

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2012 (Amendment No (#)) – to amend the land zoning, height of buildings, floor space ratio and minimum lot size maps, identify additional permitted uses and apply a local clause relating to compliance with Council's apartment size/mix and car parking controls for land at Lot 5 Commercial Road, Rouse Hill (2/2016/PLP)

ADDRESS OF LAND: Lot 5 DP 30916, Commercial Road, Rouse Hill

SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	1	333	332
Jobs	0	56	56

Note: There is currently potential for 83 jobs on site based on existing controls. The planning proposal would result in a reduction of 27 potential jobs on the site.

SUPPORTING MATERIAL:

Attachment A	Assessment against State Environment Planning Policies
Attachment B	Assessment against Section 117 Local Planning Directions
Attachment C	Council Report and Minute, 15 December 2015
Attachment D	The Hills Corridor Strategy, November 2015
Attachment E	Proponent's Planning Proposal and Supporting Studies

THE SITE:

The site is located at Lot 5 DP 30916, Commercial Road, Rouse Hill. It is just over two (2) hectares in area with a frontage to Commercial Road to the south and Carnoustie Street to the north. The land is mostly vacant except for a dwelling house in the south-western corner and various outbuildings.

Approximately 6,700m² (33%) of the eastern portion of the site is identified for a future extension of Green Hills Drive connecting Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Regional Centre to the south.

The site contains scattered concentrations of vegetation mapped on Council's Vegetation Map as Cumberland Plain Woodland. However given a significant portion of the site is required to facilitate a future transport link, the land is certified under the Sydney Growth Centres Biodiversity Certification Order.

Land surrounding the site comprises vacant land to the east, single detached dwellings to the north and east and a newly built Masters Home Improvement Centre to the west. The site also lies immediately north of the Rouse Hill Regional Centre Northern Frame where mixed use buildings up to 32m (10 storeys) in height are envisaged under a Precinct Plan approved in December 2014.

The site is within a 600m walking catchment of the future Rouse Hill Train Station and is also close to the existing Northwest Transitway which provides high frequency bus services to Parramatta, Macquarie Park and the city.

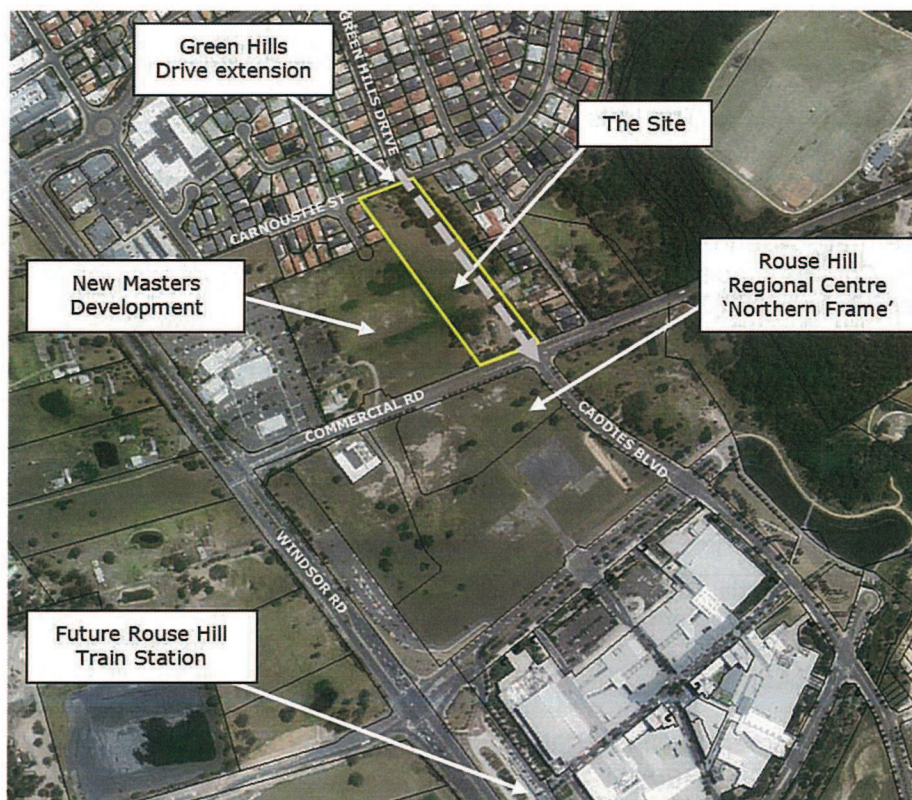


Figure 1

Aerial view of the site and surrounding locality

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the planning proposal is to provide housing and employment within a strategic location close to existing and future public transport. The proposal is timely to consider given that construction of the Sydney Metro Northwest is underway and precinct planning around the future railway stations has identified potential for a high density mixed use outcome on this site. The planning proposal will also ensure the delivery of the Green Hills Drive extension, a critical piece of road infrastructure connecting Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Major Centre to the south. The proposed LEP seeks to facilitate a mixed use development on the site comprising approximately 333 dwellings and up to 1,700m² of retail/commercial floor space.

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcomes will be achieved by the following amendments to The Hills Local Environmental Plan 2012 (LEP 2012):

- An amendment to the Land Zoning Map to rezone the site from part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor) to part R1 General Residential and part SP2 Infrastructure (Public Transport Corridor).
- An increase of the maximum building height from part 10m and part 16m to part 12m, part 23m and part 40m.
- An increase of the maximum floor space ratio from part 1:1 to part 2.3:1 across the proposed R1 General Residential zoned land.
- Amend the minimum lot size from part 450m² and part 8,000m² to 1,800m² across the site.
- Identify the site on the Key Sites Map and introduce a local incentive clause providing that the proposed density, height and floor space ratio is subject to compliance with Council's apartment size/mix and car parking controls.

- Include 'shops' as an additional permitted land use under Schedule 1 and include a notation that the amount of retail floor space is capped at 1,700m².
- Identify the site on the Additional Permitted Uses Map.

The proposed local incentive clause would be included within Part 7 Additional Local Provisions of LEP 2012 as detailed below.

