

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2012 (Amendment No (#)) – to increase the building height from RL 116m to RL 143.20m, floor space ratio from 1.49:1 to 2.42:1, and to allow uses that are permissible within the B2 Local Centre zone within that part of the site zoned SP2 (Infrastructure) through Schedule 1- Additional Permitted Uses under *The Hills Local Environmental Plan 2012* (17/2013/PLP).

ADDRESS OF LAND: 11-13 Solent Circuit, Baulkham Hills (Lot 5074 DP1003042)

SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	Nil	240	240
Jobs	10	300 – 400	300 – 400

SUPPORTING MATERIAL:

Attachment A	Assessment Against State Environmental Planning Policies
Attachment B	Assessment Against Section 117 Ministerial Directions
Attachment C	Council Report and Resolution, 10 December 2013
Attachment D	Planning Proposal

THE SITE:

The site is 11-13 Solent Circuit, Baulkham Hills (Lot 5074, DP1003042), also known as the 'Sydney Ice Arena'. The site has a total area of 1.2 hectares and is occupied by a commercial ice skating rink, at grade parking area and boardwalk along the edge of the Norwest Lake within an easement for public access. The site is currently zoned part B2 Local Centre and part SP2 Drainage under The Hills LEP 2012 and is subject to a height limit of RL 116m which is applied across the Norwest Business Park.



Figure 1
Photo of subject site and Norwest Lake

The site is bound by Norwest Lake to the north, Norwest Marketown to the east, Hillsong chapel and parking to the south and Solent Circuit to the west. Partially completed

development on the opposite side of Solent Circuit consists of two storey town houses. Other nearby land is subject to various development applications and planning proposals for medium to high density residential development including residential flat buildings between four (4) and 13 storeys. The site is also located within easy walking distance (approximately 260m) of the proposed Norwest Railway Station. Figure 2 illustrates the context of the site and surrounding development.

