63%       | 40m                                                                                                                                                  | 10,954                 | 54%       |
|                               |                                      |                        |           | 23m                                                                                                                                                  | 4,289                  | 21%       |
|                               | 10m                                  | 3,944                  | 19%       | 12m                                                                                                                                                  | 4,999                  | 25%       |
|                               | No standard                          | 3,502                  | 18%       |                                                                                                                                                      |                        |           |
| FSR                           | 1:1                                  | 12,796                 | 63%       | 2.3:1<br>(calculated on the development parcel site area)                                                                                            | 13,608                 | 67%       |
|                               | No standard                          | 7,446                  | 37%       |                                                                                                                                                      |                        |           |
| Local provision/<br>key sites | N/A                                  |                        |           | Land in Zone B4 identified as Area B on the Key Sites Map and subject to local provision in relation to apartment mix, internal area and car parking | 16,740                 | 100%      |

### Amend the Land Zoning Map

Amendment of the Land Zoning Map (Sheet LZN\_007) is proposed to include 83% of the site in Zone B4 – Mixed Use (being land in existing Zones B5 and R3). In accordance with the advice of Council's Forward Planners, the planning proposal does not change the area of land in Zone SP2 (17% of the site area) even though the preferred development concept includes a dedication of 33% of the site area for the extension of Green Hills Drive.

The Zoning Table to The Hills LEP 2012 shows the following objectives and permitted/prohibited uses for Zone B4, noting that *residential flat buildings*, *shop top housing* and a range of non-residential uses are permitted with consent:

#### Zone B4 Mixed Use

##### 1 Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening.
- To provide for high density housing that is integrated with civic spaces.

##### 2 Permitted without consent

Home businesses; Home occupations

##### 3 Permitted with consent

Backpackers' accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; **Commercial premises**; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home-based child care; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; **Residential flat buildings**; Respite day care centres; Restricted premises; Roads; Seniors housing; Serviced apartments; **Shop top housing**; Any other development not specified in item 2 or 4<sup>1</sup>

##### 4 Prohibited

Agriculture; Air transport facilities; Animal boarding or training establishments; Boat building and repair facilities; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops;

<sup>1</sup> Pursuant to the Dictionary to The Hills LEP 2012:

**residential flat building** means a building containing 3 or more dwellings, but does not include an attached dwelling or multi dwelling housing.

**commercial premises** means any of the following:

- (a) business premises,
- (b) office premises,
- (c) retail premises.

**shop top housing** means one or more dwellings located above ground floor retail premises or business premises.

*Warehouse or distribution centres; Waste disposal facilities; Water recreation structures;  
Water supply systems; Wharf or boating facilities.*

#### **Amend the Minimum Lot Size Map**

Amendment of the Lot Size Map (Sheet LSZ\_007) is proposed to show a minimum lot size of 1,800m<sup>2</sup> across the entire site (from 450m<sup>2</sup> and 8,000m<sup>2</sup>). Pursuant to Clause 4.1A of The Hills LEP 2012, a minimum lot size of 4,000m<sup>2</sup> applies to *residential flat buildings*.

#### **Amend the Height of Buildings Map**

Amendment of the Height of Buildings Map (Sheet HOB\_007) is proposed to show varying height standards of 12m, 23m and 40m (from 10m and 16m). The proposed height standards reduce in height from south to north, with the tallest buildings at Commercial Road and the lowest at Carnoustie Street.

#### **Amend the Floor Space Ratio Map**

Amendment of the Floor Space Ratio Map (Sheet FSR\_007) is proposed to show a FSR standard of 2.3:1 across the development parcel land which has an area of 13,608m<sup>2</sup> (from 1:1 on land in Zone B5 with no FSR on the remainder of the site). The remainder of the site, which is to be occupied by the planned extension of Green Hills Drive, would not be subject to a FSR standard.

#### **Foreshore Building Line Map Landslide Risk Map Urban Release Area Map Key Sites Map**

Amendment of this map (Sheet CL2\_007) to show the site in Area B which would be subject to the additional local provision described below.

#### **Additional local provision - cl. 7.10 - Residential Development Yield**

The following additional local provision is proposed in relation to dwelling yield, apartment mix, internal floor areas and car parking; consistent with Council's recent resolutions in relation to a planning proposal for land on Fairway Drive, Kellyville and Spurway Drive, Baulkham Hills. This incorporates certain provisions from the Hills Development Control Plan (**HDCP**) into the planning proposal:

##### **7.10 Residential Development Yield**

- (1) *The objectives of this clause are as follows:*
  - (a) *To ensure that residential flat building development does not over-tax existing and planned services, facilities and infrastructure;*
  - (b) *To provide opportunities for a suitable density housing form that is compatible with existing development and the future character of the surrounding area;*
  - (c) *To ensure the provision of a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets; and*
  - (d) *To promote development that suits larger household sizes and family household structures which are expected for The Hills Shire into the future*
- (2) *This clause applies to land identified as "Area B" on the Key Sites Map.*
- (3) *Development on the whole of the land specified in Column 1 of the Table is not to exceed the criteria and standards specified in Column 2.*

*or*
- (4) *Development on the whole of the land specified in Column 1 of the Table may be less or equal to that specified in Column 3, where the development complies with all criteria and standards specified in Column 4.*

| Column 1                                                    | Column 2          | Column 3                                                                                                                       | Column 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
|-------------------------------------------------------------|-------------------|--------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------|---------------|--|-----------|------------------|-----------|------------------|--------------------|------------------|---------------|--|-----------|------------------|-----------|------------------|--------------------|-------------------|---------------|--|-----------|------------------|-----------|-------------------|--------------------|-------------------|
| Lot 5 in DP 30916 known as ____ Commercial Road, Rouse Hill | TBA by Council    | 333 dwellings and a maximum height and floor space ratio as shown on the “Height of Buildings Map” and “Floor Space Ratio Map” | <p><b><u>Apartment mix</u></b></p> <p>(a) No more than 25% of the dwelling yield is to comprise either studio or one bedroom apartments.</p> <p>(b) No less than 10% of the dwelling yield is to comprise apartments with three or more bedrooms.</p> <p><b><u>Internal floor area</u></b></p> <p>(c) The minimum internal floor area for each unit, excluding common passageways, car parking spaces and balconies shall not be less than the following:</p> <table><tr><th>Apartment Size Category</th><th>Apartment Size</th></tr><tr><td colspan="2"><b>Type 1</b></td></tr><tr><td>1 bedroom</td><td>50m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>70m<sup>2</sup></td></tr><tr><td>3 or more bedrooms</td><td>95m<sup>2</sup></td></tr><tr><td colspan="2"><b>Type 2</b></td></tr><tr><td>1 bedroom</td><td>65m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>90m<sup>2</sup></td></tr><tr><td>3 or more bedrooms</td><td>120m<sup>2</sup></td></tr><tr><td colspan="2"><b>Type 3</b></td></tr><tr><td>1 bedroom</td><td>75m<sup>2</sup></td></tr><tr><td>2 bedroom</td><td>110m<sup>2</sup></td></tr><tr><td>3 or more bedrooms</td><td>135m<sup>2</sup></td></tr></table> <p>(d) Type 1 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments.</p> <p>(e) Type 2 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments.</p> <p>(f) All remaining apartments are to comply with the Type 3 apartment sizes.</p> <p><b><u>Car parking</u></b></p> <p>(g) The provision of car parking shall not be less than the following:</p> <ul style="list-style-type: none"><li>i) 1 space per 1 bedroom unit</li><li>ii) 2 spaces per 2 or 3 bedroom</li><li>iii) 2 visitor spaces per 5 units</li></ul> | Apartment Size Category | Apartment Size | <b>Type 1</b> |  | 1 bedroom | 50m <sup>2</sup> | 2 bedroom | 70m <sup>2</sup> | 3 or more bedrooms | 95m <sup>2</sup> | <b>Type 2</b> |  | 1 bedroom | 65m <sup>2</sup> | 2 bedroom | 90m <sup>2</sup> | 3 or more bedrooms | 120m <sup>2</sup> | <b>Type 3</b> |  | 1 bedroom | 75m <sup>2</sup> | 2 bedroom | 110m <sup>2</sup> | 3 or more bedrooms | 135m <sup>2</sup> |
| Apartment Size Category                                     | Apartment Size    |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| <b>Type 1</b>                                               |                   |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 1 bedroom                                                   | 50m <sup>2</sup>  |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 2 bedroom                                                   | 70m <sup>2</sup>  |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 3 or more bedrooms                                          | 95m <sup>2</sup>  |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| <b>Type 2</b>                                               |                   |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 1 bedroom                                                   | 65m <sup>2</sup>  |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 2 bedroom                                                   | 90m <sup>2</sup>  |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 3 or more bedrooms                                          | 120m <sup>2</sup> |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| <b>Type 3</b>                                               |                   |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 1 bedroom                                                   | 75m <sup>2</sup>  |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 2 bedroom                                                   | 110m <sup>2</sup> |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |
| 3 or more bedrooms                                          | 135m <sup>2</sup> |                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                         |                |               |  |           |                  |           |                  |                    |                  |               |  |           |                  |           |                  |                    |                   |               |  |           |                  |           |                   |                    |                   |

### PART 3 – JUSTIFICATION

This part of the planning proposal describes and justifies the amendments described in Part 2. The following questions have been extracted from the document titled *A guide to preparing planning proposals*, by NSW Planning & Infrastructure (October 2012):

#### SECTION A - NEED FOR THE PLANNING PROPOSAL

*1. Is the planning proposal a result of any strategic study or report?*

NO

The planning proposal is not a result of any strategic study or report. However, the planning proposal is considered to be an appropriate means of:

- Implementing more general strategies which provide for increased housing and jobs in Rouse Hill Strategic Centre
- Providing more jobs and housing around Sydney Metro North West
- Delivering the planned extension of Green Hills Drive and providing for a wider road reservation than that provided by in the existing.

*2. Is the planning proposal the best means of achieving the objective or intended outcomes or is there a better way?*

YES

A planning proposal, and amendment of The Hills LEP 2012, is the most effective way of providing certainty for Council, the local community and the landowner and allows for orderly and economic development of the land. The existing planning controls applying to the site would not permit the form of development envisaged in the planning proposal. Importantly, the existing controls would not provide for extension of Green Hills Drive, noting that the existing Zone SP2/reservation land has an area of just 3,502m<sup>2</sup> whereas a land dedication of 6,634m<sup>2</sup> is required and proposed to realise the road extension.

## SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

This part assesses the relevance of the planning proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider State and local government plans including the NSW Government's *A Plan for Growing Sydney* and the draft subregional strategy, State Environmental Planning Policies (SEPPs), local strategic and community plans and applicable Ministerial Directions.

### 3. *Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

YES, as detailed below.

#### **A Plan for Growing Sydney**

On 14 December 2014, the NSW Government released *A Plan for Growing Sydney* which outlines actions to achieve the Government's vision for Sydney to be a 'strong global city and a great place to live'.

The Hills Shire is part of the West Central Subregion (along with Auburn, Bankstown, Blacktown, Holroyd and Parramatta).

*A Plan for Growing Sydney* identifies the following directions, actions and priorities for The Hills Shire, the West Central Subregion and Rouse Hill Strategic Centre that are relevant to the site and the planning proposal:

- **Sydney's Strategic Centres:** Rouse Hill is identified as a Strategic Centre (p. 46 and Figures 2 and 28). A Strategic Centre is defined as follows (p.139):

*The largest centres in the Sydney Metropolitan Area, when developed. They contain mixed-use activity of an amount, density and diversity that is of metropolitan significance, including commercial (office, business and retail), civic and cultural uses; government services; and higher density housing. They are typically on the passenger rail network or serviced by other high frequency public transport. Strategic centres typically contain at least 10,000 jobs, with the potential to accommodate ongoing jobs growth over the long-term. They are priority locations for employment and retail activity.*

- **Urban Renewal Corridor and Rail Network:** The site is located within an Urban Renewal Corridor located on the new Northwest Rail Link (Figure 28). Urban renewal is defined as (p. 140):

*The revitalisation of established urban areas to provide for a greater range of housing and improve liveability through better access to employment, improved services and social infrastructure.*

In relation to Urban Renewal Corridors, *A Plan for Growing Sydney* states (p.114):

#### **Accelerate housing supply, choice and affordability and build great places to live**

*Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways*

- **Priorities For Strategic Centres:** In relation to Rouse Hill, *A Plan for Growing Sydney* states (p. 116):

- *Work with council to implement the Rouse Hill Structure Plan in the North West Rail Link Corridor Strategy to provide additional capacity around the future Rouse Hill train*

*station for mixed-uses including offices, retail, services and housing, and to plan for outward expansion of the centre.*

- *Work with council to improve walking and cycling connections to the future Rouse Hill train station.*

**Figure 16** is an extract from *A Plan for Growing Sydney* showing the approximate location of the site.

The planning proposal will enable the development of residential dwellings and non-residential uses that will contribute towards new dwelling and employment opportunities on a site located at a gateway to Rouse Hill Strategic Centre and with excellent access to public transport. The proposed extension to Green Hills Drive will also improve walking and cycling connections to the Centre and future Rouse Hill Railway Station.

The anticipated growth targets for the West Central subregion will be published once the Department of Planning and Environment's subregional planning process is complete.

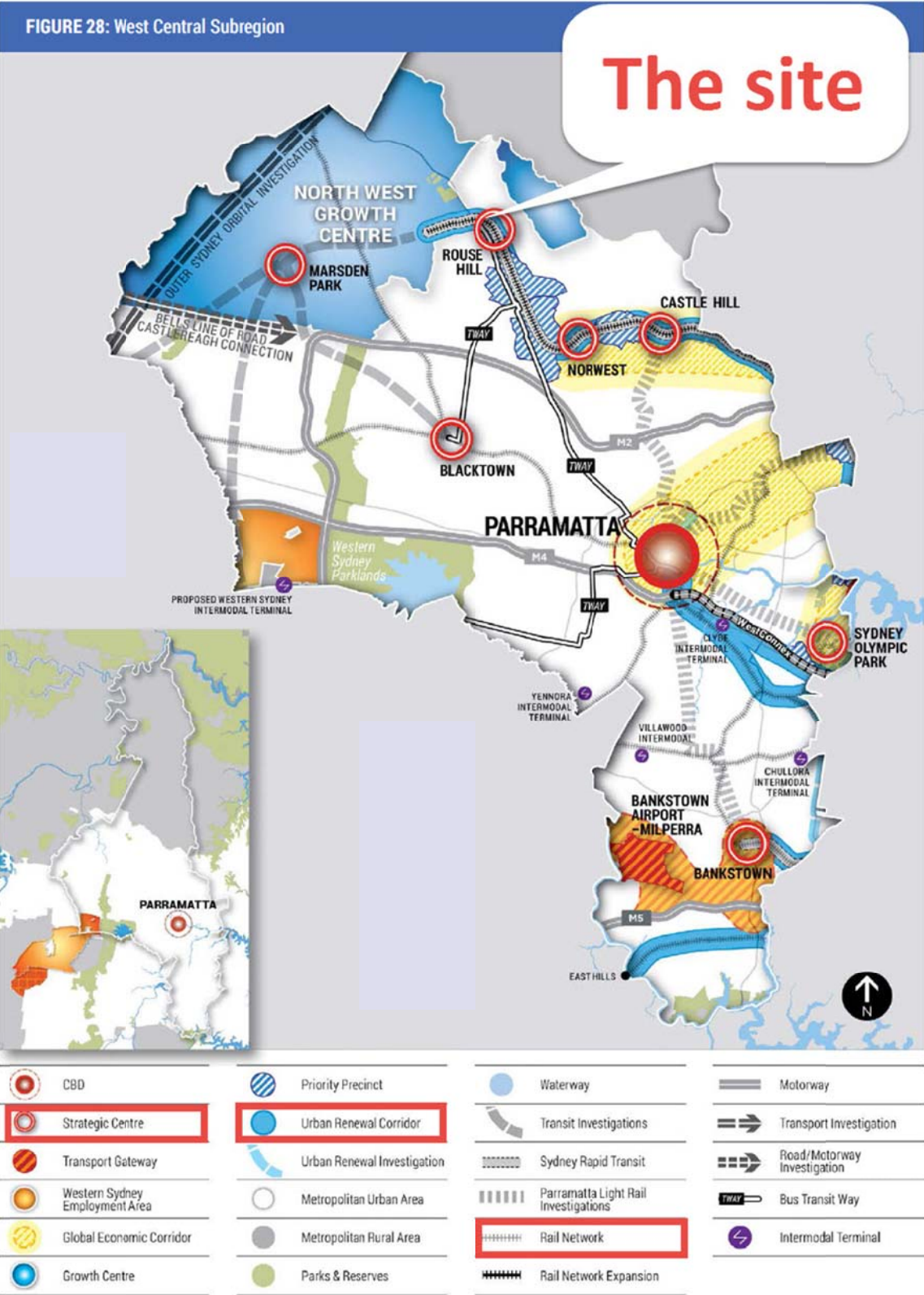


Figure 16 – A Plan for Growing Sydney – West Central Subregion

**Issues Paper that preceded the draft Metropolitan Strategy for Sydney to 2031 – Submission by The Hills Shire**

The Hills Shire Council prepared a detailed submission on the Issues Paper that preceded the draft *Metropolitan Strategy for Sydney to 2031* (which was the predecessor to *A Plan for Growing Sydney*). In a report to the Ordinary Meeting of Council on 26 June 2012 (attached at **Appendix D**), Council provided recommendations in relation to housing, jobs and social inclusion that are particularly relevant to the planning proposal. These recommendations are set out in **Table 3**, with an assessment of the planning proposal's satisfaction.