Part 7 Additional Local Provisions

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 J" on the Key Sites Map.*

(3) *Residential development on 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) *Residential 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																		
Land zoned R1 General Residential on Lot 5 Commercial Road, Rouse Hill (Lot 5 DP 30916)	333 dwellings and a maximum building height of 32 metres.	333 dwellings and a maximum height and floor space ratio as shown on the "Height of Buildings Map" and "Floor Space Ratio Map".	Apartment mix No more than 25% of the dwelling yield is to comprise either studio or one bedroom units. No less than 10% of the dwelling yield is to comprise units with three or more bedrooms. Internal floor areas The minimum internal floor area for each unit, excluding common passageways, car parking spaces and balconies shall not be less than the following: <table><tr><td colspan="2">Type 1</td></tr><tr><td>1 bedroom</td><td>50m²</td></tr><tr><td>2 bedroom</td><td>70m²</td></tr><tr><td>3 or more bedrooms</td><td>95m²</td></tr><tr><td colspan="2">Type 2</td></tr><tr><td>1 bedroom</td><td>65m²</td></tr><tr><td>2 bedroom</td><td>90m²</td></tr><tr><td>3 or more bedrooms</td><td>120m²</td></tr><tr><td colspan="2">Type 3</td></tr></table>	Type 1		1 bedroom	50m ²	2 bedroom	70m ²	3 or more bedrooms	95m ²	Type 2		1 bedroom	65m ²	2 bedroom	90m ²	3 or more bedrooms	120m ²	Type 3	
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Column 1	Column 2	Column 3	Column 4
			1 bedroom 75m ² 2 bedroom 110m ² 3 or more bedrooms 135m ² Type 1 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments. Type 2 apartments shall not exceed 30% of the total number of 1, 2 and 3 bedroom apartments. All remaining apartments are to comply with the Type 3 apartment sizes. Car parking The provision of car parking shall not be less than the following: 1 space per 1 bedroom unit 1.5 spaces per 2 bedroom unit 2 spaces per 3 bedroom unit 2 visitor spaces per 5 units

It is further proposed that development of the site be supported by site specific development controls within The Hills Development Control Plan 2012 (DCP 2012) Part D Section 5 – Kellyville/Rouse Hill Release Area including:

- Controls relating to site layout, building heights, setbacks and open space which seek to ensure a suitable scale and transition of development and protection of the amenity of surrounding properties, particularly lower density development to the north and east;
- Apartment size and car parking controls to complement the proposed local LEP clause relating to development outcomes on the site;
- A requirement for active frontages for commercial/retail development at ground level;
- A requirement for the provision of the Green Hills Drive link to ensure delivery of the road in line with Council's requirements; and
- Controls relating to high quality architectural design and building materials.
- An amended DCP Map Sheet to reflect development outcomes and access arrangements for the site.

It is also proposed to amend Part C Section 1 – Parking of DCP 2012 to apply Council's centres car parking rate to this site to reflect its proximity to existing and proposed high frequency transport services. The centres rate includes a reduced rate of 1.5 spaces for 2 bedroom units rather than 2 spaces and a reduced rate for commercial uses of 1 space per 40m² of floor space rather than 1 space per 25m² of floor space.

PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

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

Whilst the planning proposal has been initiated by a private landowner, the site forms part of the Sydney Metro Northwest Corridor for which Council has recently undertaken a strategic review of redevelopment opportunities around the future railway stations. This work is contained within *The Hills Corridor Strategy* which is attached to this planning proposal (Attachment D).

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

Yes, the planning proposal is considered to be the best way to achieve the intended outcomes for the site.

The proposed amendments will facilitate a high quality, mixed use commercial/retail and high density residential development on the site, providing both housing and employment in a strategic location close to existing and future public transport. The proposal is also critical to the delivery of the Green Hills Drive extension which will connect release areas to the north with Rouse Hill Major Centre to the south.

Given the site forms part of the Rouse Hill Station Precinct, it would be subject to future precinct planning and potential planning control amendments to achieve the desired development outcomes for the site. The planning proposal has simply expedited consideration of desired outcomes for the site, accelerating the provision of housing and employment to support the future railway.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

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

Yes, a discussion of consistency is provided below.

• A Plan for Growing Sydney

On 14 December 2014, the NSW Minister for Planning released A Plan for Growing Sydney. The Plan is intended to guide land use planning decisions for the next 20 years and presents a strategy for accommodating Sydney's forecast population growth over this time. To achieve the Government's vision for Sydney as a "strong global City and a great place to live", the Plan sets out four (4) main goals, for Sydney to be:

- A competitive economy with world-class services and transport,
- A City of housing choice with homes that meet our needs and lifestyles,
- A great place to live with strong, healthy and well-connected communities, and
- A sustainable and resilient City that protects the natural environment and has a balanced approach to the use of land and resources.

The key principles for growth include providing jobs in accessible locations and increasing the housing choice around the centres by accelerating housing supply and renewal and by improving housing choice.

The planning proposal seeks to facilitate the delivery of high density housing close to the Rouse Hill strategic centre, providing additional people in close proximity to jobs, transport and services. The additional yield generated by the proposal will assist in meeting the dwelling and job targets envisaged by the Plan and will provide a greater diversity of housing in a location currently dominated by lower density housing types.

• North West Rail Link Corridor Strategy

The State Government's North West Rail Link Corridor Strategy was finalised in 2013 including a vision for land surrounding the future Rouse Hill Train Station. The Strategy establishes a vision for Rouse Hill as a major mixed use destination proving regional level transport and a range of retail, commercial and residential facilities to service the existing and future population. It includes a target of 500 additional dwellings and 2,000 additional jobs within the precinct by 2036.

The subject site falls within the boundaries of the Rouse Hill Station Precinct and is identified as a short term opportunity site being relatively unconstrained and within easy walking distance to the new station and Rouse Hill Town Centre. The Structure Plan envisages an employment outcome for this location, identifying that the land could accommodate bulky goods retail uses, carefully designed to integrate with the existing streetscape and character of surrounding residential areas.

The site forms part of a larger bulky goods precinct which has mostly been developed with a Masters Home Improvement Centre leaving only the subject site. The viability of developing this relatively small and narrow parcel of land for bulky goods purposes in isolation of the wider precinct is not considered by the Strategy.

4. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Yes, a discussion of consistency is provided 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 well-located housing, employment and facilities to serve existing and future Hills Shire residents.