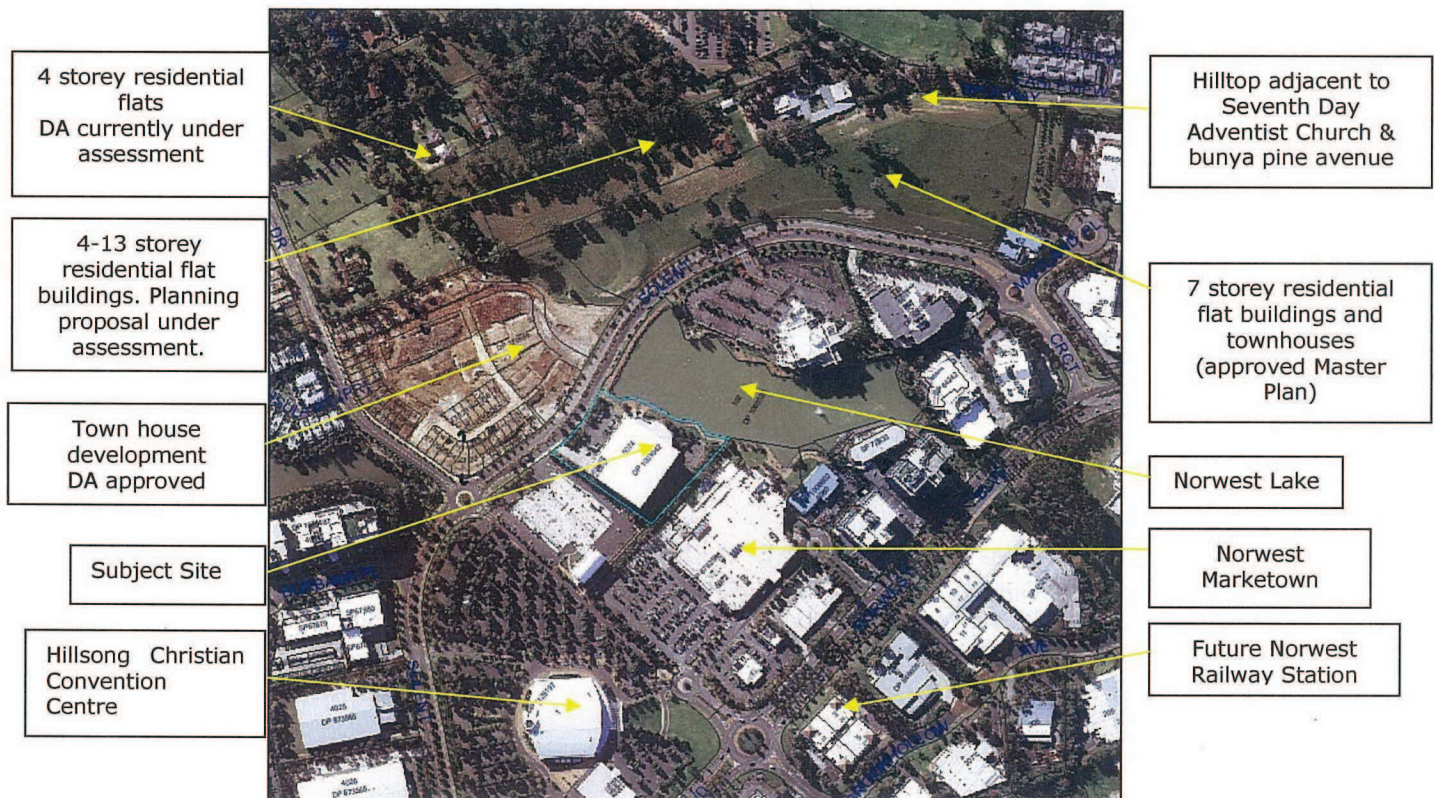


Figure 2
Site and Surrounds

BACKGROUND:

The site is located within the Norwest Business Park which has rapidly been established as a 'Specialised Centre' within the Sydney Metropolitan area. The Norwest Business Park is likely to experience further growth in employment and residential development, and change in the near future due to the presence of the future North West Rail Link.

The subject site is occupied by an ice skating rink development, constructed in 2002. The owners are proposing an alternative building height for the site since they wish to capitalise on the site's proximity to the Norwest Town Centre and the future railway which will be located approximately 260m away. The current ice skating rink is considered to be an underdevelopment of the site in relation to the increasingly important role of Norwest. A proposed future development would comprise 4-5 levels of commercial offices / restaurants and 15 storeys of residential units.

Part of the existing building and associated structures on the site currently stands within the land zoned SP2 Infrastructure since development within this zone (previously known as Special Uses 5(a)) was permissible at the time under The Baulkham Hills Local Environmental Plan 2005. Development (apart from that which is associated with drainage) is not permitted within this zone under the LEP 2012, therefore the planning proposal seeks to utilise *Schedule 1 Additional Permitted Uses* of the LEP to allow future development in this area providing it does not impact on the flood storage capacity of

the lake. The use of Schedule 1 would also allow the calculation of floor space ratio across the site to include land zoned SP2 where it would normally be excluded.

The extent of land zoned for drainage purposes in Norwest was determined in an August 1999 amendment to the Baulkham Hills Local Environmental Plan 1991 and has been translated in the same form in each subsequent LEP. The lake was constructed as both a central landscape feature and significant stormwater basin to manage flows from the planned business park.

The proposed height of a future development may be twenty (20) storeys, being up to RL 143.20m which is an increase of 27.2m above the existing height limit. The height limit of RL116m first applied to the Norwest Business Park in the late 1980s when it was incorporated into the Development Control Plan (Draft DCP Norwest Business Park, 1987) to guide the development of Norwest. The intent of the height control was to ensure a continuity of building scale and view preservation on one allotment's relative position to another within the business park and to encourage building forms that respond to the topography and street alignment.

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the planning proposal is to increase the development potential of a site in close proximity to the Norwest Town Centre, future Norwest Railway Station and to activate the Norwest Lake frontage with a mixed use development. The planning proposal would facilitate a mixed use building comprising approximately 6000m² of commercial floor space and 240 residential units within a 20 storey built form. The proposed LEP would also allow development that is permissible within the B2 Local Centre Zone to be erected on land zoned SP2 Infrastructure, consistent with existing development on the site.

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcomes will be achieved by:

- An amendment to the Height of Buildings Map to increase the maximum building height from RL 116m to 142.30m;
- An amendment to the Floor Space Ratio Map to increase the maximum floor space ratio from 1.49:1 to 2.42:1.
- Utilising Schedule 1 – Additional Permitted Uses to permit uses that are permissible in the B2 Local Centre zone on that part of the site that is zoned SP2 (Infrastructure).
- Identifying that part of the site that is subject to Schedule 1 – Additional permitted uses on the Additional Permitted Uses Map.