**Table 3 – Consistency with The Hill's Shire recommendations for the *Metropolitan Plan for Sydney 2036***

| The Hills Shire recommendation                                                                                                                                                                                                                                                                | Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>2. Housing</b>                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2.1 <i>A new metropolitan strategy needs to target the necessary hard infrastructure, such as public transport, roads, sewer, water and power into this area to support growth.</i>                                                                                                           | The <i>North West Rail Link Corridor Strategy</i> for Rouse Hill notes that the existing planning controls require some amendments to reinforce delivery of the Rail Link and that the current controls do not promote the growth of Rouse Hill as a Major Centre (now referred to as a Strategic Centre), with little additional capacity for jobs and only a moderate increase in housing. To partially address this shortfall in the existing planning controls, the planning proposal would provide housing to support: <ul style="list-style-type: none"> <li>Investment in infrastructure (most notably Sydney Metro North West)</li> <li>Establishment of Rouse Hill as a Strategic/Major Centre.</li> </ul> (the <i>North West Rail Link Corridor Strategy</i> is addressed later). |
| 2.2 <i>Infrastructure must be ready before or concurrent with the release of new Greenfield land.</i>                                                                                                                                                                                         | The housing that would be realised by the planning proposal and the Sydney Metro North West could be delivered contemporaneously.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2.3 <i>High density housing locations should be clearly identified and be in close proximity to excellent services, facilities and recreation / open spaces. It is inappropriate to provide a higher proportion of high density living outside of major centres and major infrastructure.</i> | The site is directly opposite the Northern Frame of the Rouse Hill Strategic Centre and is 600m from the core of the Centre and the future Rouse Hill Railway Station. It therefore has excellent access to existing and future services, facilities, recreation and open space and is an eminently appropriate location for high density living.                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2.4 <i>Infill development must consider impacts on open space and services to ensure that higher densities do not result in poorer amenity for new and existing residents. There needs to be a continual overarching focus on quality of life.</i>                                            | The location of the site so close to Rouse Hill Strategic Centre will ensure that future residents have access to an increasing supply of services. Additionally, the proposed LEP standards and future DCP controls would be formulated to protect the amenity of existing residents to the north and west.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2.5 <i>Caution must be exercised where industrial or employment land is being rezoned for residential. This has serious implications for the balance and distribution of employment and housing provision.</i>                                                                                | Being in Zone B5, the site has some existing employment potential. To ensure that the site preserves its potential employment role, the planning proposal requests a rezoning to Zone B4 – Mixed Use. Zone B4 is the zone that applies to Rouse Hill Strategic Centre and it permits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

| The Hills Shire recommendation                                                                                                                                                                                                                                                                                                                                                                            | Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                           | <p>a wide range of non-residential uses. The preferred development concept by Architectus shows 1,684m<sup>2</sup> of non-residential GFA.</p> <p>The impact of the planning proposal in terms of the loss of employment land is later considered in <b>Table 8</b>, Part C.3.9 and in the Supply and Demand Assessment at <b>Appendix E</b>.</p>                                                                                                                                                                                                                                                                                             |
| <p>2.6 <i>The Strategy needs to acknowledge the role and importance of local strategic plans that build community acceptance for managing Sydney's growth, and it needs to support them by delivering or assisting in funding key infrastructure projects.</i></p>                                                                                                                                        | <p>Since Council prepared this submission, the NSW Government has commenced construction of Sydney Metro North West.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>3. Jobs</b></p>                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>3.1 <i>Where employment centres are decentralised or provided in Greenfield areas, they must be supported with early delivery of key infrastructure such as roads and public transport, to support economic development and build and retain business confidence and investment.</i></p>                                                                                                               | <p>Key employment centres close to the site with potential for significant growth comprise:</p> <ul style="list-style-type: none"> <li>• Rouse Hill Strategic Centre</li> <li>• Norwest Business Park which has been a significant contributor to skilled employment in Sydney's northwest over the past decade and forms part of Sydney's 'global economic corridor'</li> <li>• Castle Hill (a Strategic Centre on the Global Economic Corridor)</li> <li>• Box Hill and Box Hill Industrial Area which have the potential to play an integral role in meeting ongoing demand for business park type activities in the northwest.</li> </ul> |
| <p><b>6. Social Inclusion</b></p>                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p>6.1 <i>An ultimate goal of the Metropolitan Strategy should be to ensure the quality of life of Sydney's inhabitants through equal access to opportunities, choices in housing size and location, recreation, jobs, efficient transport and adequate infrastructure.</i></p>                                                                                                                           | <p>The planning proposal promotes housing choice by providing medium to high density housing that will serve a variety of households (singles, couples with and without children, empty nesters, older people etc) in a highly accessible location.</p>                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>6.2 <i>A multi-faceted approach is required, including:</i></p> <ul style="list-style-type: none"> <li>– <i>Getting the supply right,</i></li> <li>– <i>Supporting development with infrastructure, services and facilities,</i></li> <li>– <i>Encouraging a diversity of product choice, and</i></li> <li>– <i>Ensuring densities are located in areas of high amenity and facilities.</i></li> </ul> | <p>The planning proposal:</p> <ul style="list-style-type: none"> <li>• Makes a significant contribution to supply (up to 333 dwellings)</li> <li>• Relates to a site that is opposite the Northern Frame of the Rouse Hill Strategic Major Centre and 600m from the core of the Centre and the future Rouse Hill Railway Station. Therefore the site has excellent access to existing and future infrastructure, services and facilities</li> <li>• Promotes housing choice (see above)</li> <li>• Promotes higher densities in an area of high amenity and accessibility.</li> </ul>                                                         |

### ***Draft North West Subregional Strategy***

The draft *North West Subregional Strategy* was prepared by the NSW Government to implement the *Metropolitan Plan for Sydney to 2036* and the NSW State Plan. It was exhibited in December 2007 through to March 2008. Within The Hills Shire, the Strategy identifies Norwest (as a Specialised Centre), Castle Hill (as a Major Centre) and Rouse Hill (as a Planned Major Centre) as being among the six Strategic Centres in the North West Subregion.

The draft Strategy sets targets for The Hills Shire for an additional 36,000 dwellings by 2031 of which 21,500 are identified for existing urban areas and release areas such as Kellyville, Rouse Hill and the Balmoral Road Release Area. The draft Strategy emphasises the role of Rouse Hill in contributing to housing growth in the North West as well as providing for employment opportunities and services (predominately in the retail industry) across the region.

The draft Strategy (Centres and Corridors, Table 8 and Appendix 3) notes that Major Centres have an approximate radius of 1km, contain 8,000 to 10,000 jobs and 9,000 to 28,000 dwellings located within and around the Major Centre. The site is within the radii of Rouse Hill Planned Major Centre and has the potential to make a meaningful contribution to the dwelling range.

The planning proposal is consistent with the following actions in the draft *North West Subregional Strategy*:

- **B2.1.1** Councils to consider planning for housing growth in centres, particularly those serviced by public transport
- **B3.3.2** Councils to undertake strategic planning to ensure land use plans make the most of new infrastructure, in particular for locations around new stations along the North West Rail Link
- **C2.1.3** North West Councils to ensure that the location of new dwellings improves the subregion's performance against the target for State Plan Priority E5 'Jobs Closer to Home' which is to increase the proportion of people living within 30 minutes by public transport of a Strategic Centre. To improve the performance of the North West Subregion, the State requires North West Councils to ensure that at least 80% of new dwellings can access a Strategic Centre within 30 minutes by public transport.

The planning proposal will facilitate an increase in housing on a site in close proximity to Rouse Hill Strategic Centre and the future Rouse Hill Railway Station. In turn, this will help to achieve the objectives of the Strategy by maximising residential densities close to jobs and services and promoting principles of transit oriented development.

### ***North West Rail Link Corridor Strategy (September 2013)***

The *North West Rail Link Corridor Strategy* was prepared to guide development around the Sydney Metro North West stations. The *Corridor Strategy* identifies a vision for precincts around the new stations with the objective of maximising the opportunities for Sydney Metro North West to support positive changes in travel behaviour as a result of the transport modal shift from road to rail.

The *Corridor Strategy* predicts that land around the eight new stations will accommodate 28,800 new dwellings and 49,500 new jobs by 2036.

Sydney Metro North West has the potential to strengthen Rouse Hill's role as a Strategic Centre by supporting growth in and around the centre. This will help achieve key metropolitan policy objectives for Sydney such as building more homes in an existing urban area, enabling residential growth in areas where there is available or planned public transport capacity and providing jobs closer to home.

The *Corridor Strategy* includes a new station at Rouse Hill which will be located on the west side of Rouse Hill Town Centre shopping complex, near the intersection of Rouse Hill Drive and Tempus Street. The site is around 600m from the future station (refer to **Figures 1 to 3**).

#### **Rouse Hill Station Structure Plan (September 2013)**

##### **Land use planning**

The *Rouse Hill Station Structure Plan* (p. 21) notes that planning controls around the Rouse Hill Strategic Centre will not promote realisation of the Centre's status. It states:

*The existing planning controls require some amendments to reinforce the delivery of such a significant investment in infrastructure such as the NWRL. Current controls do not promote the growth of Rouse Hill as a Major Centre, with little additional capacity for jobs and only a moderate increase in housing. Therefore, the vision and Structure Plan contained within this report will detail the desired future character of the area and proposed land uses to complement the new rail link and station.*

This conclusion is consistent with the findings of Architectus which show that the supply of underdeveloped/available land within a walkable catchment of the Rouse Hill Railway Station is limited (as illustrated in **Figures 18** below).

Also relevant to the site, the Structure Plan:

- Identifies the site and properties to the east as Employment land
- Identifies the site as a Short Term Opportunity Site recognising its ability to contribute to the growth of Rouse Hill (see **Figure 17**). This is confirmed by the site analysis work completed by Architectus (see **Figure 18**)
- Notes that the site is located in an area that has good access from Commercial Road and within walking distance to the station and town centre. At p. 20, the Structure Plan states:  
*To the north of the proposed station, the opportunity sites are the least constrained. These sites have good access from Commercial Road and are within walking distance to the station and town centre. The area also has good visibility from Windsor Road making it ideal for commercial development. This area is ideal for new development.*
- Provides opportunities to increase residential densities within walking distance of the station, involving a variety of housing types to ensure there is affordable and appropriate housing for all members of the community
- The projected growth for Rouse Hill by 2036 is 950 dwellings and 3,500 jobs.

Being vacant, the site presents an immediate opportunity to stimulate housing and employment growth at Rouse Hill. The planning proposal will make a significant and timely contribution to the Structure Plan targets and the proposed extension of Green Hills Drive will improve connections to the future station for pedestrians, cyclists, public transport users and motorists.

##### **Built form**

The Rouse Hill Station will be elevated about 12m above street level. Access to the station will be from Tempus Street. Between Rouse Hill and Cudgegong Road, the railway will be in the form of a 4 km viaduct including a bridge over Windsor Road that incorporates two bridge towers with a height of 45m located on the eastern and western side of Windsor Road. The towers are to be illuminated.

Images and plans of the Rouse Hill Station and Windsor Road Bridge follow at **Figures 19 to 21**. The images illustrate that the elevated station and viaduct add to the urban character of Rouse Hill Strategic Centre and its fringes. Transport NSW, in the Report titled *North West Rail Link*

*Windsor Road Bridge, Rouse Hill Modification Report, 3 February 2014 (p.3) notes that the Windsor Road Bridge will become a “visual marker” stating that:*

*The proposed bridge would be likely to become a recognisable structure in the landscape, a marker of the rapid transit infrastructure in the immediate and wider context. The bridge would reinforce the Rouse Hill Town Centre and subsequently its importance as a major centre.*

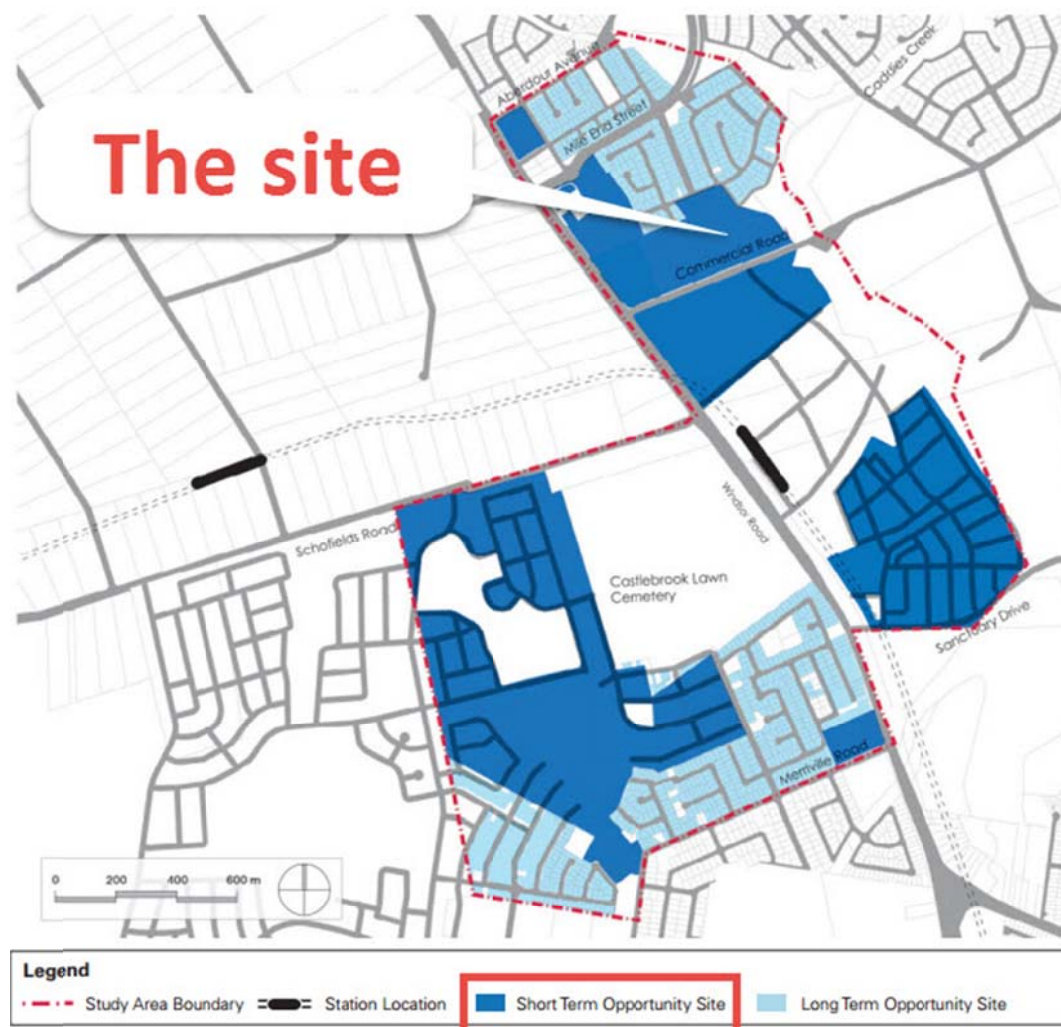
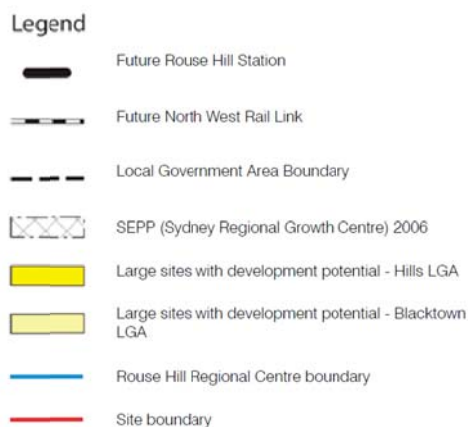
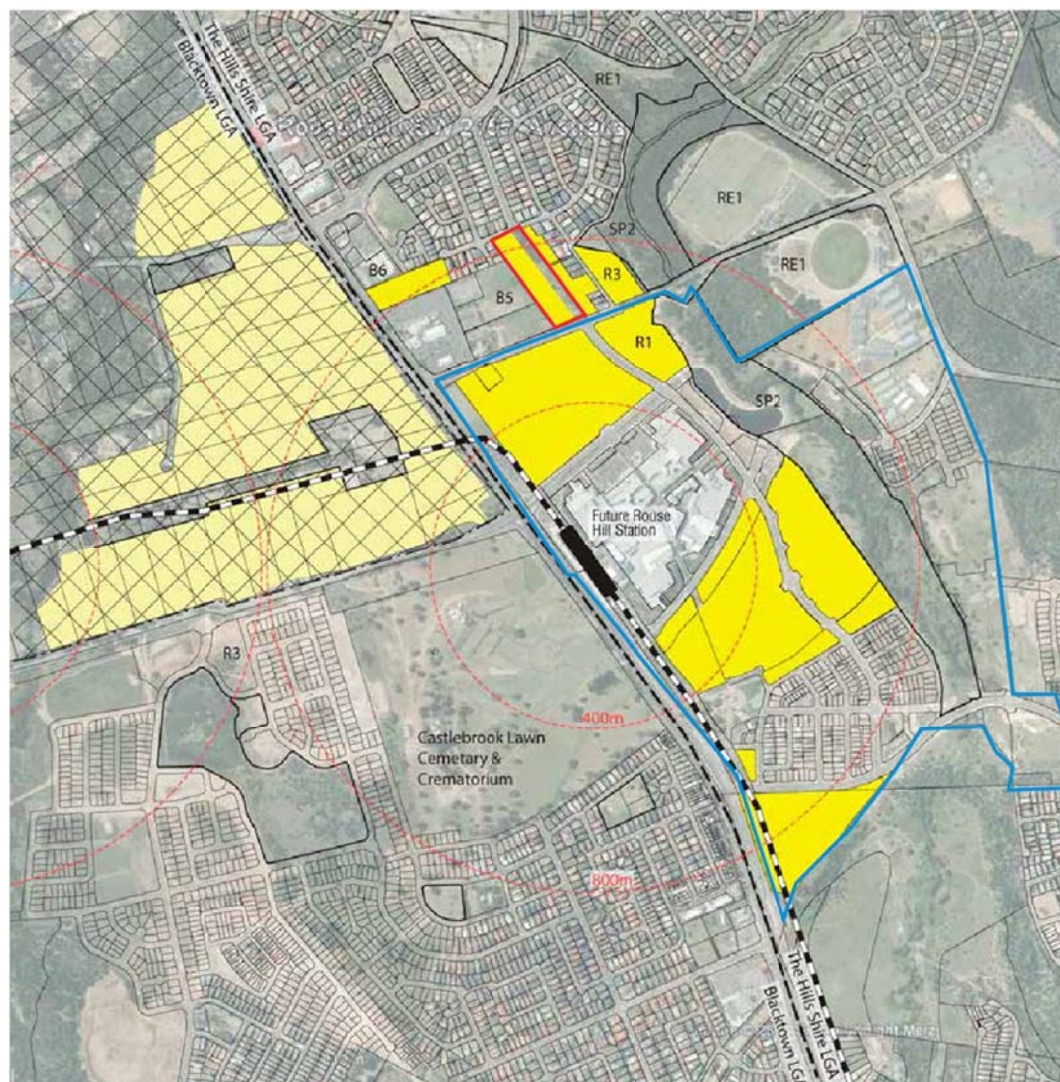


Figure 17: Opportunity Sites within the Study Area



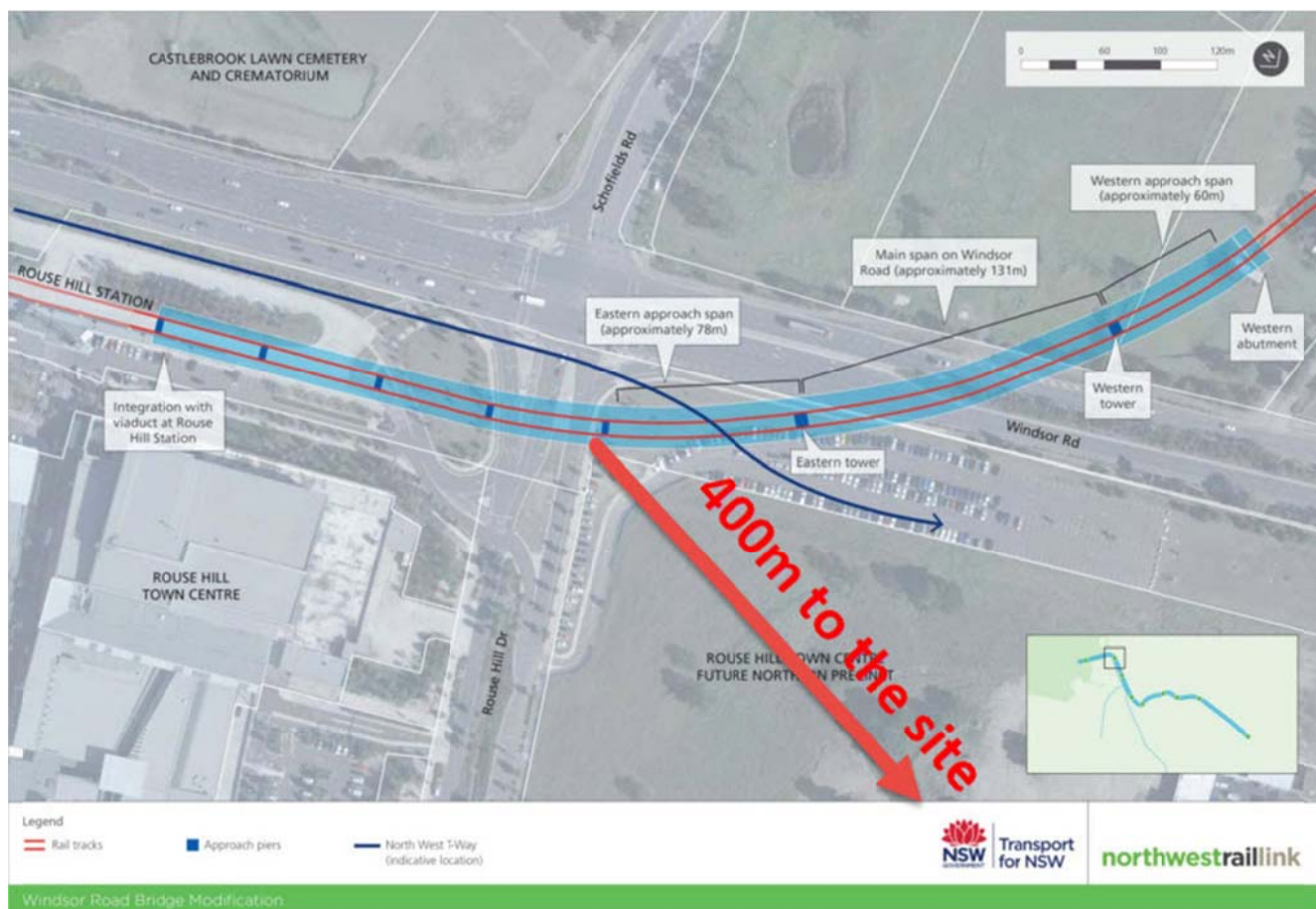
**Figure 17 – Rouse Hill Structure Plan - Opportunities sites within the study area** (source: Rouse Hill Station Structure Plan, Figure 17)



**Figure 18 – Opportunities – underdeveloped land around Rouse Hill Strategic Centre (source: Architectus)**



Figure 19 – Rouse Hill Railway Station (source: <http://nwrail.transport.nsw.gov.au/The-Project/Skytrain>)



**Figure 20** – Windsor Road Bridge indicative layout (source: *North West Rail Link Windsor Road Bridge, Rouse Hill Modification Report*, 3 February 2014, p.12)



**Figure 21** – Sydney Metro North West skytrain (source: <http://nwrail.transport.nsw.gov.au/The-Project/Skytrain>)

### Urban Activation Precincts

Current forecasts suggest that more than 1.6 million additional people will be living in Sydney by 2031, requiring around 664,000 new homes. Urban Activation Precincts (UAPs) aim to deliver some of these additional homes in places with access to infrastructure, transport, services and jobs.