- **Local Strategy**

Council's Local Strategy was adopted in 2008. It is the principal document for communicating the future planning of the Shire and includes the objectives of longer term planning projects of the State Government as well as responding to, and planning for, local needs such as employment, housing and transport. The Strategy identifies a demand for an additional 36,000 dwellings and 47,000 jobs to meet the Shire's needs by 2031.

The Local Strategy is supported by seven Strategic Directions, those of relevance to this proposal being the Residential Direction, Centres Direction and Integrated Transport Direction. A summary of the consistency of the planning proposal with these Directions is provided below.

- *Residential Direction*

The Residential Direction was adopted in 2008 to guide the planning, protection and management of the Shire's residential development. The Direction includes a target for an additional 36,000 dwellings in the Shire to 2031 and demonstrates there is sufficient capacity within existing residential zoned land and current projects to meet this target.

Whilst the proposal is not required in terms of the targets set out in the Residential Direction, the subject site forms part of the future Rouse Hill Station Precinct for which revised strategic outcomes have been identified as part of Council's Hills Corridor Strategy. The proposal to rezone the site from an employment zone to a residential zone is consistent with this more recent strategic planning work which has identified a potential higher density residential outcome for the site. The planning proposal is also consistent with a key principle of the Direction being the location higher densities close to centres and associated jobs, transport and services. The proposal is for an uplift in residential density and provision of high density development directly adjacent to Rouse Hill Major Centre and in close proximity to the existing

Northwest Transitway and future Rouse Hill Train Station. The proposal will also increase the diversity of housing in this location and ensure quality design outcomes that match the needs and expectations of Hills Shire residents. It is therefore considered the proposal supports the overall intent and key policy settings of this Direction.

- *Centres Direction*

Council adopted the Centres Direction in 2009 which forms the strategic planning direction for commercial and retail development in the Shire's centres to 2031. It establishes the scale, location and objectives for the Shire's centres to ensure the existing and future population have access to centres that meet their needs.

The Centres Direction establishes The Hills Shire Centres Hierarchy which provides a framework for the scale, location and objectives of centres. This framework is important for the achievement of orderly and sustainable development of Centres that are appropriate in scale and design for their location. The Hierarchy identifies Rouse Hill as a Major Centre (transitioning) comprising a mix of business, retail, residential and community uses in an urban setting supported by public transport.

The Direction also identifies a potential bulky goods precinct at Commercial Road, Rouse Hill (including the subject site) which seeks to partly address demand for an identified shortfall of 81,000m² of bulky goods floor space by 2031. A Masters Home Improvement Centre has recently been constructed within the Commercial Road precinct providing approximately 13,637m² of bulky goods floor space in this location. The part of the site zoned B5 Business Development forms the only remaining undeveloped land within this bulky goods precinct.

Whilst the proposal would provide an alternative outcome to that envisaged under the Centres Direction, the loss of bulky goods land in this location is not considered to be a significant issue. The site is considered less suitable for bulky goods development in isolation of the wider precinct and the alternative mixed use outcome is considered more appropriate given the strategic location of the site. The proposal is more consistent with recent planning undertaken for the site as part of The Hills Corridor Strategy (November 2015).

- *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. A relevant action includes planning for a concentration of and/or intensity of land use activities around major public transport nodes and higher order centres.

The Direction identifies a future regional transport connection from Box Hill to Rouse Hill Major Centre along Withers Road, Mile End Road and the future extension of Green Hills Drive (through the subject site). The proposal for a high density residential outcome together with commercial/retail outcomes on the subject site supports the objectives of the Direction given it will provide for the delivery of the Green Hills Drive extension, a regionally significant transport connection, and will also facilitate the ongoing viability of existing and proposed public transport infrastructure in the locality.

• **The Hills Corridor Strategy**

The Hills Corridor Strategy articulates Council's vision and desired outcomes for land within the rail corridor. It identifies that Rouse Hill has the potential to become a major mixed use destination enabling increased commercial and residential uptake.

Council's review has identified that recent development particularly in the Rouse Hill Regional Centre and other recent development within the Station Precinct limits opportunities to provide additional housing to support the delivery of the new rail infrastructure. The Strategy identifies the site as being one of the few remaining vacant sites in close proximity to the future train station and therefore an opportunity to boost projected dwelling yields for the

precinct and facilitate improved accessibility through the provision of the Green Hills Drive extension. The desired outcome for the site under the Strategy includes a dwelling density of 144 dwellings per hectare (high density fronting Commercial Road) and 72 dwellings per hectare (medium density fronting Carnoustie Street) with a total yield of 207 dwellings.



Figure 2
The Hills Corridor Strategy Opportunities Map for Rouse Hill Station

The planning proposal will facilitate a development outcome comprising 333 dwellings and 1,684m² of commercial floor space. Whilst this exceeds that envisaged under The Hills Corridor Strategy, the redevelopment of the site will provide improved housing outcomes within close proximity of the future Rouse Hill Railway Station, and the completion of the Green Hills Drive extension, a critical piece of road infrastructure for which there is currently minimal funding under Council's applicable contributions plan. The proposed additional yield is therefore considered to be appropriately offset by public benefits resulting from the additional housing and road connections.

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

Yes. An assessment of the planning proposal against applicable State Environmental Planning Policies is provided in Attachment A. A discussion on the consistency of the proposal with the relevant Policies is provided below.

- State Environmental Planning Policy No. 32 – Urban Consolidation (Redevelopment of Urban Land)**

The planning proposal is consistent with the aims and objectives of this SEPP given it will facilitate rezoning and redevelopment of existing urban land for multi-unit residential development. The proposal will also ensure additional housing provision close to existing and future public infrastructure, transport and community facilities and increase opportunities for people to live in a locality which is close to employment, leisure and other opportunities.

- State Environmental Planning Policy No. 55 – Remediation of Land**

There may be potential for land contamination on the subject site due to previous agricultural land uses. The proponent has not submitted a Contamination Report for the site, however the Gateway Determination may require that a report be prepared to ensure that the site is

suitable for the proposed residential and employment uses. It is further noted that any development application lodged with Council on the subject site will require a site history which identifies any past land use activity that could potentially result in contamination. Accordingly the proposal is considered to be satisfactory with respect to this SEPP.