PART 3 JUSTIFICATION

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 provides an appropriate response to and is consistent with the vision for the Norwest Business Park given in various strategic studies prepared by The Hills Shire Council and the State Government, including the Draft Metropolitan Strategy and the North West Rail Corridor Strategy.

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.

Current building height and floor space ratio would not permit the form of development envisaged in the planning proposal and would not allow the site to capitalise on its central location in the Norwest Business Park and close proximity to the railway station. The amendments to height and floor space ratio will provide for a mixed use development that will make significant contributions to employment and housing in a strategic location.

The amendments will also provide for a more appropriate building design that responds to its surroundings by minimising bulk and scale. A lower built form that complies with the height limit would necessitate a larger building footprint and wider towers which would result in a bulkier and more visually obtrusive development. It is considered that diversity in building height would allow for increased variation in built form and design and therefore enhance the image and visual interest of Norwest. The provision of two (2) slender towers atop a podium will result in a more aesthetically pleasing development that takes advantage of the site's significant potential.

With respect to the prohibition of development within the SP2 (Infrastructure) zoned land, the planning proposal puts forth an alternative to the applicant's request to rezone the entire site to B2 Local Centre. Schedule 1 – Additional Permitted Uses will allow parts of a future development to be constructed within the SP2 (Infrastructure) zone whilst ensuring that the land is still zoned appropriately to reflect the possible flood extent. Insufficient information was submitted by the applicant in support of a rezoning of this land.

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.

- **Metropolitan Plan for Sydney 2036**

The strategic plan prepared by the NSW Government entitled the *Metropolitan Plan for Sydney 2036* aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney Region to 2036.

The site is located in the Norwest Business Park adjacent to existing retail and commercial development, and within the 400m walking catchment of the future Norwest Railway Station. The site is well located to utilise existing services and infrastructure including the high frequency public transport services provided by the North West Rail Link. An increase in building height and subsequent higher densities in proximity to railway stations will encourage greater use of public transport and enhance the existing local centre.

- **Draft Metropolitan Strategy for Sydney 2031**

The Draft Metropolitan Strategy for Sydney was released in March 2013 for public comment. Once finalised, the draft Strategy will replace the Metropolitan Plan for Sydney 2036. The draft Strategy establishes a vision with key objectives, policies and

actions to guide the growth of Sydney to 2031 and is underpinned by the following key outcomes:

- Balanced growth;
- A liveable city;
- Productivity and prosperity;
- Healthy and resilient environment; and
- Accessibility and connectivity.

The site is located within the North West Rail Link Corridor which is identified as a "major city shaper" for North West Sydney and Norwest is identified in the draft strategy as a Specialised Centre. The draft Strategy seeks to enhance its role as a metropolitan-scale business park with an intensification of business uses, especially within approximately one kilometre of the proposed North West Rail Link stations, and to provide capacity for at least 15,000 additional jobs to 2031.

The planning proposal is consistent with the Strategy since it will facilitate the redevelopment of a key site within the Norwest Business Park, providing new housing and employment opportunities within an emerging town centre in the heart of the specialised centre, and in close proximity to the future Norwest Rail Station.

• **Draft North West Subregional Strategy**

The draft *North West Subregional Strategy* was prepared by the NSW Government to implement the Metropolitan Plan and the State Plan. It is currently being reviewed by the Department of Planning & Infrastructure. The draft strategy plans to accommodate some 130,000 jobs and 140,000 dwellings within the North West Subregion by 2031. Of these, 47,000 jobs (36%) and 36,000 dwellings (26%) are to be accommodated within The Hills Shire. An overarching theme of the strategy is for dwelling and employment growth to be concentrated within centres and near to public transport hubs.

The proposal is consistent with the plan as it will provide for high density residential accommodation within close proximity to services, jobs and existing and planned transport infrastructure.

• **North West Rail Link Corridor Strategy**

The Department of Planning and Infrastructure has produced a Corridor Strategy (September 2013) to guide future development around the eight (8) new stations of the North West Rail Link. The introduction of the North West Rail Link (NWRL) and a station at Norwest has the potential to further reinforce Norwest as a Specialised Centre and the largest employment centre for Sydney's North West. A new station, located within the existing Norwest Business Park, will provide further impetus for Norwest to evolve as a vibrant and active centre of business for the region, comprising offices, retailing, community facilities, recreation, cultural, education and housing to serve the increasing population.