About 100,000 additional people are expected to reside in The Hills Shire as the children who live there now grow up and have families of their own. The government projects that at least 36,000 homes and 47,000 jobs will be created in Sydney's North West over the next 25 years<sup>2</sup>.

Following nomination by The Hills Shire Council, the NSW government (in August 2014) confirmed the following three UAPs along the Sydney Metro North West:

- Kellyville Station within 800m or 10 minutes' walk of the future station
- Showground Station within 800m or 10 minutes' walk of the future station
- Bella Vista Station within 800m or 10 minutes' walk of the future station.

Rouse Hill Station is the next station to the north-west of Kellyville Station, as illustrated on **Figure 22**. Consistent with the UAP boundaries set for Kellyville, Showground and Bella Vista, the site is within 600m or 7 minutes' walk of the future Rouse Hill Station.

The projected number of additional people, homes and jobs in Sydney, the North West and three new North West UAPs is summarised in **Table 4** (noting that the time frame for the projected additional homes is not stated in the government publications on the UAPs).

**Table 4** shows that taking into account the targets for the three UAPs, 23,600 additional houses and 28,000 additional jobs need to be provided elsewhere in the North West. The planning proposal would realise some of these additional homes and jobs) (approximately 333 homes as well as jobs from the 1,684m<sup>2</sup> of non-residential GFA).

**Table 4 – Forecast additional people, homes and jobs<sup>3</sup>**

|                                                                  | Additional people          | Additional homes          | Additional jobs           |
|------------------------------------------------------------------|----------------------------|---------------------------|---------------------------|
| Sydney                                                           | 1.6 million by 2031        | 664,000 by 2031           |                           |
| North West                                                       | 100,000 over next 25 years | 36,000 over next 25 years | 47,000 over next 25 years |
| UAPs:                                                            |                            |                           |                           |
| • Kellyville Station                                             |                            | 4,400                     | 800 by 2036               |
| • Showground Station                                             |                            | 3,600                     | 7,700 by 2036             |
| • Bella Vista Station                                            |                            | 4,400                     | 10,500 by 2036            |
| Total for three UAPs                                             |                            | 12,400                    | 19,000 by 2036            |
| Remaining houses/jobs to be provided elsewhere in the North West |                            | 23,600                    | 28,000 by 2036            |

<sup>2</sup> NSW Planning and Environment, Brochure, *Planning for Sydney's North-West* (August 2014).

<sup>3</sup> Ibid.

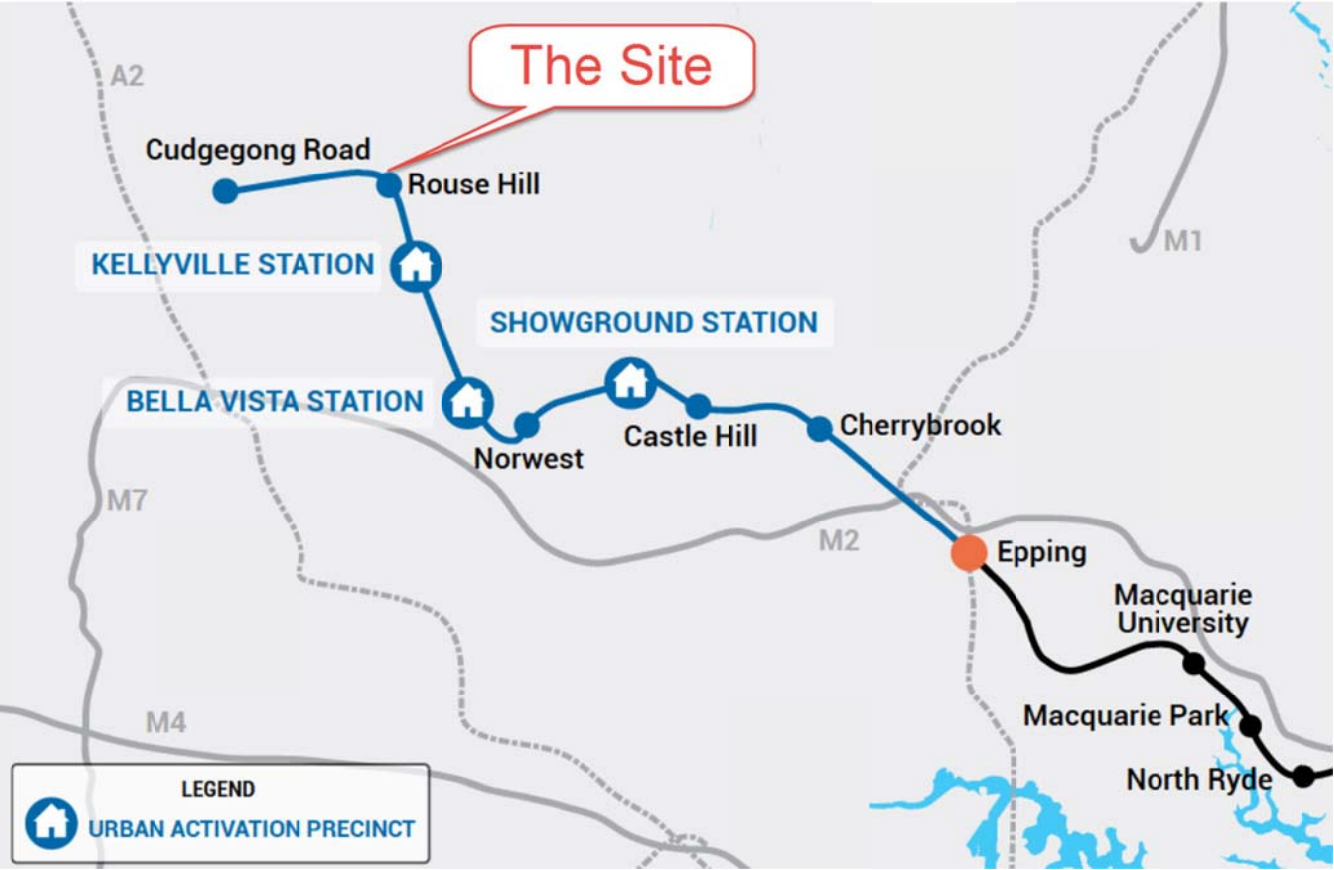


Figure 22 – North West Urban Activation Precincts<sup>4</sup>

<sup>4</sup> Ibid.

*4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?*

YES, as detailed below.

***The Hills Future Community Strategic Plan***

*The Hills Future Community Strategic Direction* articulates The Hills Shire community's and Council's shared vision, values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. It is a direction that creates a picture of where The Hills would like to be in the future. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

The planning proposal will assist in the realisation of The Hills Future outcome of balanced urban growth through the provision of residential uses, employment uses and infrastructure. The planning proposal would promote better usage of existing land and capitalise on the strategic location of the site. The proposal would accommodate additional residents close to planned and existing services and infrastructure (being just 200m from the Northern Frame of the Rouse Hill Strategic Centre and 600m from the core of the Centre and the future Rouse Hill Railway Station).

The planning proposal is also consistent with the following Hills Future Community Outcomes:

- Vibrant Communities
  - Public spaces are attractive, safe and well maintained providing a variety of recreational and leisure activities to support active lifestyle
  - A connected and supported community with access to a range of services and facilities that contribute to health and well being
- Balanced Urban Growth
  - Safe, convenient and accessible transport options that enable movement through and within the Shire
  - Responsible planning facilitates a desirable living environment and meets growth targets.

***Draft Local Strategy***

In June 2008, Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the 'Hills 2026 Looking Toward the Future'. The Residential, Integrated Transport, Centres and Employment Lands Directions are the relevant components of the Local Strategy to be considered in assessing this planning proposal.

- Residential Direction

The planning proposal is consistent with the Residential Direction since it would contribute to a diversity of housing choice in an existing urban environment, in close proximity to employment, services and transport infrastructure.
- Integrated Transport Direction

A key objective of the Integrated Transport Direction is to ensure that planning and future development supports the provision of an efficient transport network. Relevant actions include planning for a concentration of and/or intensity of land use activities around major public transport nodes and higher order centres.

The site is located within 600m of the future Rouse Hill Rail Station and is serviced by various bus services that service the locality.

The planning proposal is consistent with this Direction as the proposed extension of Green Hills Drive will improve connections to the future station for pedestrians, cyclists, public transport users and motorists. It will also facilitate high density residential development and some employment opportunities within close proximity to existing and future high frequency public transport services.

- Centres Direction

The Centres Direction seeks to establish a network of centres that provides places for residents to shop, work, have social interaction and recreational opportunities. The Direction includes a centres hierarchy which provides a framework for the scale, location and function of centres. This ensures that the population has access to a range of centres that meet their needs and are appropriate in scale and design for their location.

Rouse Hill is a Strategic Centre. The land use and built form envisaged in the planning proposal will contribute to realisation of this centre status.

- Employment Lands Direction

The North West Subregional Strategy establishes an employment capacity target for the Shire from 2001 to 2031 of 47,000 jobs. The Employment Lands Direction demonstrates that there is capacity to meet this target with capacity for 55,574 additional jobs to 2031. As noted in the Supply and Demand Assessment by SGS (**Appendix E**), the planning proposal results in loss of employment land but this should be a minor reduction given Council's conclusion that the capacity for additional jobs exceeds the Shire's 2031 target (a surplus of around 8,500 jobs).

The Direction also seeks to provide employment close to home, services and transport infrastructure.

At present, the site accommodates one dwelling. The planning proposal would provide for 1,684m<sup>2</sup> non-residential uses at its frontage to Commercial Road. The planning proposal is considered to be generally consistent with this direction.

***Planning proposal precedents***

The Hills Shire Council has supported a number of recent planning proposals that would increase residential densities on sites within and close to centres. These planning proposals provide a useful precedent for this Planning Proposal, as summarised in **Table 5**. Importantly, each of these planning proposals was considered to be consistent with relevant State Strategies and Council's local strategies.

**Table 5 – Planning and development proposal precedents**

| Location                                                         | Zone                         |                                                | FSR           |                                   | Height                                |                                                          | No. of dwellings               | Status                                              |
|------------------------------------------------------------------|------------------------------|------------------------------------------------|---------------|-----------------------------------|---------------------------------------|----------------------------------------------------------|--------------------------------|-----------------------------------------------------|
|                                                                  | Existing                     | Proposed                                       | Existing      | Proposed                          | Existing                              | Proposed                                                 |                                |                                                     |
| The site                                                         | Zones B5, R3 and SP2         | Zones B4 and SP2                               | 1:1 (Zone B5) | 2.3:1 (on the development parcel) | 10m<br>16m                            | 12m<br>23m<br>40m<br>(3 - 12 storeys)                    | 333                            |                                                     |
| 301 Samantha Riley Dr, Kellyville                                | B7 Business Park             | R1 General Residential                         | 1:1           | 4:1                               | 16m                                   | Option 1: 88m (25 storeys)<br>Option 2: 70m (20 storeys) | Option 1: 746<br>Option 2: 661 | Approved at gateway and with RPA for implementation |
| Crane Road Precinct, Castle Hill                                 | B4 Mixed Use                 | No change                                      | 6.4:1         | 6.4:1                             | 16m<br>45m                            | 68m (18 Storeys)                                         | 350-400                        | Approved by Minister or Delegate                    |
| Crane Road Precinct, Castle Hill (DA 636/2014 lodged 14/11/2014) |                              |                                                |               |                                   | 45m<br>16m                            | 20 storeys (Block A)<br>21 storeys (Block B)             | 378                            | DA under assessment                                 |
| Pennant Street Target Site, Castle Hill                          | R4 High Density Residential  | No change                                      | 0.8:1         | Yet to be determined              | 20m                                   | 54m (18 storeys)                                         |                                | Approved at Gateway and with RPA for implementation |
| 47 Spurway Dr (Norwest)                                          | R4 High Density Residential  | No change                                      |               | 1.5:1 to 3.2:1                    | 16m                                   | 18m to 36m                                               | up to 1,300                    | Post exhibition report considered by Council        |
| Rouse Hill Town Centre Core & Northern Frame                     | B4 Mixed Use                 | No change                                      |               |                                   | Northern Frame 25m<br>Town Centre 26m | No height standard                                       |                                | As above                                            |
| 11-13 Solent Circuit (Sydney Ice Arena, Norwest)                 | B2 Local Centre SP2 Drainage | Schedule 1 – Additional permitted uses listing | 1.49 :1       | 2.42:1                            | RL 116                                | RL 143.20m (20 storeys)                                  | 240                            | As above                                            |
| 27 North Rocks Rd                                                | R4 High Density Residential  | No change                                      |               |                                   | 16m                                   | 30m                                                      | 150                            | As above                                            |
| Rouse Hill Regional Centre (Residential Precincts)               | R1, R3, R4                   | No change                                      |               |                                   | 15m<br>10m<br>12m                     | 21m<br>12.5m<br>21m                                      |                                | Approved by Minister or Delegate                    |

### ***The Hills Shire Development Control Plan 2012***

The Hills Shire Development Control Plan (DCP) 2012 Part D6 Section 6 applies to the Rouse Hill Strategic Centre. The site is outside of the land covered by this section of the DCP, but the extension of Green Hills Drive across the site is shown on the DCP Urban Structure plan as a Regional Access Road (see **Figure 23**). As the planning proposal includes provision of this road, it is consistent with the DCP.

Any future DA for the site would be considered in terms of its compliance with the DCP and other relevant planning policies.

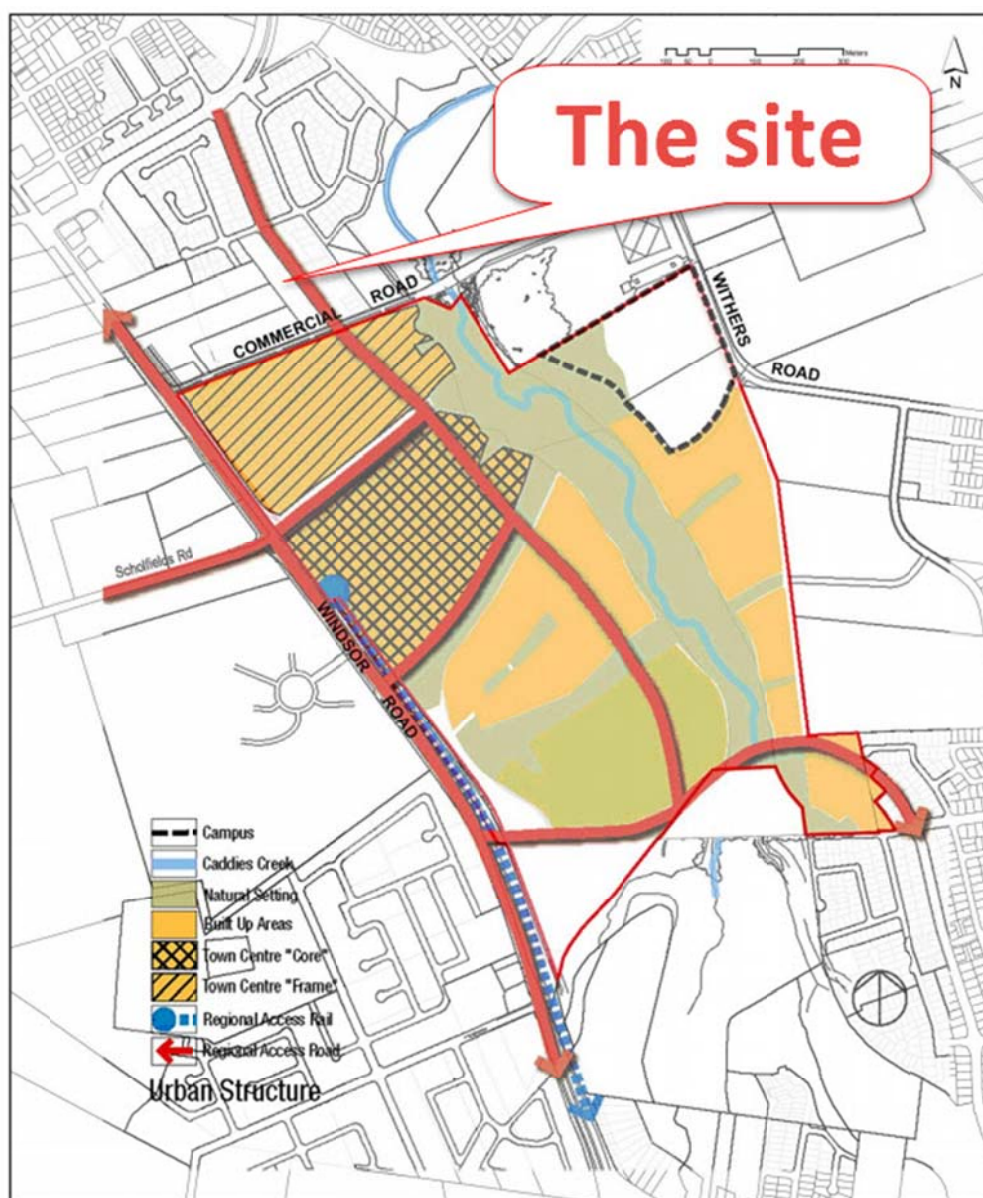


Figure 4 – Urban Structure

**Figure 23 – The Hills DCP 2012 – Urban Structure Plan for Rouse Hill Strategic Centre**

*5. Is the planning proposal consistent with applicable State Environmental Planning Policies?*

YES

The consistency of the planning proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in **Table 6**.