- **State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development**

The planning proposal is considered to be consistent with SEPP No. 65 given it will facilitate a high quality development on the site with positive design and amenity outcomes. The proposal provides a floor space incentive if a developer complies with Council's apartment size/mix and car parking controls given these controls are considered by Council to better suit the family demographic expected for the Shire into the future. However, the proposal does not prevent future development from utilising the mandatory controls under the SEPP and therefore is not considered to conflict with the SEPP.

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

The planning proposal is generally consistent with the applicable s.117 Ministerial Directions with the exception of Direction 1.1 Business and Industrial Zones and Direction 5.9 North West Rail Link Corridor Strategy. The consistency of the planning proposal with each Direction is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

- **Direction 1.1 Business and Industrial Zones**

This Direction requires that a planning proposal must retain areas of existing business zones and must not reduce the potential floor space for employment uses within business zones.

The planning proposal will rezone the site from part B5 Business Development zone to R1 General Residential which will result in a loss of 10,500m² of land zoned specifically for bulky goods development, equating to approximately 5,000m² of floor space (based on the size and shape of the site and parking, landscaping requirements etc.). This would equate to a loss of around 83 jobs. However, the proposed concept indicates that future development on the site will comprise 29,947m² of residential floor space (333 dwellings) and 1,684m² of commercial/retail floor space, which based on an employment ratio of 1 employee per 30m² of retail floor space would generate in the order of 56 jobs. This equates to a net loss of approximately 27 potential jobs which is considered to be negligible.

Under LEP 2012, the R1 General Residential zone has generally been applied to sites located adjacent to centres with a range of business, office and residential uses permitted to support the role and function of these centres. The planning proposal will maintain permissibility of a wide range of employment uses to support the adjacent Rouse Hill Major Centre. Additionally a slightly reduced employment potential is considered reasonable given the proposal will provide improved housing outcomes within close proximity of the future Rouse Hill Railway Station, and the completion of the Green Hills Drive extension. The potential loss of employment opportunities will be appropriately offset by public benefits resulting from the additional housing and road connections. It is therefore considered that the inconsistency with this Direction is justified.

- **Direction 3.1 Residential Zones**

The planning proposal will provide an uplift in density by facilitating a mixed use commercial/retail and high density residential development on the site. This will provide both housing and employment in a strategic location adjacent to the Rouse Hill Major Centre and existing and future public transport. The proposal will broaden existing housing stock in the area which is currently dominated by low and medium density housing types as well as make more efficient use of land close to existing and future infrastructure and services. The

proposal also seeks to facilitate a high quality outcome on this site through proposed LEP and DCP controls. It is therefore considered the proposal is consistent with this Direction.

- **Direction 3.4 Integrating Land Use and Transport**

The proposal is considered to be consistent with this Direction given it will provide both employment and housing close to existing and future public transport including the existing North West Transitway and the future Sydney Metro Northwest currently under construction. The proposal will contribute to the growth and development of the Rouse Hill Station Precinct and the viability of the future railway.

- **Direction 5.9 North West Rail Link Corridor Strategy**

The subject site falls within the boundaries of the Rouse Hill Station Precinct and is identified as a short term opportunity site being relatively unconstrained and within easy walking distance to the new station and Rouse Hill Town Centre. The North West Rail Link Corridor Strategy envisages an employment outcome for this location, identifying that the land could accommodate bulky goods retail uses, carefully designed to integrate with the existing streetscape and character of surrounding residential areas.

It is important to note that the Corridor Strategy identifies an outcome for the site consistent with existing planning controls. However, the site forms part of a larger bulky goods precinct which has mostly been developed with a Masters Home Improvement Centre leaving only the subject site. The viability of developing this relatively small and narrow parcel of land for bulky goods purposes in isolation of the wider precinct is not considered by the Strategy. Given the size and shape of the site and the land area required for the Green Hills Drive extension (approximately 30% of the site) it is unlikely for a bulky goods outcome to be feasible or developed in this location.

A recent strategic review undertaken by Council as part of The Hills Corridor Strategy has identified that recent development particularly in the Rouse Hill Regional Centre and other recent development within the Station Precinct limits opportunities to provide additional housing to support the delivery of the new rail infrastructure. The Strategy identifies the site as being one of the few remaining vacant sites in close proximity to the future train station and therefore an opportunity to boost projected dwelling yields for the precinct and facilitate improved accessibility through the provision of the Green Hills Drive extension.

Accordingly whilst the planning proposal will provide an alternative outcome to that envisaged under the North West Rail Link Corridor Strategy, it is considered to be generally consistent with the overall intent of this Direction being to promote transit-oriented development, assist with achieving residential and employment growth targets and contribute to the future high density character of the Precinct.

- **Direction 6.3 Site Specific Provisions**

The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls. The planning proposal seeks to amend Schedule 1 'Additional Permitted Uses' of LEP 2012 to identify 'shops' as an additional permitted land use on the site and to restrict the amount of retail floor space to 1,700m². Whilst the planning proposal is inconsistent with this Direction, the inconsistency is considered to be of minor significance.

The R1 General Residential zone permits shop top housing, restaurants and cafes, business premises and neighbourhood shops. These land uses will facilitate street level activation along the Commercial Road and Green Hills Drive frontages. However in accordance with Clause 5.4 of LEP 2012 'neighbourhood shops' cannot be more than 100m². This provision could potentially restrict small scale retail premises that require an area slightly larger than 100m². Accordingly, the planning proposal seeks to identify 'shops' as an additional permitted use at the site. The quantum of retail floor space will also be capped at 1,700m². This will facilitate the provision of a small amount of retail floor space on the site to meet the daily needs of

residents whilst ensuring that the focus of retail activity, including large scale supermarkets, is provided south of the site within the Rouse Hill Major Centre.

- **Direction 7.1 Implementation of A Plan for Growing Sydney**

The planning proposal seeks to facilitate the delivery of housing and employment close to the Rouse Hill strategic centre, providing additional people in close proximity to jobs, transport and services. The additional yield generated by the proposal will assist in meeting the dwelling and job targets envisaged by the Plan. The proposal is therefore consistent with this Direction.

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?