The Corridor Strategy provides a vision for how the areas surrounding the railway stations could be developed to integrate new homes and jobs. The vision includes the orderly expansion and intensification of the Norwest and a more flexible centre in the form of an intensive, mixed commercial and retail core set around the shores of Norwest Lake. Additional urban plazas, civic spaces and linkages will support this vision.

The Strategy envisages that Norwest will need to provide an additional 15,000 jobs which would require approximately 225,000 – 375,000m² of commercial floor space, and projects that an additional 4,350 dwellings will be provided by 2036. The subject site is identified as an opportunity site in the short term however it is identified as part of the

'local centre' which could *accommodate neighbourhood scale retailing on sites that are carefully designed to integrate into the existing streetscape* and residential development.

Although the Strategy lacks detail on how the subject site may potential contribute commercial and residential floor space to the Norwest area, it is considered that the form of development indicated in the planning proposal is a suitable response to the site's location and proximity to the railway station. It will make a significant contribution towards the provision of the required dwellings and commercial floor space whilst enhancing the public domain and further activating the lake-front. Therefore it is considered that the planning proposal is, in principle, consistent with the Corridor 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 residential accommodation that will serve the ageing population with the community.

- **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 application.

- Residential Direction

The North West Subregional Strategy sets targets for the Shire to contribute additional housing to accommodate a share of Sydney's population growth. The Residential Direction indicates that there is sufficient capacity to accommodate these targets based on the existing planning framework and current projects.

In this regard, the proposed amendments to building height, floor space ratio and the zoning of subject site are not required to meet housing targets. However, the planning proposal is consistent with the 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. Residential accommodation in this location would also contribute to creating a vibrant and safe town centre that functions beyond normal commercial business hours.

- 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 subject site is located within the 400m walking catchment of the future Norwest Rail Station and is serviced by various bus services throughout the locality. The planning proposal is consistent with this Direction as it will facilitate high density residential development and increased employment opportunities within close proximity to 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, and 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.

Norwest Marketown which adjoins the subject site is identified as a village centre with potential to grow into a town centre with additional floor space in demand from 2016. The built form envisaged in the planning proposal will contribute to the developing Norwest Town Centre by providing employment opportunities, civic space and residential activation.

- 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.

In addition to the contribution towards anticipated employment targets, the Direction seeks to provide employment close to home, services and transport infrastructure.

The planning proposal would facilitate approximately 6000m² of commercial floor space and 240 residential units in a central location, providing new employment and housing opportunities close to existing services and transport. The planning proposal is considered to be consistent with this direction.

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.

- **SEPP No. 32 – Urban Consolidation (Redevelopment of Urban Land)**

This policy aims in part to promote the orderly and economic use and development of land by enabling urban land which is no longer required for the purpose for which it is used to be redeveloped for multi-unit housing and related development. An objective of the policy is in part to ensure that any redevelopment of urban land for multi-unit housing and related development will result in an increase in the diversity and availability of housing within a particular locality.

The planning proposal will facilitate the development of a mixed use building comprising approximately 240 units. The site is located within the town centre of the Norwest Business Park and will benefit from close proximity to services, shops and the future

railway. The development will provide additional housing choice and diversity in the locality. The planning proposal is therefore consistent with this State Environmental Planning Policy.

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

Yes. The consistency of the planning proposal with the s.117 Ministerial Directions 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**

The objectives of this Direction are to encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.

The planning proposal is consistent with this direction since it will facilitate the redevelopment of a key employment site within the Norwest Business Park. It will support the ongoing growth and viability of Norwest as a specialised centre.

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

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- (a) improving access to housing, jobs and services by walking, cycling and public transport; and
- (b) increasing the choice of available transport and reducing dependence on cars, and reducing travel demand including the number of trips generated by development and the distances travelled, especially by car; and
- (c) supporting the efficient and viable operation of public transport services, and providing for the efficient movement of freight.

This Direction is applicable since it proposes changes to the provisions applying to land zoned B2 Local Centre.

The planning proposal is consistent with this Direction since the site is located within a well-developed business park (specialised centre) with access to public transport (buses and future railway) and infrastructure. It will provide both employment and housing in a central location that will contribute to the growth of the business park and the viability of the future railway.