**Table 6 – Consistency of planning proposal with SEPPs**

| State Environmental Planning Policy (SEPP)                            | Comment                                                                                                                                                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SEPP No 1—Development Standards                                       | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 14—Coastal Wetlands                                           | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 15—Rural Landsharing Communities                              | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 19—Bushland in Urban Areas                                    | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 21—Caravan Park                                               | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 26—Littoral Rainforests                                       | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 29—Western Sydney Recreation Area                             | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 30—Intensive Agriculture                                      | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)          | planning proposal promotes urban consolidation                                                                                                                                                                                                                                                                                                                                           |
| SEPP No 33—Hazardous and Offensive Development                        | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 36—Manufactured Home Estates                                  | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 39—Spit Island Bird Habitat                                   | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 44—Koala Habitat Protection                                   | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 47—Moore Park Showground                                      | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 50—Canal Estate Development                                   | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 52—Farm Dams and Other Works in Land                          | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 55—Remediation of Land                                        | Residential development is already permitted on the portion of the site in Zone R3. An Environmental Site Assessment was prepared for the adjoining land now occupied by Masters ( <b>Appendix F</b> ). It found that the adjoining land was free of contamination. Similar findings are expected for the site. Further investigations, if required, can be carried out at the DA stage. |
| SEPP No 59—Central Western Sydney Regional Open Space and Residential | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 62—Sustainable Aquaculture                                    | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 64—Advertising and Signage                                    | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 65—Design Quality of Residential Flat Development             | The preferred development concept has been designed to comply with the Apartment Design Guide.                                                                                                                                                                                                                                                                                           |
| SEPP No 70—Affordable Housing (Revised Schemes)                       | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP No 71—Coastal Protection                                         | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |
| SEPP (Affordable Rental Housing) 2009                                 | Not relevant                                                                                                                                                                                                                                                                                                                                                                             |

| State Environmental Planning Policy (SEPP)                                  | Comment                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SEPP (Building Sustainability Index: BASIX) 2004                            | Able to comply (DA consideration)                                                                                                                                                                                                                                                                                                          |
| SEPP (Exempt and Complying Development Codes) 2008                          | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SEPP (Housing for Seniors or People with a Disability) 2004                 | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SEPP (Infrastructure) 2007                                                  | Future development of the site will be required to consider the provisions of the Infrastructure SEPP (in particular traffic generation). As part of the planning proposal, it is envisaged that consultation will be required with Transport for NSW and Roads and Maritime Services.                                                     |
| SEPP (Kosciuszko National Park— Alpine Resorts) 2007                        | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (Kurnell Peninsula) 1989                | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SEPP (Major Development) 2005                                               | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SEPP (Mining, Petroleum Production and Extractive Industries) 2007          | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007 | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (Penrith Lakes Scheme) 1989             |                                                                                                                                                                                                                                                                                                                                            |
| SEPP (Rural Lands) 2008                                                     | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (SEPP 53 Transitional Provisions) 2011  | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (State and Regional Development) 2011   | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SEPP (Sydney Drinking Water Catchment) 2011                                 | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SEPP (Sydney Region Growth Centres) 2006                                    | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (Three Ports) 2013                      |                                                                                                                                                                                                                                                                                                                                            |
| SEPP (Urban Renewal) 2010                                                   | Not relevant                                                                                                                                                                                                                                                                                                                               |
| State Environmental Planning Policy (Western Sydney Employment Area) 2009   |                                                                                                                                                                                                                                                                                                                                            |
| <b>Relevant deemed SEPPS</b>                                                | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SREP No.9 – Extractive Industry (No 2 – 1995)                               | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SREP No.18 – Public Transport Corridor                                      | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SREP No.19 – Rouse Hill Development Area                                    | Not relevant                                                                                                                                                                                                                                                                                                                               |
| SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)                       | A range of urban land uses are already permitted on the site. Appropriate controls are in place to ensure that future development does not adversely impact the riverine environment (as DA considerations). Accordingly, it is considered that the planning proposal achieves satisfactory compliance with the provisions of SREP No. 20. |

*6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?*

YES

It is considered that the planning proposal is consistent with the relevant Directions issued under Section 117(2) of the *Environmental Planning and Assessment Act, 1979* by the Minister to Councils, as demonstrated in the assessment at **Table 7**. A more detailed response to Ministerial Direction 1.1. Business & Industrial Zones follows in **Table 8**.

**Table 7 – Consistency of planning proposal with Relevant Ministerial Directions**

| Direction                                                 | Consistency | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Employment and Resources</b>                        |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1.1. Business & Industrial Zones                          | Yes         | The consistency of the planning proposal with this direction is considered below in <b>Table 6</b> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>2. Environmental Heritage</b>                          |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 2.1 Environmental Conservation                            | N/A         | <p>The site does not contain any threatened/endangered species, populations or ecological community or their habitats, as set out in the Flora and Fauna Assessment by Cumberland Ecology (<b>Appendix G</b>). Cumberland Ecology states (at p. S.1) the following in relation to the existing vegetation in the northern end of the site:</p> <p><i>An area of remnant woodland trees exists on site. This area would have historically represented River-flat Eucalypt Forest, an endangered ecological community. The understorey of this area is highly degraded due to weed invasion and heavy grazing. As such, this area was determined to not constitute River-flat Eucalypt Forest.</i></p> <p>The remnant vegetation referred to above is located within the road parcel which will accommodate the proposed Green Hills Drive extension (see Figure 3.1 of the Flora and Fauna Assessment).</p> |
| <b>3. Housing, Infrastructure &amp; Urban Development</b> |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 3.1 Residential Zones                                     | Yes         | Residential uses (including <i>residential flat buildings</i> ) will be permitted with consent on the development parcel. At present, residential uses are only permitted on the portion of the site in Zone R3. The planning proposal is therefore consistent with the Direction as it will expand the area of land available for housing, expand and make more efficient use of infrastructure and services and reduce the consumption of land for housing and associated urban development on the urban fringe.                                                                                                                                                                                                                                                                                                                                                                                         |
| 3.3 Home Occupations                                      | Yes         | The planning proposal does not contradict or hinder application of the home occupation provisions in The Hills LEP 2012                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3.4 Integrating Land Use & Transport                      | Yes         | <p>The planning proposal is consistent with the aims, objectives and principles of <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001) as it will facilitate:</p> <ul style="list-style-type: none"> <li>Collocated housing, jobs and services that can be connected by walking, cycling and public transport</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                           |

| Direction                                       | Consistency | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 |             | <ul style="list-style-type: none"> <li>Increased housing within a walkable catchment of Rouse Hill Strategic Centre and the future Rouse Hill Railway Station reducing car dependence</li> <li>Improved pedestrian, cyclist, public transport and motorist access to Rouse Hill Strategic Centre and the future Rouse Hill Railway Station by extending Green Hills Drive</li> <li>Efficient and viable operation of public transport including the North West Transitway and the Sydney Metro North West, noting that the Rouse Hill Station Structure Plan (p. 21) concludes that the current controls require amendment to <i>“reinforce the delivery of such a significant investment in infrastructure such as the NWRL. Current controls do not promote the growth of Rouse Hill as a Major Centre”</i>.</li> </ul> |
| <b>4. Hazard and Risk</b>                       |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4.1 Acid Sulfate Soils                          | Yes         | The planning proposal does not contradict or hinder application of acid sulphate soils provisions in The Hills LEP 2012.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 4.3 Flood Prone Land                            | Yes         | The planning proposal does not contradict or hinder application of flood prone land provisions in The Hills LEP 2012.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4.4 Planning for Bushfire Protection            | N/A         | The Hills Shire Council Bushfire Mapping (Sheet 5) shows that the site is not identified as Bushfire Prone Land ( <b>Appendix H</b> ).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>5. Regional Planning</b>                     |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5.9 North West Rail Link                        | Yes         | As detailed above, the planning proposal is consistent with the <i>North West Rail Corridor Strategy</i> and <i>Rouse Hill Station Structure Plan</i> as the Structure Plan which identifies the site as a Short Term Opportunity Site (see <b>Figure 17</b> ). Housing and employment uses on the site will contribute towards the Structure Plan targets and the extension of Green Hills Drive will improve pedestrian, cyclist, public transport and motorist connections to the Rouse Hill Strategic Centre and Future Railway Station.                                                                                                                                                                                                                                                                              |
| <b>6. Local Plan Making</b>                     |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6.1 Approval and Referral Requirements          | Yes         | The planning proposal does not include any concurrence, consultation or referral provisions nor does it identify any development as designated development.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6.2 Reserving Land for Public Purposes          | Yes         | The planning proposal retains and expands the land reserved for extension of Green Hills Drive, offering a considerable public benefit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 6.3 Site Specific Provisions                    | N/A         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>7. Metropolitan Planning</b>                 |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7.1 Implementation of A Plan for Growing Sydney | Yes         | The planning proposal is consistent with the <i>A Plan for Growing Sydney</i> , as discussed above at question 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

**Table 8 – Consistency of planning proposal with Ministerial Direction 1.1. Business & Industrial Zones**

| Direction                                                                            | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Objectives</b>                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| (a) <i>encourage employment growth in suitable locations,</i>                        | <p><b>Consistent</b></p> <p>Key locations for employment growth in the vicinity of the site have been identified at:</p> <ul style="list-style-type: none"> <li>• Rouse Hill Planned Major Centre, noting that the draft <i>Metropolitan Plan for Sydney to 2031</i> targets an additional 6,000 jobs within the centre</li> <li>• Norwest Business Park, a Specialised Centre which has been a significant contributor to skilled employment in Sydney's northwest over the past decade and forms part of Sydney's 'global economic corridor'</li> <li>• Castle Hill (a Major Centre on the Global Economic Corridor)</li> <li>• Box Hill and Box Hill Industrial Area which have the potential to play an integral role in meeting ongoing demand for business park type activities in the northwest.</li> </ul> <p>Not located within these employment centres, the site is not the most suitable location for employment growth.</p>        |
| (b) <i>protect employment land in business and industrial zones</i>                  | <p><b>Minor inconsistency</b></p> <p>Part of the site is presently in Zone B5 – Business Development, therefore it is in an existing business zone. The development parcel is proposed to be in Zone B4 – Mixed Use, also a business zone that permits employment uses (1,684m<sup>2</sup> of commercial uses are shown in the Architectus preferred development concept).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| (c) <i>support the viability of identified strategic centres</i>                     | <p><b>Consistent</b></p> <p>The planning proposal will support the viability of:</p> <ul style="list-style-type: none"> <li>• Rouse Hill, helping it to realise its role as a Strategic Centre noting the centre residential target of 9,000 to 28,000 dwellings (draft <i>Metropolitan Plan for Sydney to 2031</i>, Appendix A - Centres Criteria)</li> <li>• Rouse Hill Strategic Centre and the Future Rouse Hill Railway Station as extension of Green Hills Drive will improve pedestrian, cyclist, public transport and motorist connections</li> <li>• Sydney Metro North West as it will provide for residential uplift and renewal around the future Rouse Hill Railway Station contributing to the Sydney Metro North West's role as a major City Shaper (noting that redevelopment opportunities around the future Rouse Hill Railway Station are limited, as concluded in the <i>Rouse Hill Station Structure Plan</i>).</li> </ul> |
| <b>What a council must do if this direction applies</b>                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| (4) A draft LEP shall:                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| (a) <i>give effect to the objectives of this direction,</i>                          | <p><b>Minor inconsistency</b></p> <p>The planning proposal gives effect to objectives (a) and (c) above. The minor inconsistency with objective (b) is discussed below.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| (b) <i>retain the areas and locations of existing business and industrial zones,</i> | <p><b>Consistent</b></p> <p>Part of the site is in Zone B5 – Business Development, therefore it is in an existing business zone. Proposed Zone B4 – Mixed Use is also a business zone that permits employment uses.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| (c) <i>not reduce the total potential floor space area for employment uses</i>       | <p><b>Minor inconsistency</b></p> <p>By permitting residential accommodation on the entire development parcel, the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

| Direction                                                                                                                                                                                                                                                                                      | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>and related public services in business zones,</i>                                                                                                                                                                                                                                          | planning proposal will reduce the potential for floor space area for employment uses and related public services in business zones.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| (d) <i>not reduce the total potential floor space area for industrial uses in industrial zones, and</i>                                                                                                                                                                                        | <b>Minor inconsistency</b><br>The site is not within an industrial zone, but light industries are permitted in Zone B5, whereas all industries are prohibited in proposed Zone B4.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| (e) <i>ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning</i>                                                                                                                                  | <b>Consistent</b><br>Consistent with the <i>A Plan for Growing Sydney</i> , employment growth is to be focused at Rouse Hill Strategic Centre, Norwest Business Park, Castle Hill Major Centre, Box Hill and Box Hill Industrial Area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Consistency</b>                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| (5) <i>A draft LEP may be inconsistent with the terms of this direction only if council can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the draft LEP that are inconsistent are:</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| (a) <i>justified by a strategy which:</i>                                                                                                                                                                                                                                                      | The planning proposal is justified as:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| (i) <i>gives consideration to the objective of this direction, and</i>                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>It is consistent with <i>A Plan For Growing Sydney</i>, as it will provide housing, employment and an important road connection to contribute to realisation of Rouse Hill's roles as a Strategic Centre</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| (ii) <i>identifies the land which is the subject of the draft LEP (if the draft LEP relates to a particular site or sites), and</i>                                                                                                                                                            | <ul style="list-style-type: none"> <li><i>Rouse Hill Station Structure Plan</i> states (p. 21):<br/><i>The existing planning controls require some amendments to reinforce the delivery of such a significant investment in infrastructure such as the NWRL. Current controls do not promote the growth of Rouse Hill as a Major Centre, with little additional capacity for jobs and only a moderate increase in housing. Therefore, the vision and Structure Plan contained within this report will detail the desired future character of the area and proposed land uses to complement the new rail link and station</i></li> </ul>                                                                      |
| (iii) <i>is approved by the Director-General of the Department of Planning, or</i>                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| (b) <i>justified by an environmental study (prepared in accordance with section 57 of the Environmental Planning and Assessment Act 1979) which gives consideration to the objective of this direction, or</i>                                                                                 | <ul style="list-style-type: none"> <li>SGS (<b>Appendix E</b>) concludes that the planning proposal is sound, as detailed later at Part 3.C.9.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| (c) <i>in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction, or</i>                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| (d) <i>of minor significance.</i>                                                                                                                                                                                                                                                              | <p>The inconsistency of the planning proposal with the Direction is of minor significance as:</p> <ul style="list-style-type: none"> <li>Proposed Zone B4 has the potential to generate employment</li> <li>Employment uses are shown in the preferred development concept at the southern end of the site, at the gateway to the Rouse Hill Strategic Centre</li> <li>The draft <i>North West Subregional Strategy</i> establishes an employment capacity target for the Shire of 47,000 additional jobs (from 2001 to 2031). Council's Employment Lands Direction demonstrates that there is capacity to meet this target with 55,574 additional jobs to 2031 (a surplus of around 8,500 jobs).</li> </ul> |

## SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

NO.

Cumberland Ecology (at p. S.1, **Appendix G**<sup>5</sup>) states the following in relation to the existing vegetation in the northern end of the site:

*An area of remnant woodland trees exists on site. This area would have historically represented River-flat Eucalypt Forest, an endangered ecological community. The understorey of this area is highly degraded due to weed invasion and heavy grazing. As such, this area was determined to not constitute River-flat Eucalypt Forest.*

The remnant vegetation referred to above is located within the land to be occupied by the proposed Green Hills Drive extension (see Figure 3.1 of the Flora and Fauna Assessment).

### 8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

#### **Environmental constraints**

NO.

There are no natural environmental constraints or issues that would constrain the planning proposal as:

- The combined constraints map to the *Rouse Hill Station Structure Plan* shows that the site is affected by the following environmental constraints:
  - Threatened species –The site does not accommodate any threatened flora or fauna species or threatened species habitat as detailed in the Flora and Fauna Assessment, by Cumberland Ecology (**Appendix G**)
  - Creek line - The creek line is in the location of an existing easement to drain water (see site plan at **Figure 5** above), which is to be retained as shown in the Urban Design Study, (p. 21 27 and 31)
- The site is free of other constraints that would preclude renewal (other constraints considered in the Structure Plan but not affecting the site include electricity easements, strata titling, heritage, open space, bushfire prone land, special use, recent residential development and the Castlebrook Lawn Cemetery and Crematorium).
- Consistent with The Hills LEP 2012 cl. 6.2, services and infrastructure to the site will need to be extended to accommodate any development on the site.

Built form, overshadowing and traffic, parking and access are addressed below.

#### **Built form**

The Urban Design Report by Architectus (**Appendix C**) incorporates a preferred development concept which responds to the constraints of the site and its context.

The Urban Design Report provides sufficient detail at this preliminary stage to illustrate that the site can be redeveloped within the proposed standard and have an acceptable impact on the public domain and adjoining properties. More detailed site planning and built form assessments would take place as part of the site specific DCP and DA.

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<sup>5</sup> Flora and Fauna Assessment, by Cumberland Ecology considers a larger site that includes land on Commercial Road, developed as a Masters. The findings in relation to Lot 5 are relevant to this Planning Proposal.

### **Height and FSR**

The proposed height standards (of 12m, 23m and 40m) and FSR standard of 2.3:1 on the development parcel (which equates to 1.56:1 based upon the total site area) are appropriate for the following reasons:

- Appropriate transition would be achieved between the taller existing and future buildings within Rouse Hill Strategic Centre and existing lower and medium density residential development to the north
- The tallest buildings (12 storeys) would be restricted to the central area of the site where amenity impacts on adjoining development (such as overshadowing, visual impact, loss of privacy) are minimal and avoidable as part of the preparation of detailed development concepts for the site in the future
- Buildings would be limited to a maximum of three storeys adjoining existing detached housing along Prestwick Street and Carnoustie Street
- The proposed transition from lower buildings in the north of the site, to taller buildings in the centre and south will facilitate opportunities for internal overshadowing on the site to be avoided as part of the preparation of future detailed development concepts
- The proposed building heights (in conjunction with an appropriate FSR standard), will allow for a reasonable increase in the development potential of the site. This increase in development potential is suitable having regard to the strategic location of the site and the proposed delivery of an extension to Green Hills Drive
- The proposed yield (333 dwellings) is a reasonable increase when considered in context with the capacity of planned infrastructure in the locality and the benefits provided through the extension of Green Hills Drive which will improve the accessibility and permeability of the local road and pedestrian network.

### **Dwelling yield**

The FSR and height standards described above and additional local provision would limit the total number of dwellings on the site to 333.

With respect to the provision of infrastructure, the public open space and community needs associated with these new dwellings on the site would be met through payment of a section 94 contribution. The proposed extension of Green Hills Drive would be in addition to the payment of any s. 94 contributions.

### **Traffic, access and car parking**

A Transport and Accessibility Assessment assessing the planning proposal has been prepared by John Coady Consulting (**Appendix I**). The Assessment finds that the proposal is acceptable in terms of traffic, transport and parking and states the following summary of traffic impacts, walking and access and conclusion (notwithstanding the conclusions in relation to application of the car parking rates in the RTA Guidelines, this planning proposal includes a site specific clause which would specify The Hills DCP parking controls into SLEP 2012):

- *the proposed development site is located opposite the future northern wing of the Rouse Hill Town Centre, approximately 300m north of the existing Town Center development*
- *in that location, the proposed development enjoys convenient access to all of the public transport services, both existing and planned, which currently serve Rouse Hill Regional Centre and which will do so in the future. In this respect, the proposed development site enjoys a high level of public transport accessibility via a number of bus services which run*

along Windsor Road, Commercial Road and Mile End Road, and which serve the Rouse Hill Regional Centre. In the future, the site will also have public transport service via the Rouse Hill Railway Station in the Regional Centre which forms part of the North West Rail Link which will connect the Rouse Hill Regional Centre with Chatswood Railway Station.