The site contains scattered concentrations of vegetation mapped on Council's Vegetation Map as Cumberland Plain Woodland. However given a significant portion of the site is required to facilitate a future transport link, the land is certified under the Sydney Growth Centres Biodiversity Certification Order.

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

Other likely environmental impacts of the proposal relate to density/built form, site contamination, traffic and access which are considered below.

- **Density and Built Form**

The introduction of a rail line into the Shire presents significant challenges for the planning of areas in the vicinity of proposed railway stations given the need to capitalise on locations that are highly accessible by increasing residential, employment and retail outcomes. The proponent has justified the proposed height and density for its contribution to additional housing supply and choice in a strategic location as well as the delivery of key transport infrastructure through provision of the Green Hills Drive extension.

The site lies immediately north of the Rouse Hill Major Centre, specifically the Northern Frame for which a recent Precinct Plan approval permits up to 32 metres (10 storeys). The site is also surrounded by vacant land to the east, single detached dwellings to the north and east and a newly built single storey Masters Home Improvement Centre to the west.

The proposed built form standards are considered to have merit given the proximity of the site to public transport and the adjacent Rouse Hill Major Centre for which no height limit currently applies under LEP 2012 and up to 10 storeys buildings are currently approved. A variety of heights are proposed by the proponent including higher built form closer to Commercial Road and the Rouse Hill Major Centre transitioning to lower scale buildings fronting Carnoustie Street and lower density housing to the north. Additionally, the provision of a large common open space area within the northern portion of the site will assist with limiting impacts of future high density development on surrounding lower scale development.

The proposed DCP controls will require that future development reflects the proponent's concept to ensure development responds appropriately to surrounding development and provides a reasonable level of amenity.

Whilst it is considered there are sufficient grounds to proceed with the proposal in its current form, further refinement of the controls and standards may be required following the issue of a Gateway Determination to ensure future development provides appropriate amenity and built form outcomes particularly in relation to the lower density housing to the north and east of the site.

- Contamination

The proponent has not submitted a contamination report for the subject site, however has submitted a report prepared for the adjoining (Masters) site which concluded that major contamination of that site was not apparent. The Gateway Determination may require that a contamination report be undertaken due to the potential for previous agricultural uses on the land. It is also noted that any development application lodged with Council on the subject site will require a site history which identifies any past land use activity that could potentially result in contamination as listed in Table 1 of Managing Land Contamination, Planning Guidelines SEPP 55 Remediation of Land.

- Traffic and access

The traffic and parking assessment is based upon the proponent's proposed yield and development assumptions including:

- 7 residential flat buildings containing a total of 333 apartments comprising 82 x 1 bedroom, 218 x 2 bedroom, and 33 x 3 bedroom apartments;
- 1,684m² of retail/commercial floor space over 2 storeys; and
- Vehicular access via a combined entry/exit driveway off the Green Hills Drive Extension.

The report assesses the likely impacts of the proposal on the surrounding road network including the following intersections:

- Windsor Road/Commercial Road;
- Commercial Road/Masters Hardware Access;
- Commercial Road/Caddies Boulevard;
- Commercial Road/McCombe Avenue; and
- Green Hills Drive/Carnoustie Street.

The report takes into account traffic generated due to the proposal as well as an additional 100 vehicle trips per hour in each direction to take into account the possible transfer of other traffic to the new route and likely growth in background traffic activity in the area. Based on the SIDRA traffic analysis model the report concludes that all intersections analysed will perform satisfactorily based on the assumed traffic conditions outlined above, therefore the proposal is considered to have minimal traffic implications in terms of road network capacity.

Importantly, the proposal will provide benefits in terms of traffic and access specifically the provision of the Green Hills Drive extension which links Kellyville/Rouse Hill and Box Hill release areas to the north with the Rouse Hill Major Centre to the south. The delivery of this infrastructure is a considerable public benefit, particularly given that minimal funding is currently available under any contributions plan for the provision of this road.

SECTION D - STATE AND COMMONWEALTH INTERESTS

9. Is there adequate public infrastructure for the planning proposal?

Future development on the site would need to be supported by the necessary services including electricity, telecommunication, gas, water, sewer and stormwater drainage. These services are currently available to the site. Should the proposal warrant any upgrade to the existing services it is envisaged this would be identified through the consultation process with the relevant public authorities.

The developer will also be required to pay section 94 contributions under Contributions Plan No. 8 which will contribute to the provision of open space and community facilities within the Kellyville/Rouse Hill Release Area.

10. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning

proposal? (Note: The views of State and Commonwealth Public Authorities will not be known until after the initial gateway determination. This section of the planning proposal is completed following consultation with those public authorities identified in the gateway determination.)

It is envisaged the following public authorities will be consulted as part of the planning proposal, in addition to any others identified as part of a Gateway Determination for the proposal:

- Transport for NSW
- Roads and Maritime Services
- NSW Office of Environment and Heritage
- Sydney Water
- Endeavour Energy

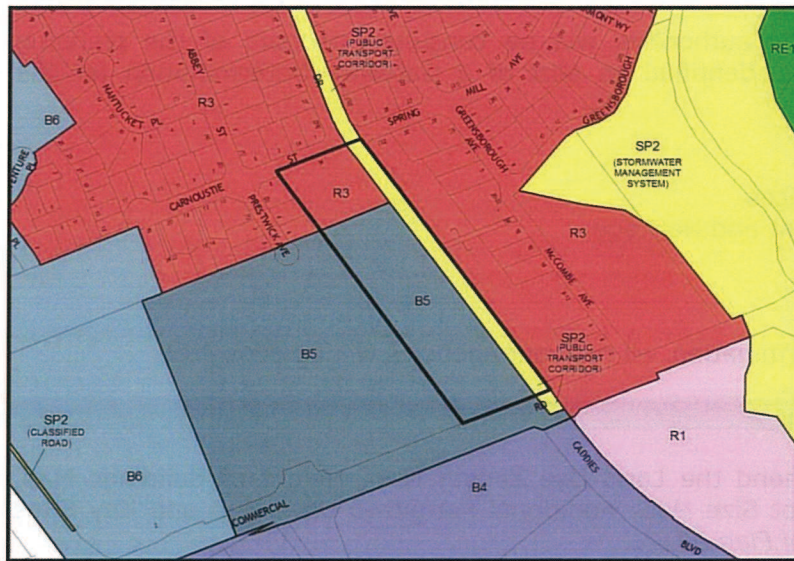
Following receipt of a Gateway determination, all relevant agencies will be consulted.