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

The objectives of this direction are to promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link, and to ensure development within the rail corridor is consistent with the proposals set out in the Corridor Strategy and precinct Structure Plans.

The Strategy envisages that Norwest will need to provide an additional 15,000 jobs which would require approximately 225,000 – 375,000m² of commercial floor space, and projects that an additional 4,350 dwellings will be provided by 2036.

The vision for Norwest given in the Strategy includes the orderly expansion and intensification of the Norwest and a more flexible centre in the form of an intensive, mixed commercial and retail core set around the shores of Norwest Lake. Additional urban plazas, civic spaces and linkages will support this vision. The rail will also provide opportunities to increase residential densities within walking distance of the station by introducing a variety of housing types.

The Structure Plan identifies the subject site as an opportunity site in the short term, and as part of the Local Centre which is envisaged to provide for the day to day needs of the surrounding residential community. The character is described as neighbourhood scale retailing on sites that are carefully designed to integrate into the existing streetscape.

However, the Structure Plan also recognises that existing planning controls require some amendments to reinforce the delivery of such a significant investment in infrastructure, and that current controls do not promote the growth of Norwest as a Specialised Precinct, with little additional capacity for jobs and a moderate increase in housing.

Although the Strategy lacks detail on how the subject site may potentially contribute commercial and residential floor space to the Norwest area, it is considered that the form of development indicated in the planning proposal is a suitable response to the site's location in the heart of the town centre and proximity to the railway station. In addition, the site's orientation means there would be no overshadowing of nearby residential land. It will make a significant contribution towards the provision of the required dwellings and commercial floor space whilst enhancing the public domain and further activating the lake-front. To limit future development on the site to neighbourhood scale retail premises would be to ignore the significant potential of this site. Therefore it is considered that the planning proposal is, in principle, consistent with the Corridor Strategy.

- **Direction 6.3 Site Specific Provisions**

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The planning proposal is consistent with this direction since, through the use of Schedule 1 Additional Permitted Uses, it will allow parts of a future development to be located within the SP2 (Infrastructure) zone without imposing any further development standards.

- **Direction 6.1 Approval and Referral Requirements**

The objective of this Direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.

The planning proposal is consistent with this direction since it does not include provisions requiring the concurrence or referral of future applications to a Minister or public authority.

- **Direction 7.1 Implementation of the Metropolitan Plan for Sydney 2036**

The strategic plan prepared by the NSW Government titled the *Metropolitan Plan for Sydney 2036* aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney region to 2036.

The planning proposal is consistent with the strategic directions and key policy settings of the strategy since it will contribute to local employment opportunities and provide

additional housing choices within the business park. The site is well located to utilise existing services and infrastructure including the high frequency public transport services provided by the North West Rail Link. An increase in building height and subsequent higher densities in proximity to railway stations will encourage greater use of public transport and enhance the existing local centre.

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, the land that is subject to the planning proposal is already developed and occupied by an ice arena and associated parking. The subject area is generally void of any significant vegetation or trees. Therefore the planning proposal is unlikely to create any adverse impacts on critical habitat or threatened species, populations or economical communities and their habitats.

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

Any impacts on the Norwest Lake can be suitably managed as part of any future development application. The planning proposal will permit development that is permissible in the B2 Local Centre zone to be located within the SP2 (Infrastructure) zone where it would normally be prohibited. This is consistent with Council's previous Baulkham Hills Local Environmental Plan 2005 which allowed uses that are permissible within an adjoining zone to be developed on land reserved for infrastructure. As a result, many existing developments, including the subject site, encroach on or in some cases over, the Norwest Lake.

The Norwest Lake is the largest drainage catchment in the business park. It was constructed to manage stormwater flows from surrounding development in addition to providing a landscape feature and leisure area. It is considered reasonable to allow some development on that part of the site that is zoned SP2, consistent with surrounding development. However, any future development must be of appropriate design and finished floor level to respond to the stormwater functions of the lake. An application must be accompanied by a stormwater management report / flood study which demonstrates that a future development will not reduce the required flood storage capacity.

The traffic report submitted with the planning proposal concludes that the proposed development would not unduly affect the surrounding road network and that the development will only marginally affect the current service volumes of all major approach roads to the site. Traffic signals are required to be provided at the intersection of Norwest Boulevard and Solent Circuit East in conjunction with a nearby approved residential development in Solent Circuit. It is expected that the subject site could also contribute to the provision of these signals possibly through a voluntary planning agreement at the development application stage based on the traffic generation from the various residential developments along Solent Circuit.