- construction of the Green Hills Drive Extension as part of the proposed development will provide a substantial improvement in pedestrian, cyclist, public transport and motorist access to Rouse Hill Town Centre and the future Rouse Hill Railway Station which will form part of the North West Rail Link connecting the Rouse Hill Railway Station with Chatswood Railway Station.
- the proposed development site is conveniently located in respect of the designated offroad cycleway which run along the western side of Windsor Road and through the Rouse Hill Town Centre, and the designated on-road cycleway located on Mile End Road
- because of the relatively large scale of the proposed development, it is appropriate that it be subject to a Home Travel Plan which has the objective of reducing travel by private car and encouraging the use of sustainable transport. A “generic” Home Travel Plan is included as Chapter 4 of this report
- there is a substantial discrepancy between the off-street parking requirement for the proposed development calculated in accordance with the Hills DCP and that calculated in accordance with the RTA Guidelines. In circumstances where the requirements specified by the RTA Guidelines are based on surveys of existing residential flat buildings and retail/commercial developments while the basis of the parking requirement specified by the DCP is not disclosed, the parking requirement specified by the RTA Guidelines for Metropolitan Sub-Regional Centres is preferred. That conclusion is reinforced by the recent changes to SEPP 65 which prevents a Consent Authority refusing consent to an Application on parking grounds if it satisfies the parking requirement calculated in accordance with the RTA Guidelines. The parking requirement for the proposed development calculated in accordance with the RTA Guidelines is 431 off-street parking spaces comprising 291 resident parking spaces, 67 resident visitor parking spaces, and 73 spaces for the retail/commercial component of the proposed development. This off-street parking provision is considered to be adequate to serve the proposed development
- the proposed development site enjoys convenient access to the higher order road network which serves and passes through the area comprising Windsor Road, Commercial Road and Mile End Road. The intersections on the road network serving the site likely to be most affected by traffic generated by the proposed development are the intersections of Commercial Road/Green Hills Drive/Caddies Boulevard, Green Hill Drive/Carnoustie Street and Windsor Road/Commercial Road.
- existing traffic conditions at key intersections on the road network serving the site were identified by a count of traffic activity at those intersections during the weekday AM and PM peak periods ....
- construction of the Green Hills Drive Extension as part of the proposed development will result in a transfer of traffic activity from an existing route comprising McCombe Avenue – Greensborough Avenue – Carnoustie Street – Green Hills Drive, to the more direct Green Hills Drive – Green Hills Drive Extension, .... The reassignment of existing traffic flows suggests that during the weekday AM and PM peak periods, two-way traffic flows on the Green Hills Drive Extension will be in the order of 100 vtpm in each direction

- to take into account the potential for even more traffic to transfer to the new route, and for some growth in background traffic activity on the road network in the area, weekday peak period traffic flows on the Green Hills Drive Extension were increased by an additional 100 vtpd in each direction for assessment purposes
- the traffic generation potential of the proposed development calculated in accordance with the RTA Guidelines is 160 vtpd during the weekday AM peak period, and 230 vtpd during the weekday PM peak period
- the SIDRA analysis was conducted for the following traffic conditions:

**Existing Traffic Conditions** - As identified by the count of traffic activity at the various intersections conducted as part of this assessment (Figure 5A).

**Post-Development Traffic Conditions** - With the existing traffic conditions reassigned to take into account construction of the Green Hills Drive Extension (Figure 5B), plus the additional traffic demand on the road network serving the site as a consequence of the proposed development (Figure 6).

**Post-Development (Background Traffic Growth) Conditions** – Existing traffic conditions reassigned to take into account construction of the Green Hills Drive development, plus an additional 100 vtpd in both directions on the Green Hills Drive Extension to take into account additional traffic transferring to the new road from other routes in the area and background growth, plus the additional traffic demand on the road network serving the site as a consequence of the proposed development (Figure 6).

- the results of the SIDRA analysis are ... that all intersections operate satisfactorily under existing and projected post-development traffic demand
- in these circumstances, it can be concluded that the proposed development has no unacceptable effect in terms of road network capacity
- the proposed development has no unacceptable traffic-related environmental effect because nearly all of the traffic that it generates will approach/depart the site on the higher order road network which serves and passes through the area comprising Windsor Road, Commercial Road, Mile End Road and Green Hills Drive (on completion of the Green Hills Drive Extension)
- it can therefore be concluded that the proposed development has no unacceptable traffic implications.

#### **Overshadowing and solar access**

The Urban Design Report by Architectus (**Appendix C**, p. 36) includes a shadow analysis that considers shadow impacts for both on-site apartments and off-site locations. The analysis shows that the preferred development concept:

- Is capable of achieving the solar access requirements of the Apartment Design Guide
- Does not overshadow adjoining dwelling houses with shadow impacts to adjoining properties limited to some overshadowing of the recently built Masters to the west and a small area of the large site to the south (Lot 19 DP 27520).

These impacts are reasonable and would be assessed in more detail as part of the DA.

#### **Noise**

Windsor Road, the Fiddler Hotel, Masters and the Sydney Metro North West are potential sources of noise that may affect residential amenity on the site. Any future DA for residential development would need to be accompanied by a statement from a qualified acoustic

consultant certifying that the design and construction of the building meets the relevant acoustic controls and standards.

#### **Contamination**

As the site has a long history of residential and agricultural use, the potential for contamination is very low (noting that this was the finding for the adjoining Masters site and Lot 901, as detailed in the Phase 1 Preliminary Environmental Site Assessment, by EIS (**Appendix F**)).

#### **Heritage**

Development on the site is unlikely to have an adverse impact on the heritage significance of nearby heritage items (refer Heritage Map at **Appendix B**) given the considerable distance separation and intervening development (on the Fiddler Hotel and Masters sites).

#### **9. Has the planning proposal adequately addressed any social and economic effects?**

##### **Economic impacts**

SGS Economic & Planning has completed a report to accompany the planning proposal titled *Lot 5 Commercial Road, Rouse Hill, Supply and Demand Assessment* (July 2015) included as **Appendix E**.

SGS conclude that both the existing Zone B5 (which applies to most of the development parcel) and proposed Zone B4 have merit, noting that the planning proposal would increase residential densities around mass transit infrastructure and town centres enabling job accessibility and town centre vitality and would also retain the ability to provide other commercial and retail uses. SGS's full conclusion is quoted below (using our emphasis):

*Both the current B5 zoning and proposed B4 zoning have merit on this site. In determining the most suitable land use, this report has assessed the supply and demand positions of B5 (using Bulky Goods lands as a proxy) and high density residential as a representative use for the current B4 mixed use proposal.*

*Both B5 and residential uses show clear future demand within the Hills Shire LGA. As Rouse Hill continues to cement its role as the strategic centre servicing north-western Sydney, supporting business uses allowed under B5 zoning (and in particular Bulky Goods Retail) would strengthen the centre's retail and service offering. However, the **site's proximity to the soon-to-be-completed Sydney Metro North West and City station and the council's desire to retain and grow the mixed use nature of the town centre supports higher density residential development typologies.***

*Although less ideal due to the possibility of increased car travel from the town centre, B5 uses, including Bulky Goods Retail, could locate outside of Rouse Hill in nearby undeveloped industrial or business-zoned land (for instance Annangrove). It is acknowledged that this not only reduces the retail and service offering of Rouse Hill but also dilutes the retail clustering in the north-west. This does present the possibility of another centre growing outside of the established Strategic Centres model outlined in A Plan for Growing Sydney. Given the relatively small size of the study site however, this risk is low.*

***The opportunity to locate high density residential development in close proximity to the town centre can serve to increase activation in Rouse Hill. An increased density of residents in walking distance to the centre's retail offering is likely to improve its turnover.***

***Increased residential offering around the future train station aligns with prevailing planning principles seeking higher densities near mass transit modes.** Although much of Rouse Hill's surrounding area is zoned for medium density residential, most has been recently developed as low density detached housing. Aside from the remaining B4 land between the*

*study site and the town centre, there are few unencumbered opportunities to deliver higher density residential development.*

*It is noted that the site is currently adjacent a recently completed Masters Home Improvement Centre. This does lay the platform for a clustering of similar non-centre retail and local service uses to co-locate and the study site is both zoned for and suited to this use. Bulky Goods precincts anchored by a large tenant (such as Masters Home Improvement and Bunnings) tend to trade better than a disparate precincts. This is due to the draw that the anchor store provides flows on to smaller surrounding stores (although the opposite tends also to be the case with weaker performing anchor tenancies).*

*The current separation between the study site and the town centre is also noted, due to the lack of B4 take-up in the lots directly south of Commercial Road. Until this undeveloped B4 land is taken up, the study site's proposed high density residential and commercial use at lower levels would be at odds with surrounding building heights and adjacent land uses. An assessment of this, however, is outside the scope of this report.*

*This report suggests that the site's potential under current zoning and under the proposed B4 rezoning both have merit on this site. The removal of B5 from the site does provide potential future limitations with regards to the diversity of commercial uses that Rouse Hill can provide. Notwithstanding this, the value that increased residential densities around mass transit infrastructure and town centres has both on job accessibility and town centre vitality should not be underestimated. Although the removal of B5 zoning would remove the possibility of Bulky Goods Retail, its rezoning to B4 would still retain the ability to provide other commercial and retail uses that would support the town centre.*

- **Business uses should remain permissible on the site** as there is continued demand for business zoned land in The Hills Shire (particularly land in Zone B4) as detailed in Table 7 (p. 14) of the SGS Study (reproduced below), noting that there is more demand for land in Zone B4 when compared to Zone B5/B6.
- **There is continued demand for residential development** in The Hills Shire noting that there are short, medium and long term gaps in the provision of housing (the long term gap to 2031 is estimated to be 15,865 dwellings which represents a shortfall of around 50%). Apartments are estimated to account for 18% of total demand (as detailed in Table 9 (p. 18) to the SGS Report (reproduced below). In relation to the residential gap analysis, SGS states:

*Within the Hills Shire, a gap exists between projected housing demand and the LGA's capacity to accommodate it. This demand should, where possible, be accommodated within the subregion, to ensure people remain close to jobs and within areas they would like to live. Residential development within the study site would contribute to a reduction in demand through the increased supply of apartments which are in demand and are likely to be more so as housing prices for detached properties increase.*

Relevant to the conclusions of SGS, the Urban Design Report by Architectus (**Appendix C**) finds that:

- The built form of other major centres is characterised by high density mixed use buildings (15 storeys and up to 40 storeys). Castle Hill is a Major Centre within The Hills Shire. Crane Road Precinct is approved to build up to 68m high (18 storeys) with FSR of 6.4:1. The adopted height control for the Pennant Street Target Site is also 18 storeys. In contrast, Rouse Hill height standards range from 12m to 36m - all very low heights for a Major Centre
- At Rouse Hill, Zone B4 is restricted to a small area compared to other major centres and is located on only one side of the future Rouse Hill Railway Station

- Opportunities for new housing around Rouse Hill Planned Major Centre are limited as follows (see **Figures 17 and 18**):
  - South-west: Cemetery with no development potential
  - South: Northern Frame of Rouse Hill Strategic Centre has development potential
  - West and north-west: Lot 901 on Windsor Road (in Zone B6 – Enterprise Corridor) is underdeveloped and provides an opportunity for new development. Further west, residential land Blacktown LGA are far from the centre, with limited area within walking distance. Their accessibility to Rouse Hill station and centre is further compromised by the need to cross Windsor Road and the railway line to access the centre and station.
  - North and north-east: This area is fully development
  - East – Some opportunity for development on land in Zone R3.
- The areas available for development are relatively small. Architectus therefore conclude that the Strategic Centre status of Rouse Hill cannot be reached under the current planning regime. These findings of Architectus are supported by the *North West Rail Link Rouse Hill Station Structure Plan* which also notes that the current planning controls do not provide adequate redevelopment opportunities and identifies the site as a Short Development Opportunity site.
- The planning proposal will assist in achieving the expected demand for higher density housing assisting Rouse Hill to realise its status as a Strategic Centre.

#### **Social impacts**

The planning proposal is not anticipated to have any negative social impacts as:

- The planning proposal includes a dwelling yield of up to 333 apartments with a mix of dwelling sizes to accommodate a range of housing needs and household incomes (with the internal areas complying with The Hill DCP Part B – Section 5 cl. 3.10).
- Medium and high density residential development on the site will provide additional housing to meet the residential targets for Rouse Hill Strategic Centre and support the future Rouse Hill Railway Station
- The planning proposal offers housing choice close to existing and future services and infrastructure and meets strategic objectives in relation to balanced growth
- The potential provision of non-residential uses on the site would provide a valuable service for residents and workers on and near the site
- Non-residential uses on the site would provide some long term jobs
- Future residents on the site would have employment opportunities within Rouse Hill Strategic Centre, other centres that are readily accessible by existing and future public transport (in particular Norwest Business Park a Specialised Centre, Box Hill and Box Hill Industrial) and the existing commercial uses to the west and north including Masters and the Aldi Supermarket
- Increased residential densities on the site would help contain residential growth to existing urban land and thus reduce the pressure on surrounding commercial land to incorporate residential uses
- The proposal will generate short term construction and long term jobs
- The extension of Green Hills Drive will improve access to Rouse Hill Strategic Centre and Railway Station, benefiting residents and workers to the north.

Community consultation and public authority consultation during the assessment of the Planning Proposed will explore the social and economic benefits in more detail.

#### SECTION D - STATE AND COMMONWEALTH INTERESTS

##### *10. Is there adequate public infrastructure for the planning proposal?*

The site is well serviced by existing and planned public transport infrastructure (in particular, the future Rouse Hill Railway Station which is approximately 600m to the south of the site).

The full range of utility services including electricity, telecommunications, water, sewer and stormwater are all currently available across the site. It is expected that these services would be upgraded where required.

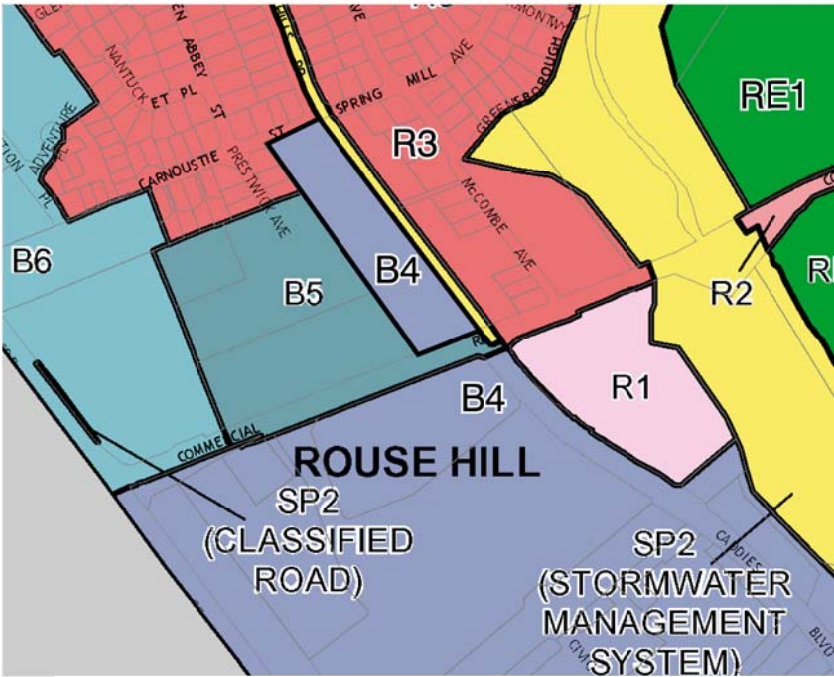
Section 94 contributions can be levied at the DA stage.

##### *11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?*

The views of State and Commonwealth agencies will be known after the gateway determination. It is envisaged that consultation will be required with agencies including Roads and Maritime Services, Transport for NSW, Integral Energy and Sydney Water.

PART 4 – MAPPING

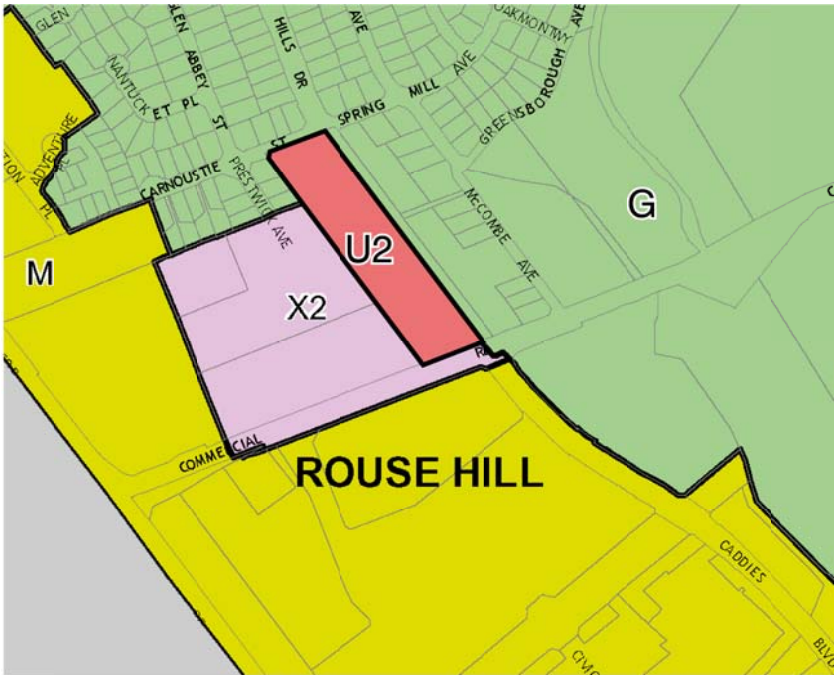
The planning proposal seeks to amend the Land Zoning Map, Height of Buildings Map, FSR Map and Land Reservation Map to The Hills LEP 2012 as illustrated below at **Figures 24 to 28** (showing existing and proposed mapping).



| Zone |                               |     |                        |
|------|-------------------------------|-----|------------------------|
| B1   | Neighbourhood Centre          |     |                        |
| B2   | Local Centre                  |     |                        |
| B4   | Mixed Use                     |     |                        |
| B5   | Business Development          |     |                        |
| B6   | Enterprise Corridor           |     |                        |
| B7   | Business Park                 |     |                        |
| E1   | National Parks and Nature Res |     |                        |
| E2   | Environmental Conservation    | RE1 | Public Recreation      |
| E3   | Environmental Management      | RE2 | Private Recreation     |
| E4   | Environmental Living          | RU1 | Primary Production     |
| IN1  | General Industrial            | RU2 | Rural Landscape        |
| IN2  | Light Industrial              | RU3 | Forestry               |
| R1   | General Residential           | RU6 | Transition             |
| R2   | Low Density Residential       | SP2 | Infrastructure         |
| R3   | Medium Density Residential    | SP3 | Tourist                |
| R4   | High Density Residential      | W2  | Recreational Waterways |

**Proposed Land Zoning Map**  
Adapted from HLEP2012 extract

**Figure 24 – Proposed Land Zoning Map**

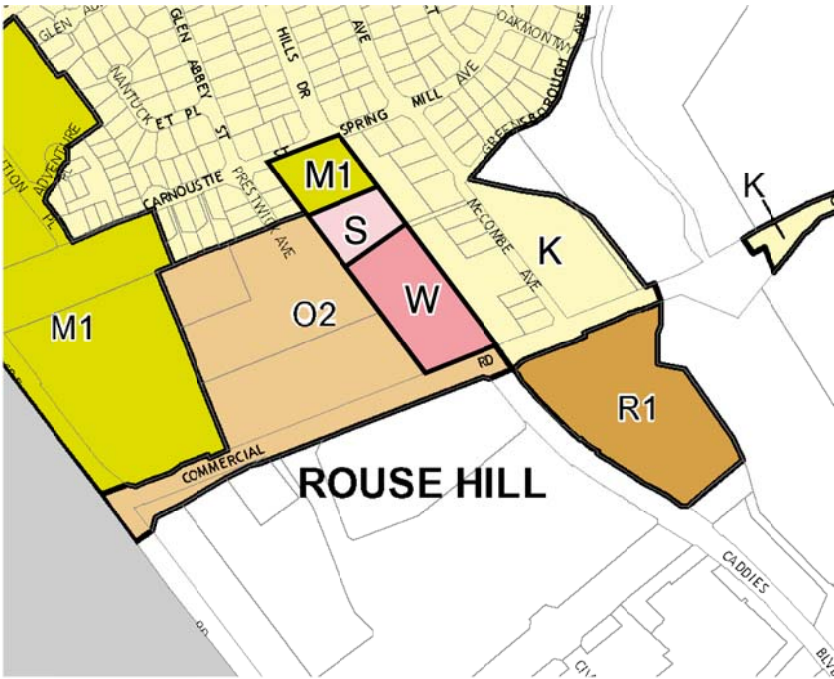


Minimum Lot Size (sq m)

|     |             |
|-----|-------------|
| B   | 230         |
| G   | 450         |
| M   | 600         |
| Q   | 700         |
| U1  | 1000        |
| U2  | 1800        |
| V1  | 2000        |
| V2  | 2500        |
| W   | 4000        |
| X1  | 6000        |
| X2  | 8000        |
| Z   | 2 ha        |
| AB1 | 10 ha       |
| AB2 | 40 ha       |
|     | Clause 4.1D |