PART 4 MAPPING

The planning proposal seeks to amend the Land Use Zoning Map, Height of Buildings Map, Floor Space Ratio Map, Minimum Lot Size Map, Additional Permitted Uses Map and Key Sites Map of *The Hills Local Environmental Plan 2012*.

Existing Land Use Zoning Map

The existing land use zoning is part B5 Business Development, part R3 Medium Density Residential and part SP2 Infrastructure (Public Transport Corridor).

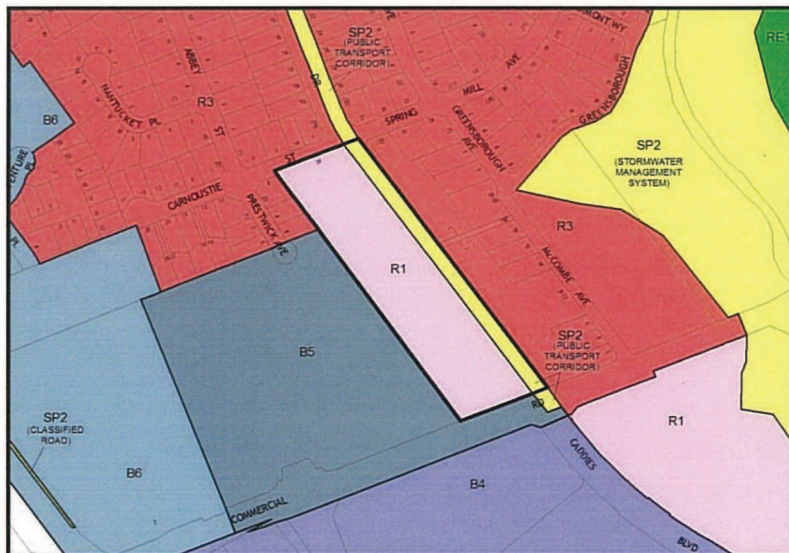


Land Zoning (LZN)

B4	Mixed Use	R3	Medium Density Residential
B5	Business Development	RE1	Public Recreation
B6	Enterprise Corridor	SP2	Infrastructure
R1	General Residential		

Proposed Land Use Zoning Map

The proposed land use zoning is part R1 General Residential and part SP2 Infrastructure (Public Transport Corridor).



Land Zoning (LZN)

B4	Mixed Use	R3	Medium Density Residential
B5	Business Development	RE1	Public Recreation
B6	Enterprise Corridor	SP2	Infrastructure
R1	General Residential		

Existing Height of Buildings Map

The existing height of buildings is part 16 metres and part 10 metres.



Height of buildings (m) (HOB)

K	10.0	O2	16.0
M1	12.0	R1	21.0

Proposed Height of Buildings Map

The proposed height of buildings is part 12 metres, part 23 metres and part 40 metres.

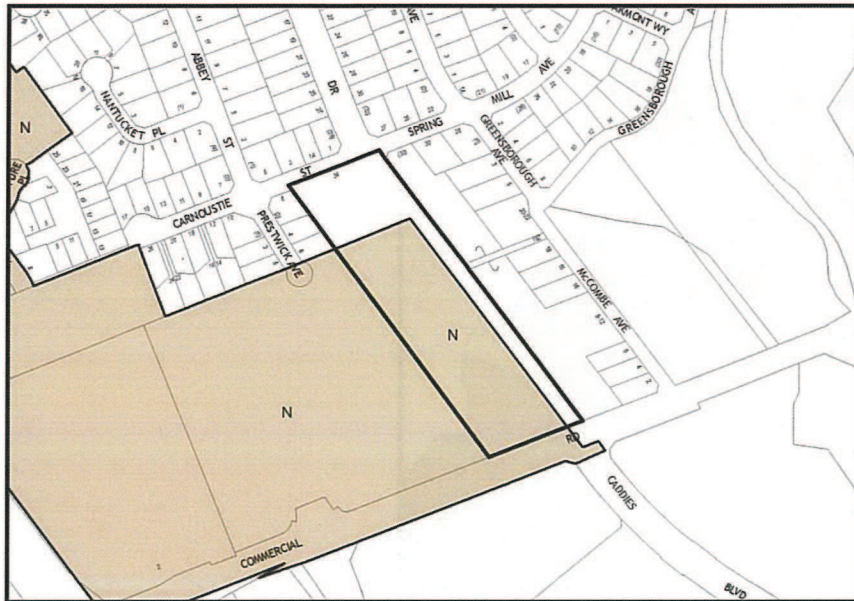


Height of buildings (m) (HOB)

K	10.0	O2	16.0	S	23.0
M1	12.0	R1	21.0	W	40.0

Existing Floor Space Ratio Map

The existing floor space ratio is part 1:1.

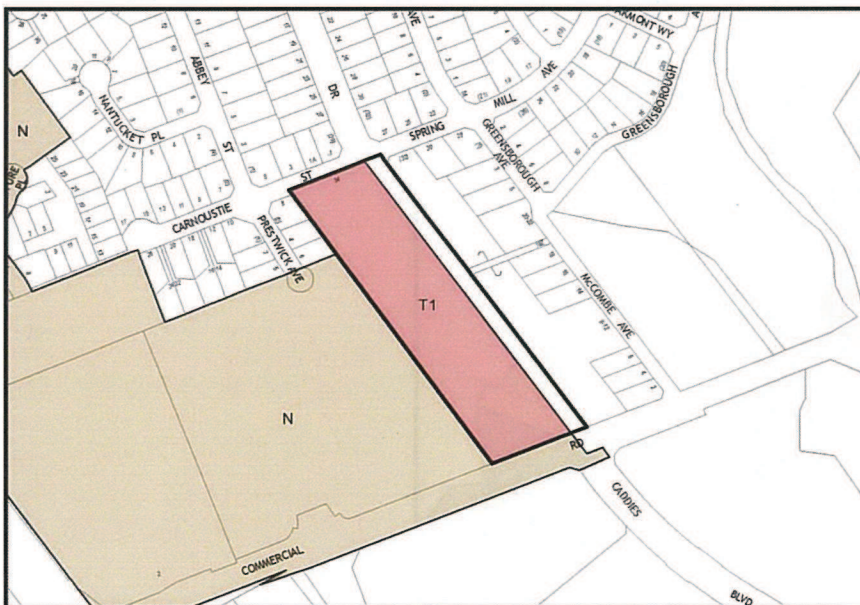


Maximum Floor Space Ratio (FSR) (n:1)

N 1.0

Proposed Floor Space Ratio Map

The proposed floor space ratio is part 2.3:1.