Furthermore, draft amendments to The Hills Development Control Plan 2012 accompanying the planning proposal will guide the form of future development and ensure appropriate design, setbacks and pedestrian access.

- 9. How has the planning proposal adequately addressed any social and economic effects?*

The planning proposal supports the economic growth and future direction envisaged by the State Government and Council associated with the role of the Norwest Business Park as a specialised centre. It will support and is consistent with development opportunities provided by the construction of the Norwest Railway Station.

A future development will also assist in the activation of the town centre after hours with the provision of restaurants and residential units. Due to the orientation of the site, a future development will not cast shadow on any residential property.

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

Yes, future development on the site would need to be supported by the necessary services including electricity, telecommunication, gas, water, sewer and stormwater drainage. The required services are available to the site.

With regard to public infrastructure, the site is exempt from Council's Contributions Plans and as such is not required to contribute to the provision of open spaces and recreational facilities in the vicinity of the subject site. The planning proposal asserts that any additional demand for these facilities will be contained within a future development which will incorporate a landscaped podium including pool and tennis court for residents of the building. Furthermore, the provision of more outdoor eating opportunities at the base of the development will contribute to the amenity of the surrounding area. The issue of demand and supply of facilities would require further examination, which could be incorporated into the post Gateway Determination stage.

11. 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 that consultation will be required with Roads and Maritime Services, Transport for NSW, Integral Energy and Sydney Water. A list of all relevant agencies would be determined as part of the Gateway Determination.

Following the Gateway determination, all relevant agencies will be consulted.

PART 4 MAPPING

The planning proposal seeks to amend the Height of Buildings Map, Floor Space Ratio Map and Additional Permitted Uses Map of *The Hills Local Environmental Plan 2012*.

Existing Height of Buildings Map

The existing building height applicable to the site is RL 116m.