Proposed Lot Size Map  
Adapted from HLEP2012 extract

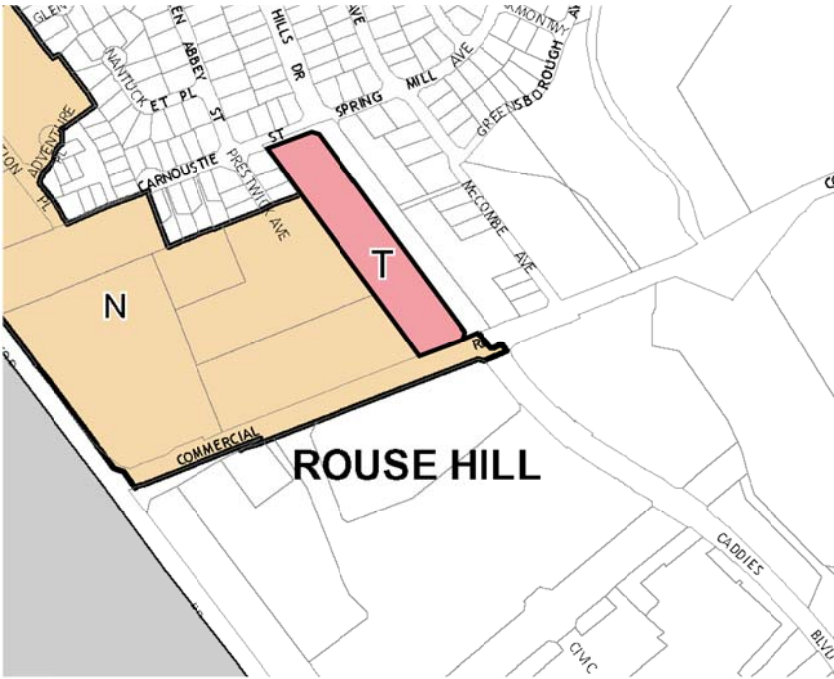
Figure 25 – Proposed Lot Size Map



| Maximum Building Height (m) |      |    |      |
|-----------------------------|------|----|------|
| G                           | 7.0  | R2 | 22.0 |
| I                           | 8.0  | S  | 23.0 |
| J                           | 9.0  | T1 | 25.0 |
| K                           | 10.0 | T2 | 27.0 |
| M1                          | 12.0 | T3 | 28.0 |
| M2                          | 12.5 | U1 | 30.0 |
| N                           | 14.0 | U2 | 33.0 |
| O1                          | 15.0 | V1 | 36.0 |
| O2                          | 16.0 | V2 | 37.0 |
| P1                          | 17.0 | X1 | 45.0 |
| P2                          | 18.0 | X2 | 46.0 |
| Q1                          | 19.0 | Y  | 50.0 |
| Q2                          | 20.0 | Z  | 57.0 |
| R1                          | 21.0 | AA | 68.0 |
|                             |      | W  | 40.0 |

Proposed Height of Buildings Map  
Adapted from HLEP2012 extract

Figure 26 – Proposed Height of Buildings Map

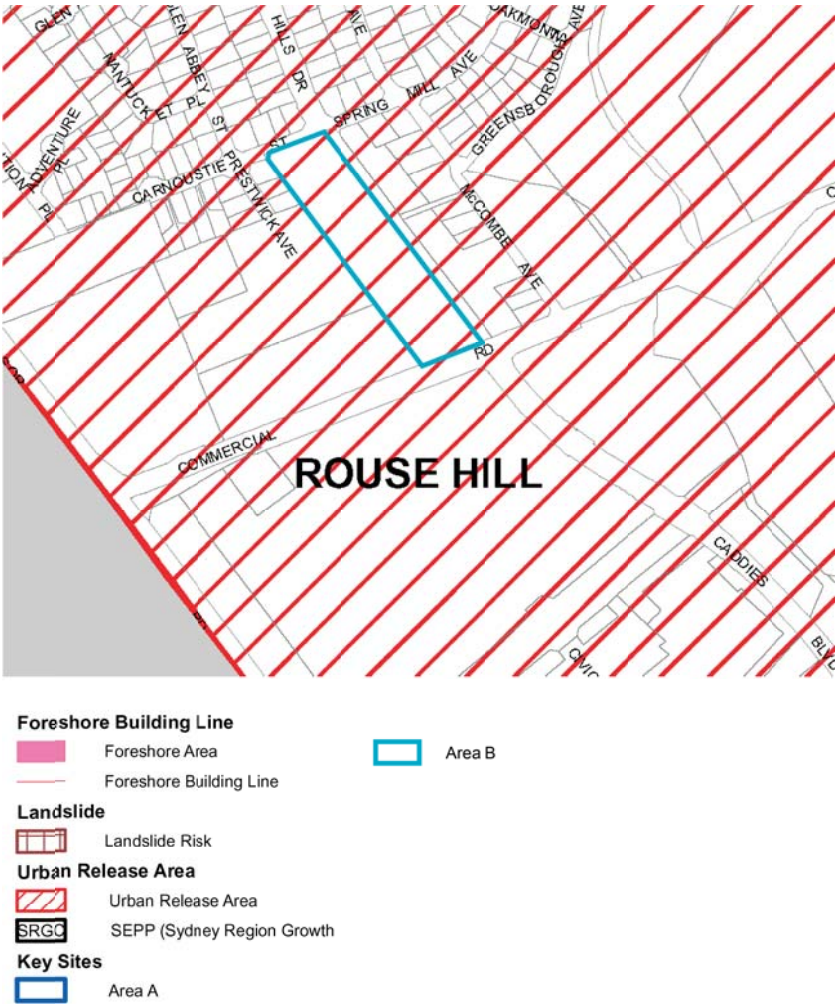


Maximum Floor Space Ratio (n:1)

|    |      |
|----|------|
| A  | 0.2  |
| B  | 0.4  |
| D  | 0.5  |
| F  | 0.6  |
| J  | 0.8  |
| N  | 1.0  |
| R  | 1.49 |
| S  | 1.99 |
| T  | 2.3  |
| U  | 2.7  |
| V  | 3.0  |
| W  | 3.8  |
| X  | 4.0  |
| Z  | 5.0  |
| AA | 6.4  |

Proposed Floor Space Ratio Map  
Adapted from HLEP2012 extract

Figure 27 – Proposed Floor Space Ratio Map



**Proposed Key Sites Map**

Adapted from HLEP2012 extract

**Figure 28 – Proposed Foreshore Building Line Map Landslide Risk Map Urban Release Area Map Key Sites Map**

#### **PART 5 – COMMUNITY CONSULTATION**

Exact details of the required community consultation will be set out in the Gateway Determination. However, it is expected that the planning proposal will be exhibited for a period of not less than 28 days in accordance with section 5.5.2 of *A guide to preparing local environmental plans*.

At this stage, public exhibition of the planning proposal is likely to be undertaken in the following manner:

- Notification in a newspaper that circulates in the area affected by the planning proposal
- Notification on Council’s website
- Display of exhibited material at Council’s Administration Building
- Notification in writing to affected and adjoining landowners.

## PART 6 – PROJECT TIMELINE

An indicative timeline for the planning proposal is set out below at **Table 7**, suggesting that the instrument could be made within six months:

**Table 9 – Planning proposal timeline**

| Stage                                                                               | Estimated date |
|-------------------------------------------------------------------------------------|----------------|
| Submission of planning proposal to Council                                          | August 2015    |
| Estimated referral to Minister for review of Gateway determination                  | September 2015 |
| Estimated Gateway Determination                                                     | October 2015   |
| Estimated Completion of Required Studies (if any required)                          | October 2015   |
| Estimated pre exhibition Government Agency Consultation                             | October 2015   |
| Estimated commencement of Public Exhibition Period                                  | November 2015  |
| Estimated completion of Public Exhibition Period                                    | December 2015  |
| Estimated timeframe for consideration of submissions                                | December 2015  |
| Estimated timeframe for consideration of proposal post exhibition report to Council | January 2016   |
| Submission to the Department to finalise the LEP                                    | January 2016   |
| Notification of instrument                                                          | February 2016  |

## 4.0 Conclusion

The site forms occupies an important and underutilised location at the northern gateway to Rouse Hill Strategic Centre. The planning proposal sets out the following amendments to The Hills LEP 2012:

- **Land Zoning Map** - Amendment of the Land Zoning Map to include the development parcel in Zone B4 – Mixed Use (from Zone B5 – Business Development and Zone R3 – Medium Density Residential)
- **Lot Size Map** - Amendment of the Lot Size Map to show minimum lot size of 1,800m<sup>2</sup> across the entire site (from 450m<sup>2</sup> and 8,000m<sup>2</sup>)
- **Height of Buildings Map** - Amendment of the Height of Buildings Map to show varying height standards of 12m, 23m and 40m (from 10m and 16m)
- **Floor Space Ratio Map** - Amendment of the Floor Space Ratio Map to show a floor space ratio (FSR) standard of 2.3:1 on the development parcel (from 1:1 on land in Zone B5 with no FSR on the remainder of the site)
- **Foreshore Building Line Map Landslide Risk Map Urban Release Area Map Key Sites Map** – Amendment of this map to show the site in Area B and insertion of a local provision in relation to maximum number of dwellings, internal apartment areas and car parking.

The land owner is willing to enter into a VPA that may include the following public benefits:

- a) **Land dedication for extension of Green Hills Drive** – Dedication of 6,634m<sup>2</sup> of land for a new road (33% of the site area). This is a considerable public benefit given that that existing land in Zone SP2 (and nominated on the land reservation acquisition map) has an area of just 3,502m<sup>2</sup> (17% of the site area)
- b) **Embellishment of the extension of Green Hills Drive** (less any monetary contributions available from other sources).

The planning proposal appropriately addresses the site's opportunities and constraints in particular it will facilitate delivery of an extension of Green Hills Drive. It is consistent with State and local strategic studies and plans which consistently highlight Rouse Hills role as Strategic Centre that will cater for the projected increases in the residential and working population.

Given the considerable merit of the planning proposal, it is commended to Council for endorsement and forwarding to the NSW Planning & Environment for a gateway determination.



## Appendix A

Plan showing proposed road extension and residue land (for planning purposes), by  
JMD Development Consultants (Ref 1417005, 01/10.2014)

## Appendix B

Existing planning maps to The Hills LEP 2012

## Appendix C

Urban Design Report, by Architectus

## Appendix D

The Hills Shire Council submission on the Issues Paper that preceded the draft Metropolitan Strategy for Sydney to 2036 (Ordinary Meeting of Council on 26 June 2012)

## Appendix E

Supply and Demand Assessment, by SGS Economics & Planning

## **Appendix F**

### Phase 1 Preliminary Environmental Site Assessment for Proposed Shopping Centre, by EIS

## Appendix G

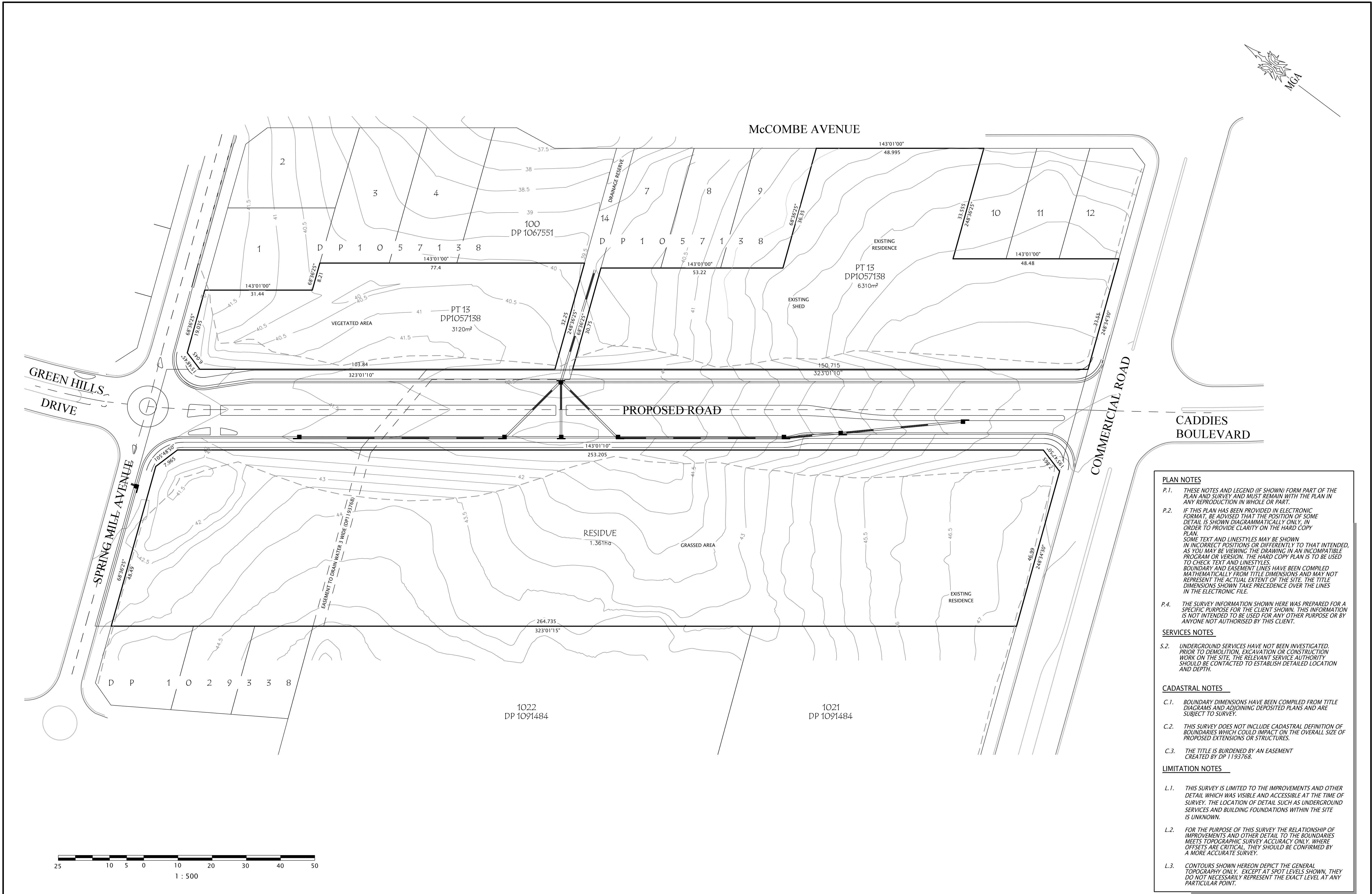
Flora and Fauna Assessment for the Commercial Road Rezoning, Rouse Hill, by  
Cumberland Ecology

## Appendix H

The Hills Shire Council Sheet 5 - Bushfire Prone Land Map 2012

## Appendix I

Transport and Accessibility Assessment, by John Coady Consulting



**PLAN NOTES**

P.1. THESE NOTES AND LEGEND (IF SHOWN) FORM PART OF THE PLAN AND SURVEY AND MUST REMAIN WITH THE PLAN IN ANY REPRODUCTION IN WHOLE OR PART.

P.2. IF THIS PLAN HAS BEEN PROVIDED IN ELECTRONIC FORMAT, BE ADVISED THAT THE POSITION OF SOME DETAIL IS SHOWN DIAGRAMMATICALLY ONLY, IN ORDER TO PROVIDE CLARITY ON THE HARD COPY PLAN. SOME TEXT AND LINSTYLES MAY BE SHOWN IN INCORRECT POSITIONS OR DIFFERENTLY TO THAT INTENDED, AS YOU MAY BE VIEWING THE DRAWING IN AN INCOMPATIBLE PROGRAM OR VERSION. THE HARD COPY PLAN IS TO BE USED TO CHECK TEXT AND LINSTYLES. BOUNDARY AND EASEMENT LINES HAVE BEEN COMPILED MATHEMATICALLY FROM TITLE DIMENSIONS AND MAY NOT REPRESENT THE ACTUAL EXTENT OF THE SITE. THE TITLE DIMENSIONS SHOWN TAKE PRECEDENCE OVER THE LINES IN THE ELECTRONIC FILE.

P.4. THE SURVEY INFORMATION SHOWN HERE WAS PREPARED FOR A SPECIFIC PURPOSE FOR THE CLIENT SHOWN. THIS INFORMATION IS NOT INTENDED TO BE USED FOR ANY OTHER PURPOSE OR BY ANYONE NOT AUTHORISED BY THIS CLIENT.

**SERVICES NOTES**

S.2. UNDERGROUND SERVICES HAVE NOT BEEN INVESTIGATED. PRIOR TO DEMOLITION, EXCAVATION OR CONSTRUCTION WORK ON THE SITE, THE RELEVANT SERVICE AUTHORITY SHOULD BE CONTACTED TO ESTABLISH DETAILED LOCATION AND DEPTH.

**CADASTRAL NOTES**

C.1. BOUNDARY DIMENSIONS HAVE BEEN COMPILED FROM TITLE DIAGRAMS AND ADJOINING DEPOSITED PLANS AND ARE SUBJECT TO SURVEY.

C.2. THIS SURVEY DOES NOT INCLUDE CADASTRAL DEFINITION OF BOUNDARIES WHICH COULD IMPACT ON THE OVERALL SIZE OF PROPOSED EXTENSIONS OR STRUCTURES.

C.3. THE TITLE IS BURDENED BY AN EASEMENT CREATED BY DP 1193768.

**LIMITATION NOTES**

L.1. THIS SURVEY IS LIMITED TO THE IMPROVEMENTS AND OTHER DETAIL WHICH WAS VISIBLE AND ACCESSIBLE AT THE TIME OF SURVEY. THE LOCATION OF DETAIL SUCH AS UNDERGROUND SERVICES AND BUILDING FOUNDATIONS WITHIN THE SITE IS UNKNOWN.

L.2. FOR THE PURPOSE OF THIS SURVEY THE RELATIONSHIP OF IMPROVEMENTS AND OTHER DETAIL TO THE BOUNDARIES MEETS TOPOGRAPHIC SURVEY ACCURACY ONLY. WHERE OFFSETS ARE CRITICAL, THEY SHOULD BE CONFIRMED BY A MORE ACCURATE SURVEY.

L.3. CONTOURS SHOWN HEREON DEPICT THE GENERAL TOPOGRAPHY ONLY EXCEPT AT SPOT LEVELS SHOWN. THEY DO NOT NECESSARILY REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT.

|       |     |            |                |                              |                                                                            |                                                                                       |                                                                                                                                                                                                                                                       |                                                                                   |  |  |                        |
|-------|-----|------------|----------------|------------------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--|--|------------------------|
| Issue | App | Date       | Description    | Client: NORLEX HOLDINGS      | Datum : A.H.D.                                                             |  | John M. Daly & Associates PTY LTD<br>A.B.N. 88051977989<br><br>Surveying<br>Engineering<br>Project Management<br>Licensed Water Service Co ordinators<br><br>32 Iolanthe Street<br>P.O. BOX 25<br>CAMPBELLTOWN N.S.W. 2560<br>email: admin@jmd.com.au | Project :<br>LOT 5 IN DP 30916 & LOT 13 IN DP 1057138 COMMERCIAL ROAD, ROUSE HILL |  |  | Sheet 1<br>of 1 sheets |
|       |     |            |                | Designed by : N/A            | Origin of Levels : SSM 126508<br>RL 43.778<br>VIDE THE HILLS SHIRE COUNCIL |                                                                                       |                                                                                                                                                                                                                                                       | PLAN SHOWING PROPOSED ROAD EXTENSION AND RESIDUE LAND<br>(FOR PLANNING PURPOSES)  |  |  | Ref:<br>14170DS        |
|       |     |            |                | Date of Drawing : 01-10-2014 |                                                                            |                                                                                       |                                                                                                                                                                                                                                                       |                                                                                   |  |  |                        |
| A     | BC  | 01-10-2014 | ORIGINAL ISSUE | Ratio (A1) : 1:500           | Date of Survey : N/A                                                       |                                                                                       |                                                                                                                                                                                                                                                       | Locality : ROUSE HILL                                                             |  |  | L.G.A. : THE HILLS     |

The ratio shown on this plan relates to the original plan. Any photocopying or printing from digital files provided electronically for use may vary slightly from the ratio of the plan.