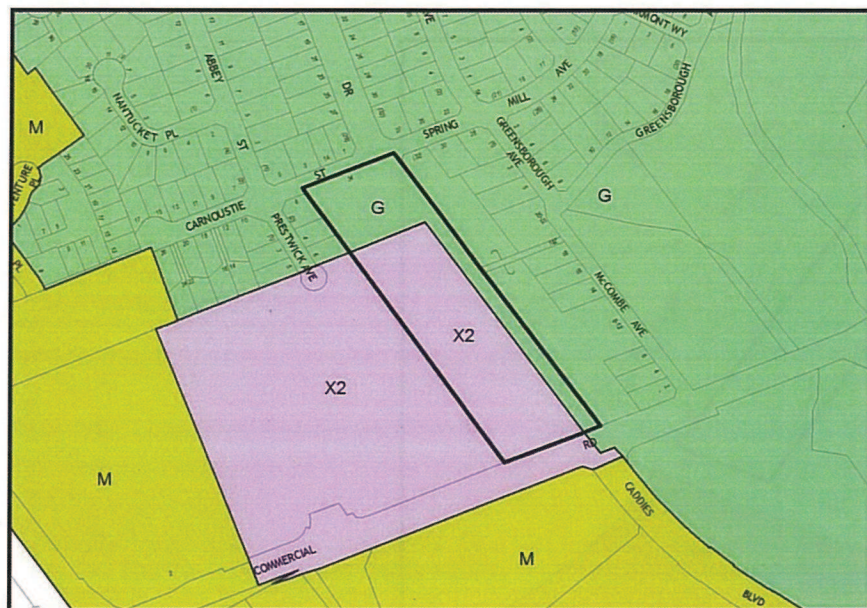


Maximum Floor Space Ratio (FSR) (n:1)

N 1.0 **T1** 2.3

Existing Minimum Lot Size Map

The existing minimum lot size is part 8,000m² and part 450m².

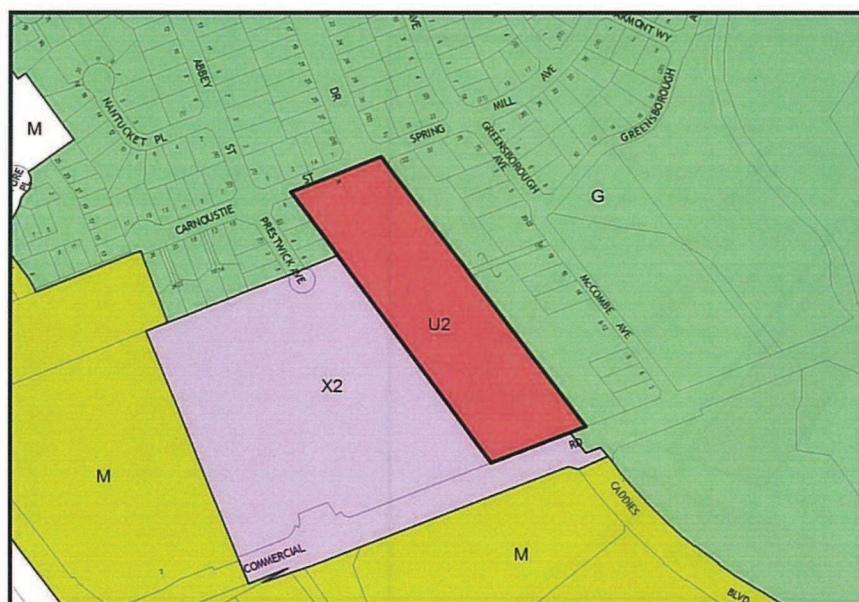


Minimum Lot Size (sq m) (LSZ)

LSZ	Minimum Lot Size (sq m)
G	450
M	600
X2	8000

Proposed Minimum Lot Size Map

The proposed minimum lot size is 1,800m².

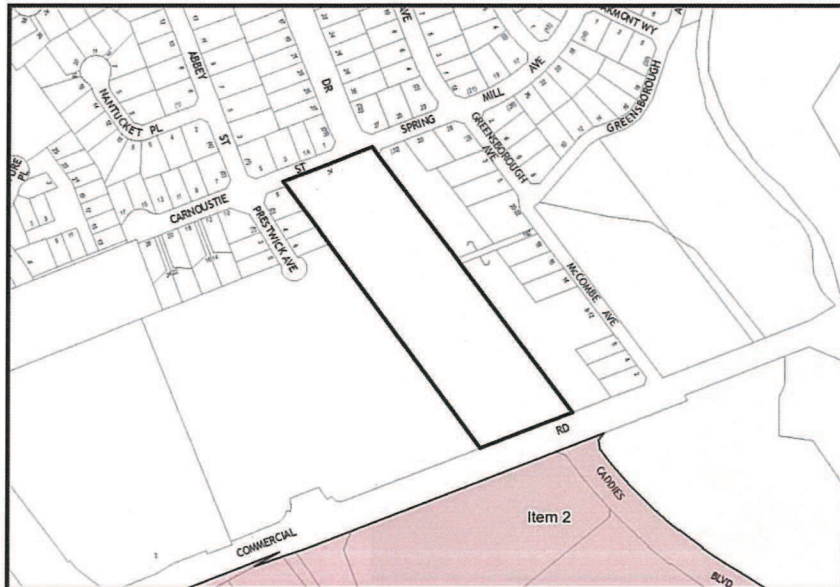


Minimum Lot Size (sq m) (LSZ)

LSZ	Minimum Lot Size (sq m)
G	450
M	600
U2	1800
X2	8000

Existing Additional Permitted Uses Map

No additional uses to those identified by the Land Use Table are currently permitted on this site.