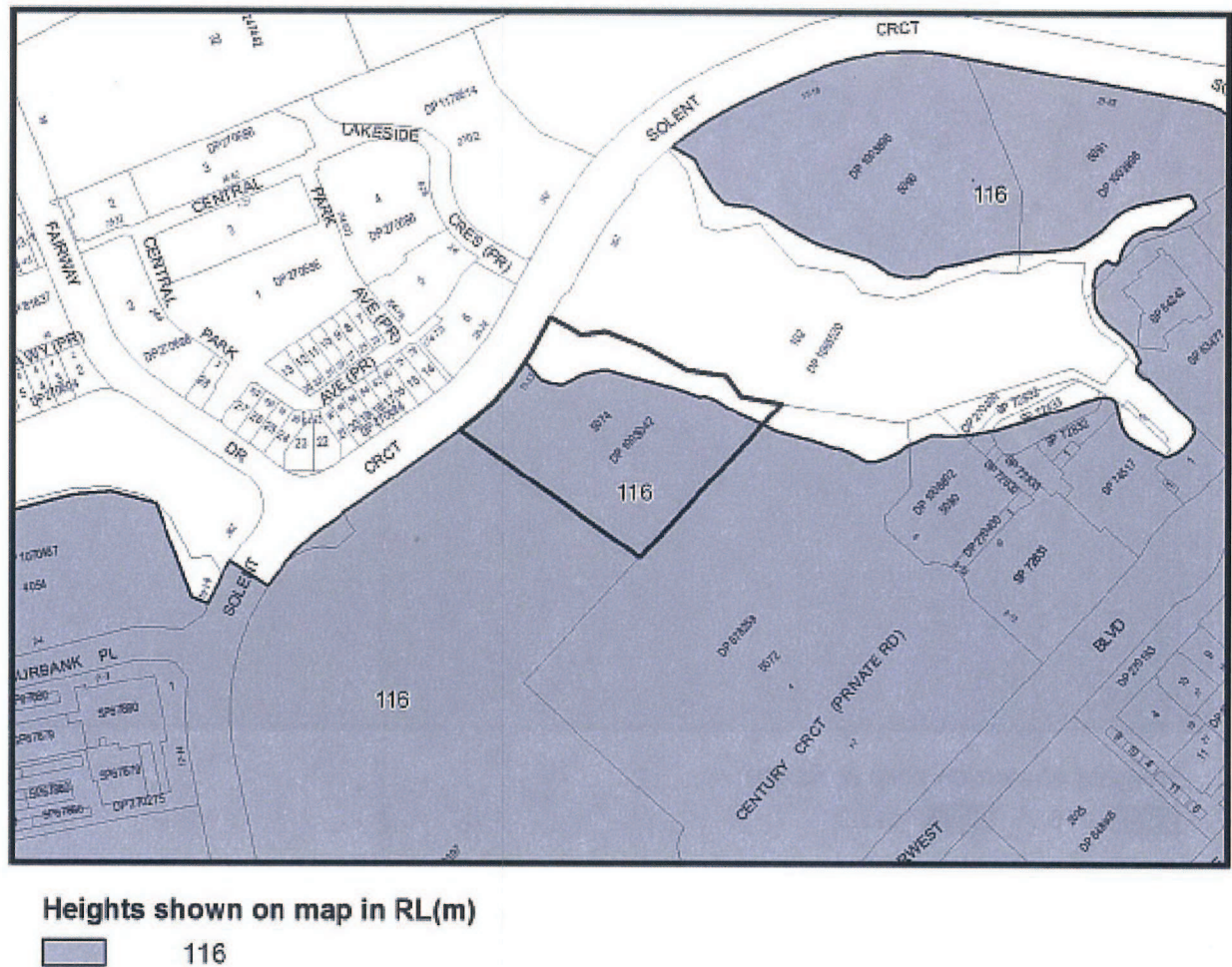
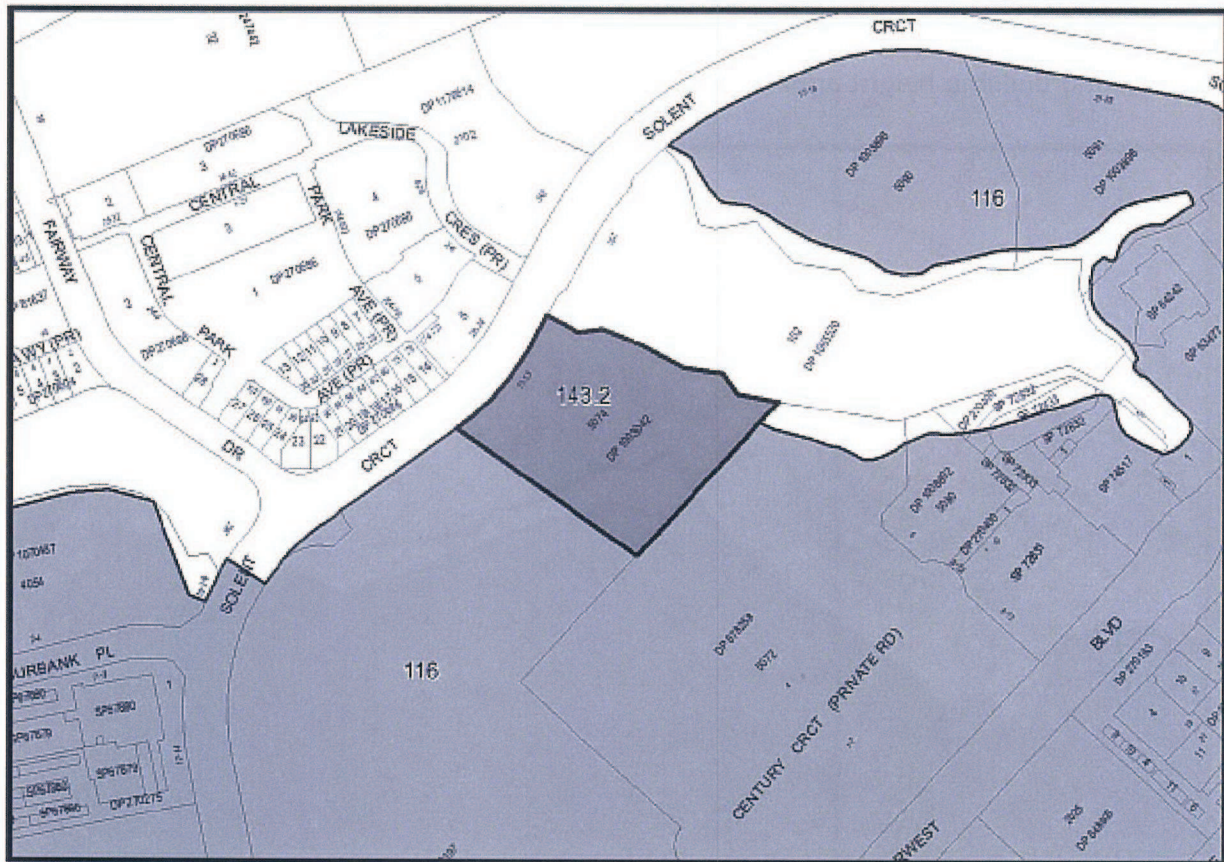