THE HILLS  
SHIRE COUNCIL

# The Hills Local Environmental Plan 2012

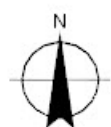
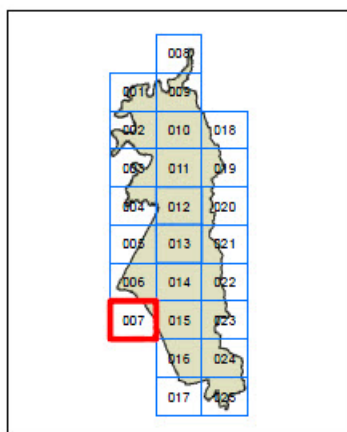
## Land Zoning Map - Sheet LZN\_007

### Zone

|      |                                          |
|------|------------------------------------------|
| B1   | Neighbourhood Centre                     |
| B2   | Local Centre                             |
| B4   | Mixed Use                                |
| B5   | Business Development                     |
| B6   | Enterprise Corridor                      |
| B7   | Business Park                            |
| E1   | National Parks and Nature Reserves       |
| E2   | Environmental Conservation               |
| E3   | Environmental Management                 |
| E4   | Environmental Living                     |
| IN1  | General Industrial                       |
| IN2  | Light Industrial                         |
| R1   | General Residential                      |
| R2   | Low Density Residential                  |
| R3   | Medium Density Residential               |
| R4   | High Density Residential                 |
| RE1  | Public Recreation                        |
| RE2  | Private Recreation                       |
| RU1  | Primary Production                       |
| RU2  | Rural Landscape                          |
| RU3  | Forestry                                 |
| RU6  | Transition                               |
| SP2  | Infrastructure                           |
| SP3  | Tourist                                  |
| W2   | Recreational Waterways                   |
| SRGC | SEPP (Sydney Region Growth Centres) 2006 |

### Cadastral

Cadastral 09/03/2015 © THSC



0 75 150 300 450 600  
Metres

Scale: 1:20,000 @ A3

Projection GDA 94  
MGA Zone 56

Map Identification Number:  
0500\_COM\_LZN\_007\_020\_20150327





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# The Hills Local Environmental Plan 2012

## Lot Size Map

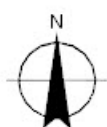
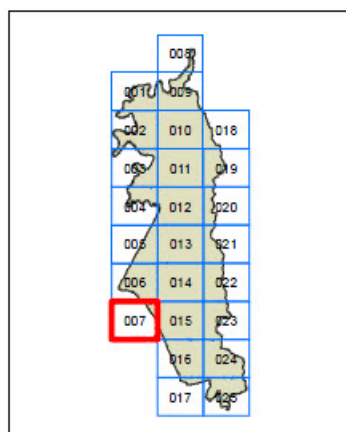
Sheet LSZ\_007

### Minimum Lot Size (sq m)

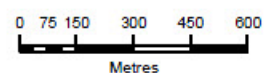
|             |                                          |
|-------------|------------------------------------------|
| B           | 230                                      |
| G           | 450                                      |
| M           | 600                                      |
| Q           | 700                                      |
| U1          | 1000                                     |
| U2          | 1800                                     |
| V1          | 2000                                     |
| V2          | 2500                                     |
| W           | 4000                                     |
| X1          | 6000                                     |
| X2          | 8000                                     |
| Z           | 2 ha                                     |
| AB1         | 10 ha                                    |
| AB2         | 40 ha                                    |
| Clause 4.1D |                                          |
| SRGC        | SEPP (Sydney Region Growth Centres) 2006 |

### Cadastral

Cadastral 09/03/2015 © THSC

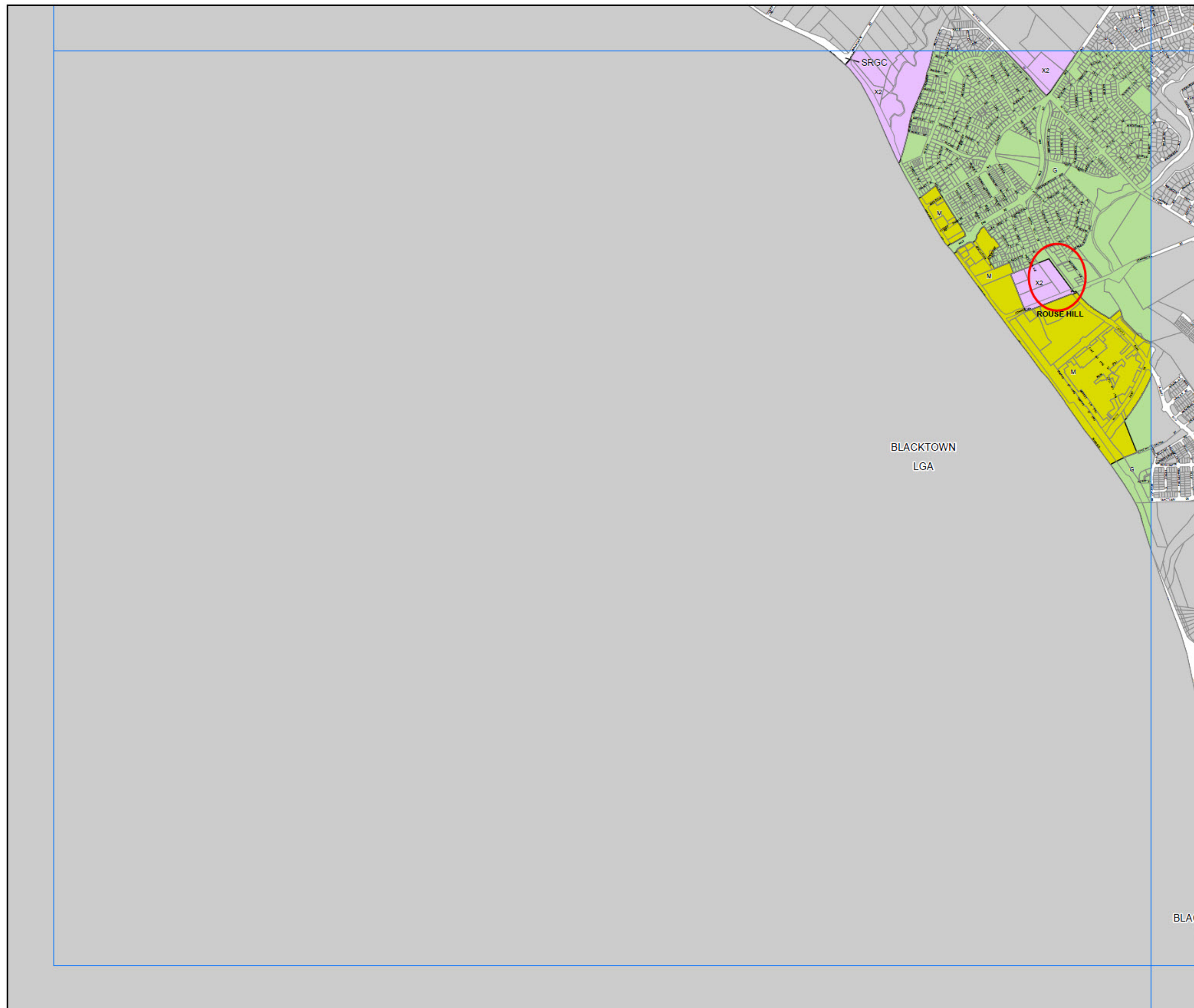


Projection GDA 94  
MGA Zone 56



Scale: 1:20,000 @ A3

Map Identification Number:  
0500\_COM\_LSZ\_007\_020\_20150327





THE HILLS  
SHIRE COUNCIL

# The Hills Local Environmental Plan 2012

## Height of Buildings Map - Sheet HOB\_007

### Maximum Building Height (m)

|    |      |    |      |
|----|------|----|------|
| G  | 7.0  | R2 | 22.0 |
| I  | 8.0  | S  | 23.0 |
| J  | 9.0  | T1 | 25.0 |
| K  | 10.0 | T2 | 27.0 |
| M1 | 12.0 | T3 | 28.0 |
| M2 | 12.5 | U1 | 30.0 |
| N  | 14.0 | U2 | 33.0 |
| O1 | 15.0 | V1 | 36.0 |
| O2 | 16.0 | V2 | 37.0 |
| P1 | 17.0 | X1 | 45.0 |
| P2 | 18.0 | X2 | 46.0 |
| Q1 | 19.0 | Y  | 50.0 |
| Q2 | 20.0 | Z  | 57.0 |
| R1 | 21.0 | AA | 68.0 |

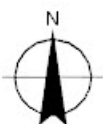
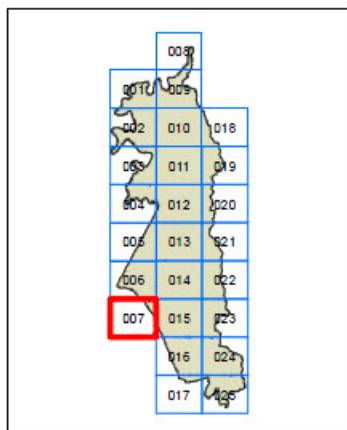
SRGC SEPP (Sydney Region Growth Centres) 2006

### Heights shown on map in RL(m)

|        |
|--------|
| 108    |
| 116    |
| Area A |

### Cadastral

|                             |
|-----------------------------|
| Cadastral 09/03/2015 © THSC |
|-----------------------------|

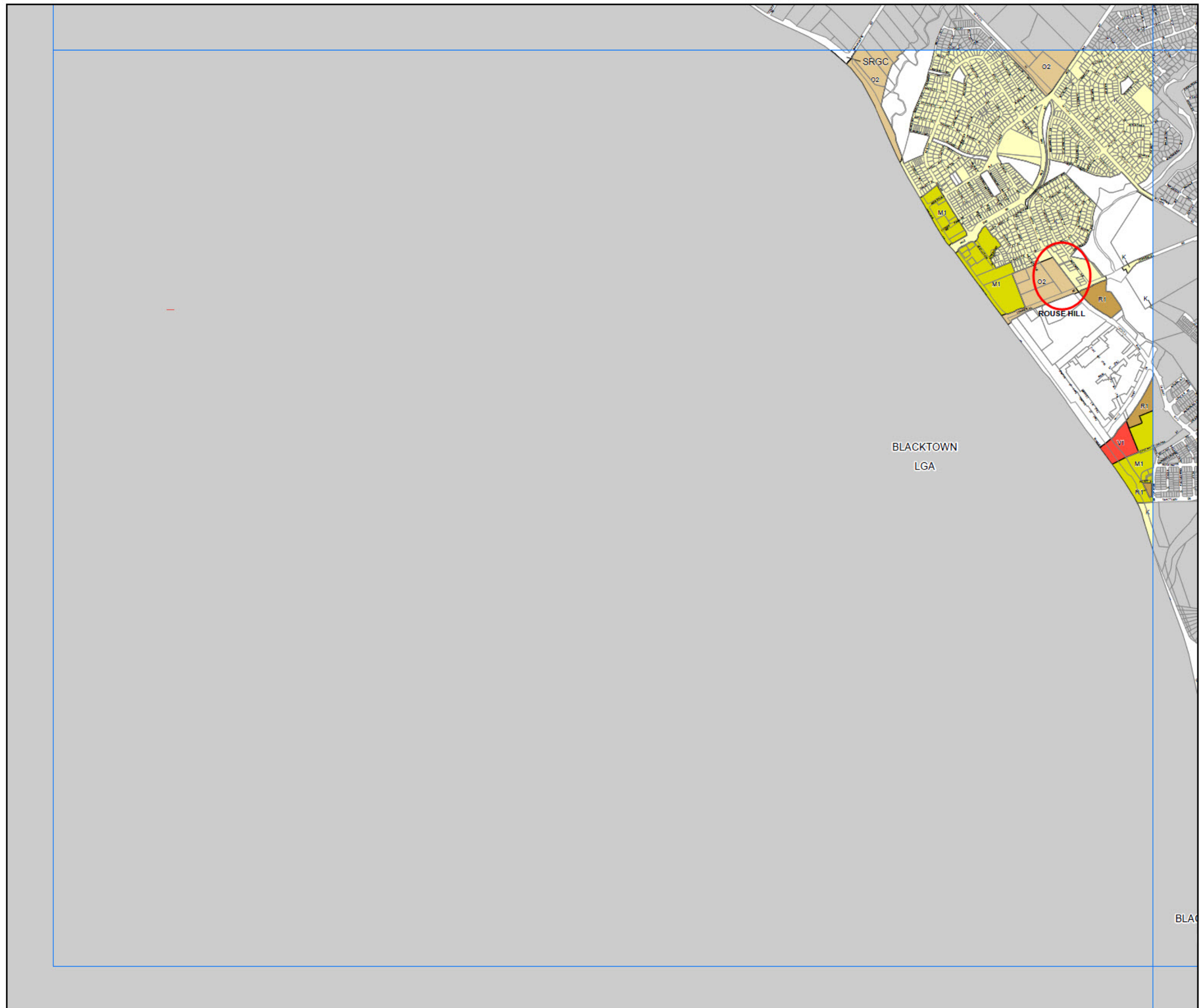


0 75 150 300 450 600  
Metres

Scale: 1:20,000 @ A3

Projection GDA 94  
MGA Zone 56

Map Identification Number:  
0500\_COM\_HOB\_007\_020\_20150327



Floor Space Ratio Map  
 Sheet FSR\_007

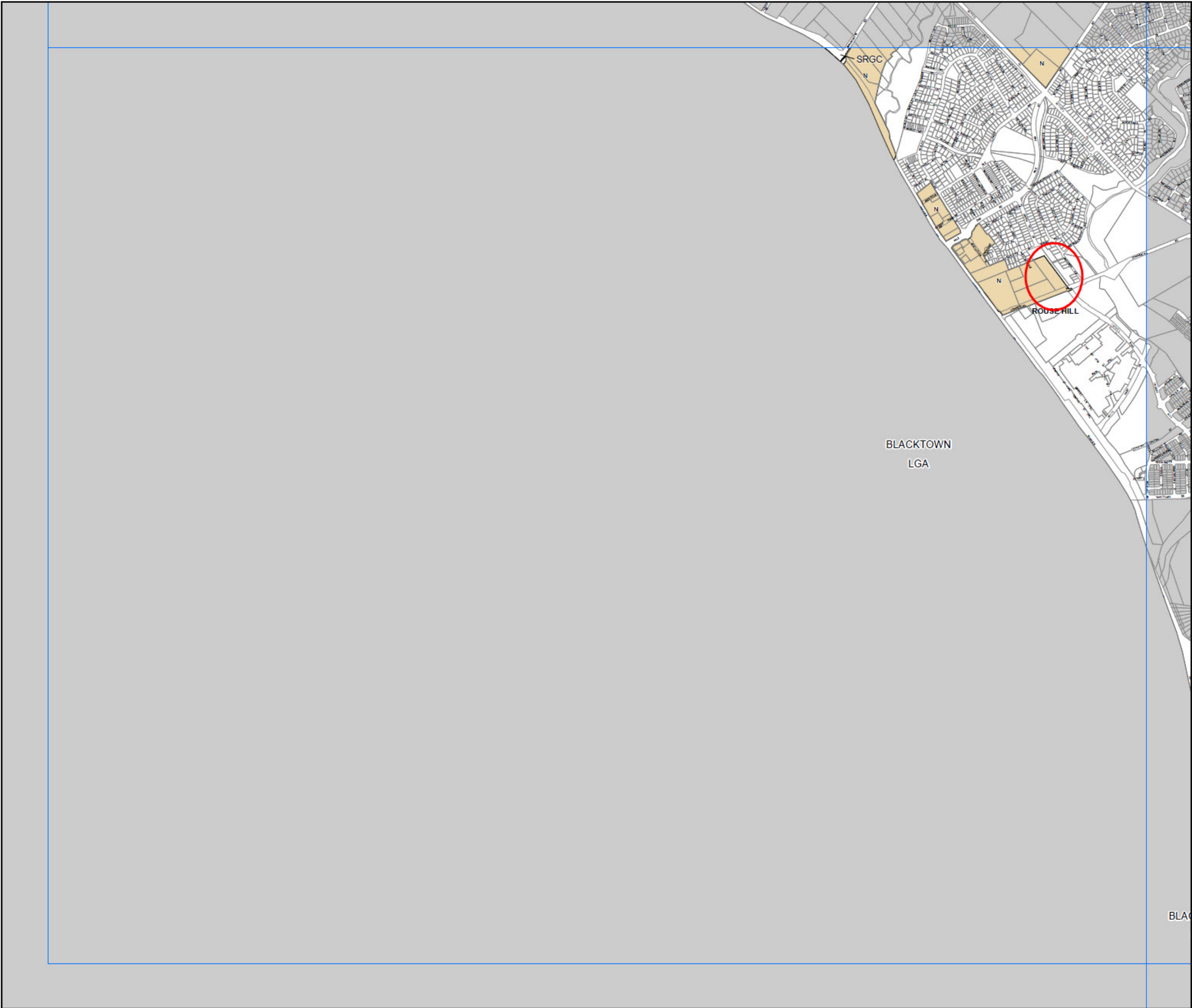
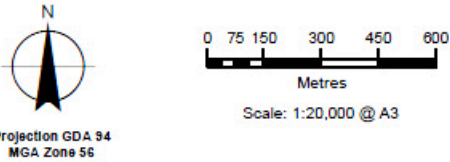
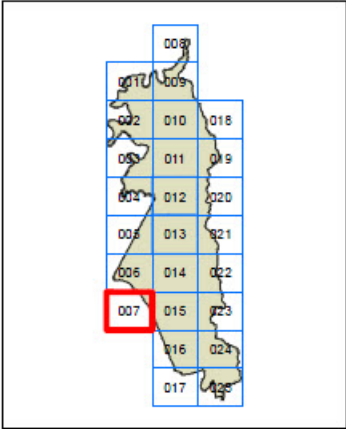
Maximum Floor Space Ratio (n:1)

|    |      |
|----|------|
| A  | 0.2  |
| B  | 0.4  |
| D  | 0.5  |
| F  | 0.6  |
| J  | 0.8  |
| N  | 1.0  |
| R  | 1.49 |
| S  | 1.99 |
| T  | 2.3  |
| U  | 2.7  |
| V  | 3.0  |
| W  | 3.8  |
| X  | 4.0  |
| Z  | 5.0  |
| AA | 6.4  |

SEPP (Sydney Region Growth Centres) 2006

Cadastral

Cadastral 09/03/2015 © THSC





THE HILLS  
SHIRE COUNCIL

# The Hills Local Environmental Plan 2012

Foreshore Building Line Map  
Landslide Risk Map  
Urban Release Area Map  
Key Sites Map

Sheet CL2\_007

## Foreshore Building Line

- Foreshore Area
- Foreshore Building Line

## Landslide

- Landslide Risk

## Urban Release Area

- Urban Release Area

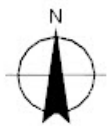
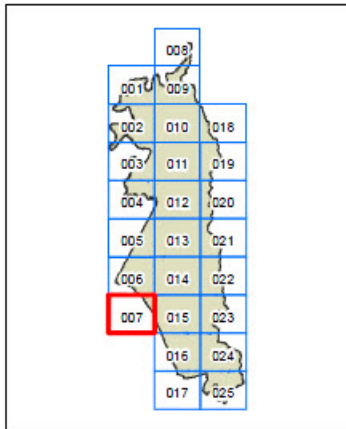
- SEPP (Sydney Region Growth Centres) 2006