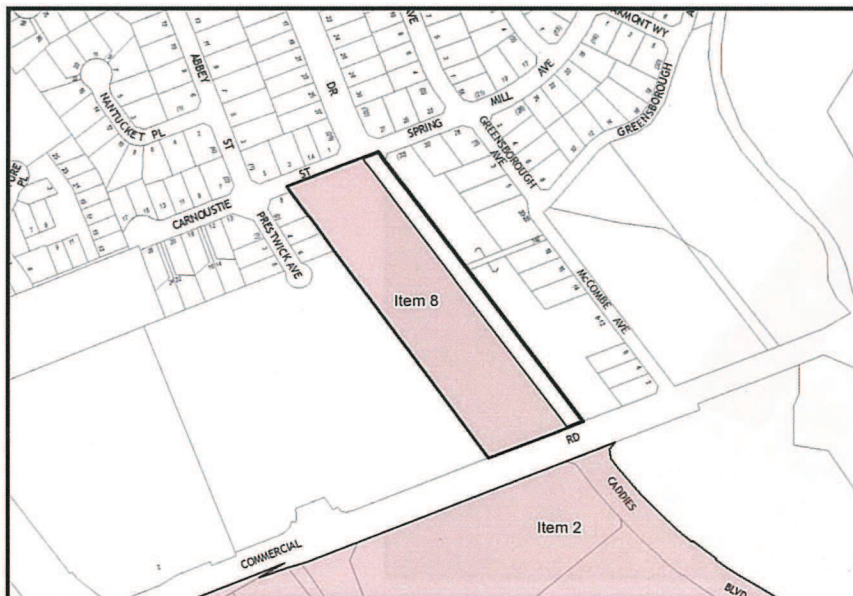


Additional Permitted Uses (APU)

 refer to schedule 1

Proposed Additional Permitted Uses Map

It is proposed to identify the site on the Additional Permitted Uses Map and identify 'shops' as an additional permitted use under the LEP 2012 written instrument.

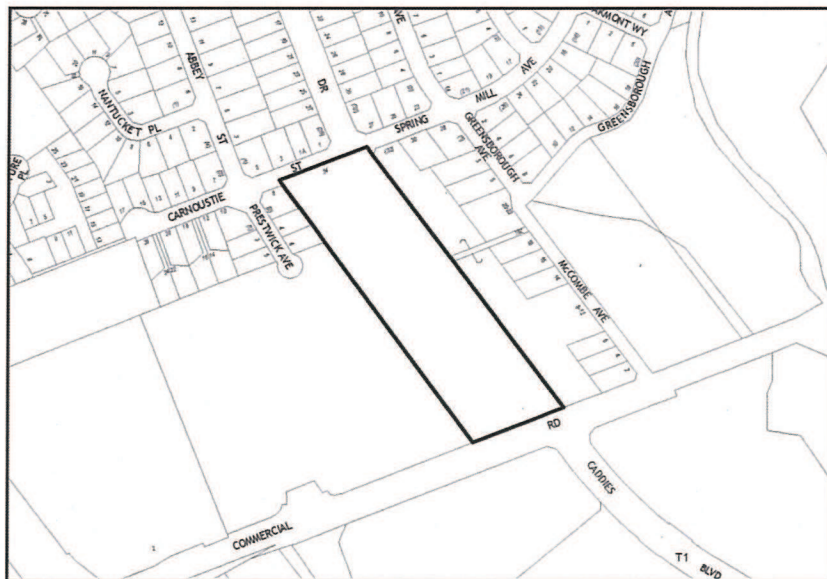


Additional Permitted Uses (APU)

 refer to schedule 1

Existing Key Sites Map

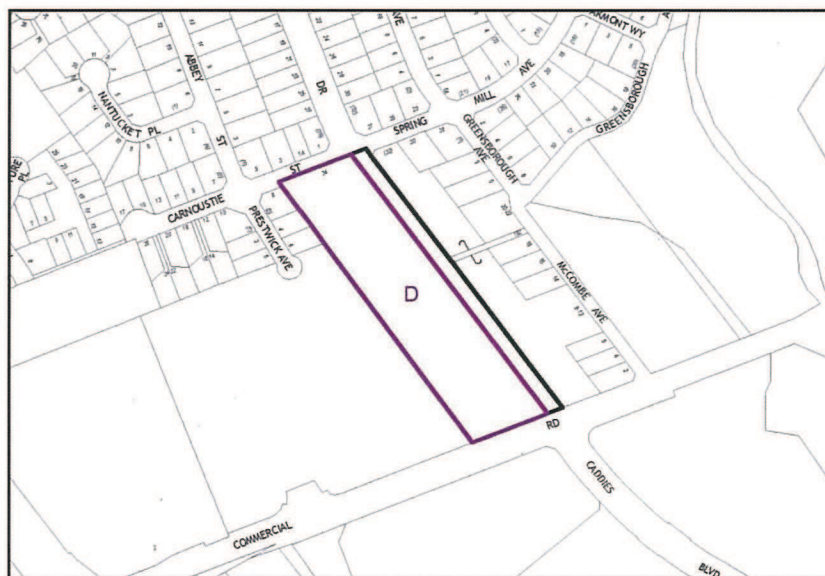
The site is currently not identified on the 'Key Sites' Map.



Key Sites Map

Proposed Key Sites Map

It is proposed to identify the site as a 'Key Site' to which a new local clause under LEP 2012 relating to compliance with Council's apartment size and car parking controls will apply.



Key Sites Map

 Area D

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building and Rouse Hill Library. The planning proposal will also be made available on Council's website. In addition, letters will be issued to adjoining and nearby property owners and stakeholders.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	March 2016
Government agency consultation	April 2016
Commencement of public exhibition period	May 2016
Completion of public exhibition period	June 2016
Timeframe for consideration of submissions	July 2016
Timeframe for consideration of proposal post exhibition	August 2016
Report to Council on submissions	September 2016
Planning Proposal to PCO for opinion	October 2016
Date Council will make the plan (if delegated)	November 2016
Date Council will forward to department for notification (if delegated)	November 2016