## Key Sites

- Area A

## Cadastral

- Cadastre 18/06/2014 © THSC

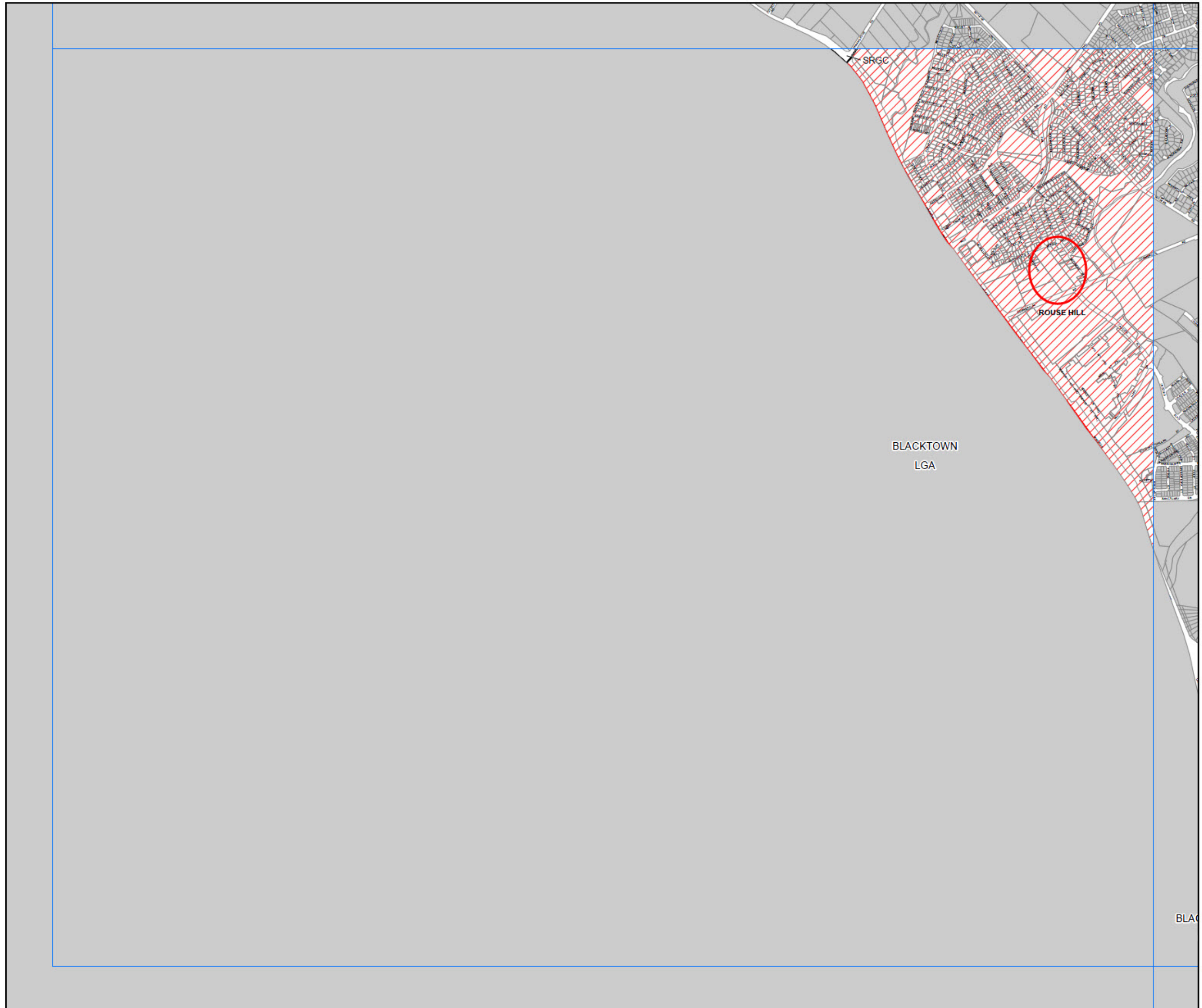


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Metres

Scale: 1:20,000 @ A3

Projection GDA 94  
MGA Zone 56

Map Identification Number:  
0500\_COM\_CL2\_007\_020\_20140918





# The Hills Local Environmental Plan 2012

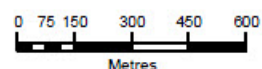
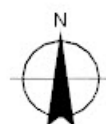
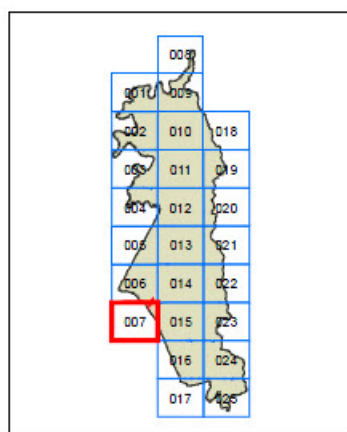
## Heritage Map Sheet HER\_007

### Heritage

-  Conservation Area-General
-  Item- General
-  Item-Archaeological
-  SEPP (Sydney Region Growth Centres) 2006

### Cadastral

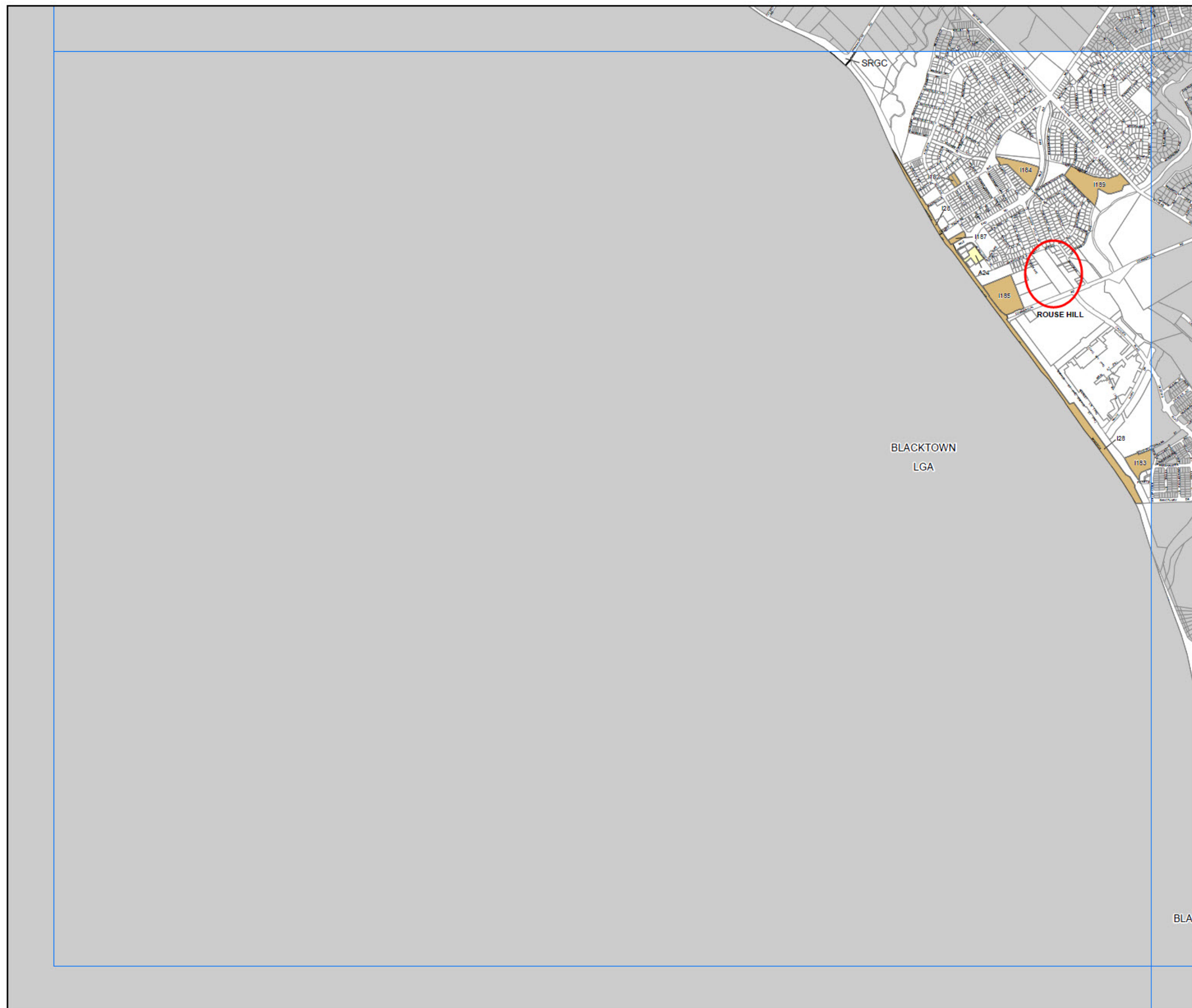
-  Cadastre 18/06/2014 © THSC



Scale: 1:20,000 @ A3

Projection GDA 94  
MGA Zone 56

Map Identification Number:  
0500\_COM\_HER\_007\_020\_20141114





# The Hills Local Environmental Plan 2012

## Land Reservation Acquisition Map

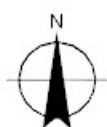
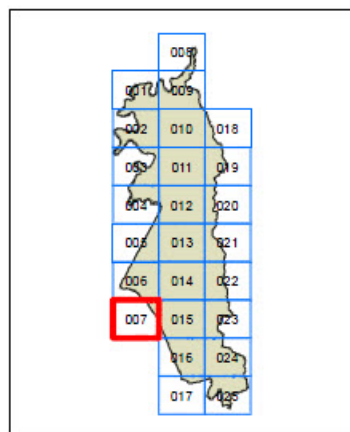
Sheet LRA\_007

- Classified Road (SP2)
- Local Environmental Conservation (E2)
- Local Open Space (RE1)
- Local Road Widening (SP2)
- \* Public Transport Corridor (SP2)
- Railway Corridor (SP2)
- Stormwater Management System (SP2)

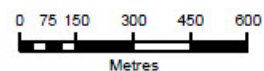
SRGC SEPP (Sydney Region Growth Centres) 2006

### Cadastral

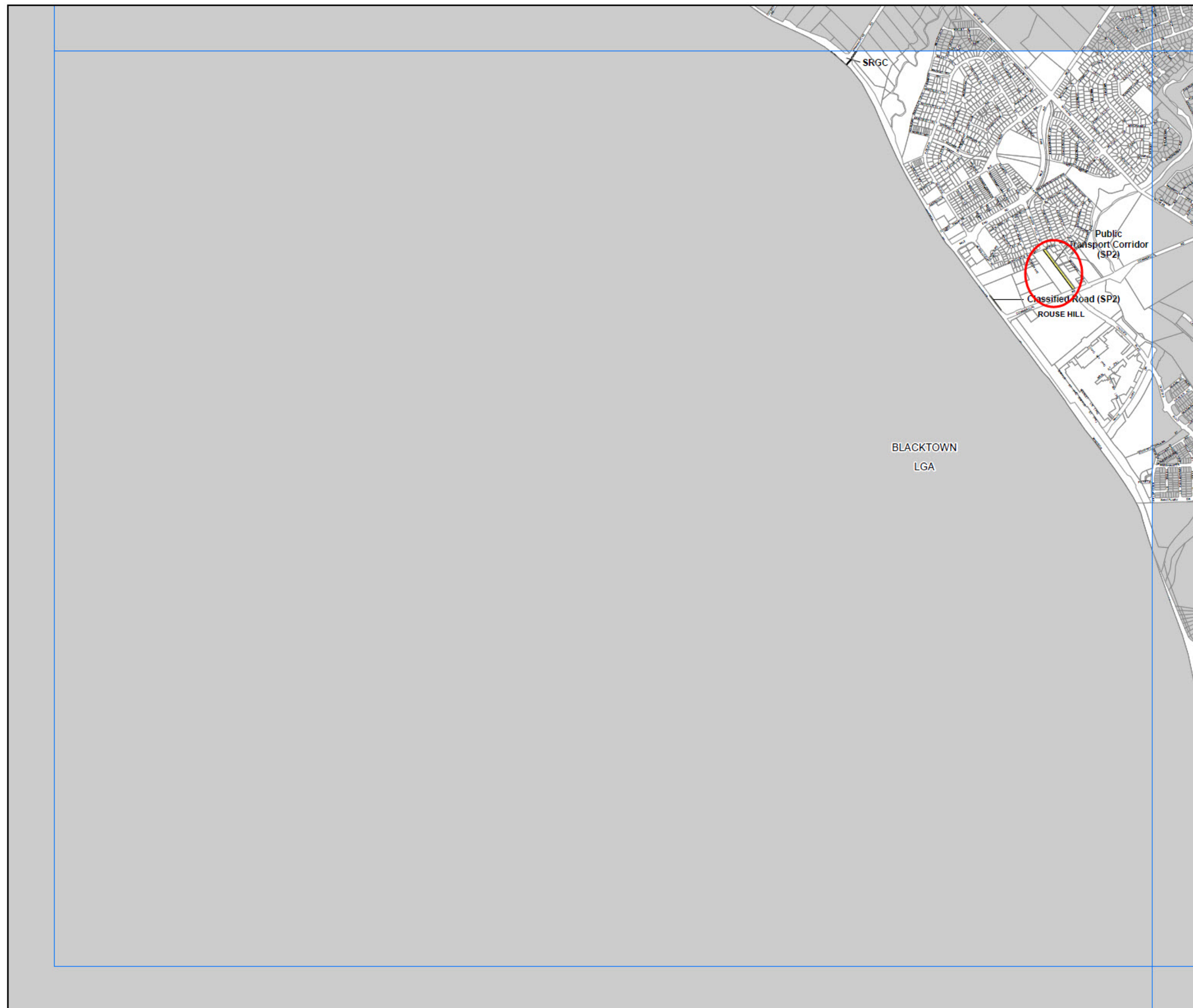
Cadastral 18/06/2014 © THSC



Projection GDA 94  
MGA Zone 56



Scale: 1:20,000 @ A3



## Additional Permitted Uses Map

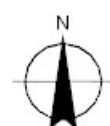
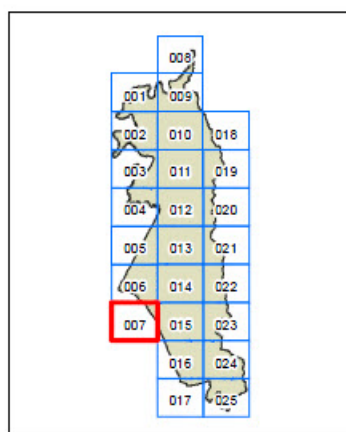
Sheet APU\_007

### Additional Permitted Uses

- refer to schedule 1
- SEPP (Sydney Region Growth Centres) 2006

### Cadastral

- Cadastre 18/06/2014 © THSC

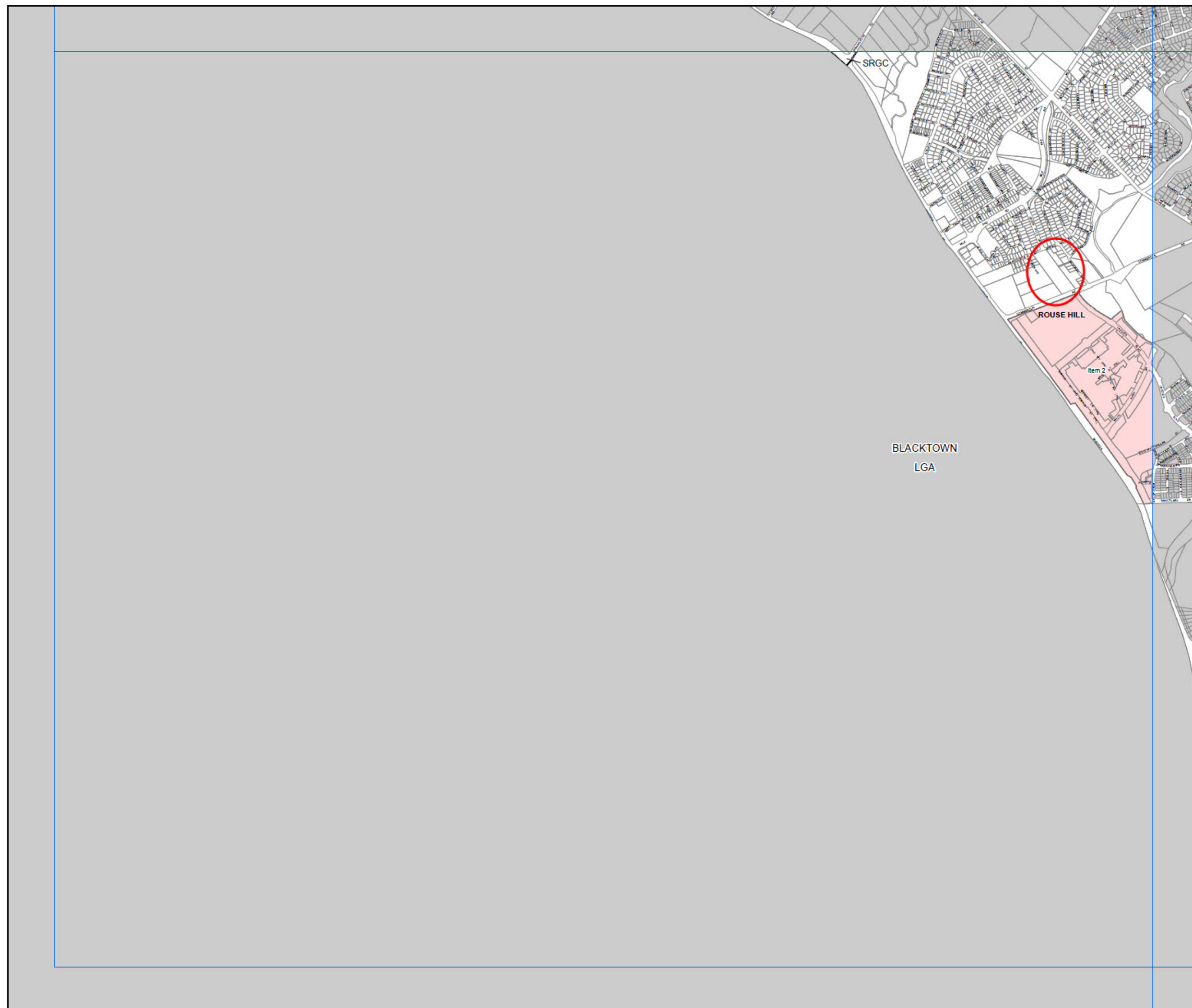


0 75 150 300 450 600  
Metres

Scale: 1:20,000 @ A3

Projection GDA 94  
MGA Zone 56

Map Identification Number:  
0500\_COM\_APU\_007\_020\_20140918



Acid Sulfate Soils Map  
 Terrestrial Biodiversity Map

Sheet CL1\_007

**Acid Sulfate Soils**

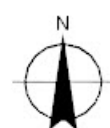
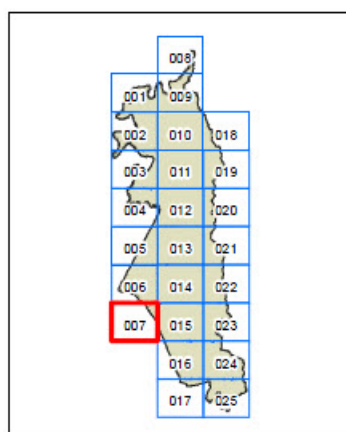
- Class 1
- Class 2
- Class 3
- Class 4
- Class 5

**Biodiversity**

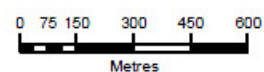
- Biodiversity
- SRGC

**Cadastre**

- Cadastre 18/06/2014 © THSC



Projection GDA 94  
 MGA Zone 56



Scale: 1:20,000 @ A3