Figure 3
Current Height of Buildings Map

Proposed Height of Buildings Map

The planning proposal seeks to apply a building height of RL 143.20m.



Heights shown on map in RL(m)

116 143.2

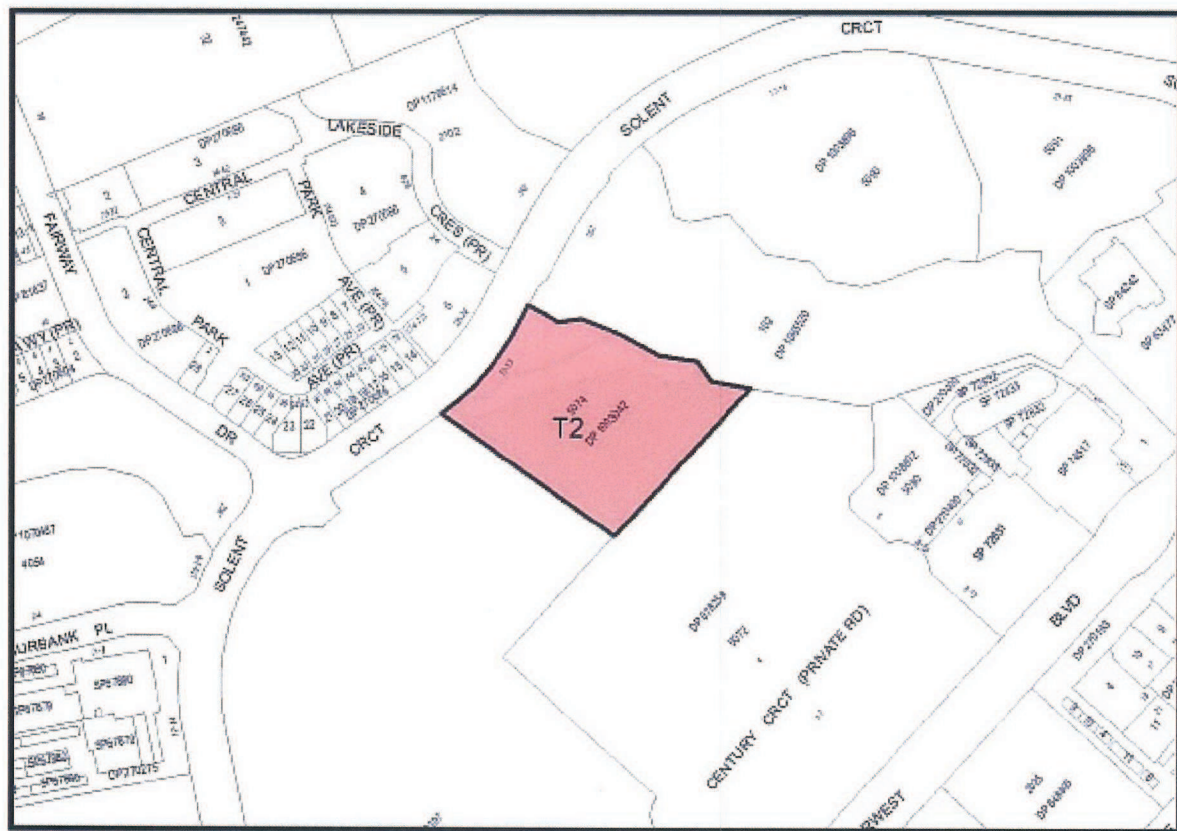
Figure 4
Proposed Height of Buildings Map

The existing floor space ratio applicable to part of the site is 1.49:1.



Proposed Floor Space Ratio Map

The planning proposal seeks to apply a floor space ratio across the entire site of 2.42:1.



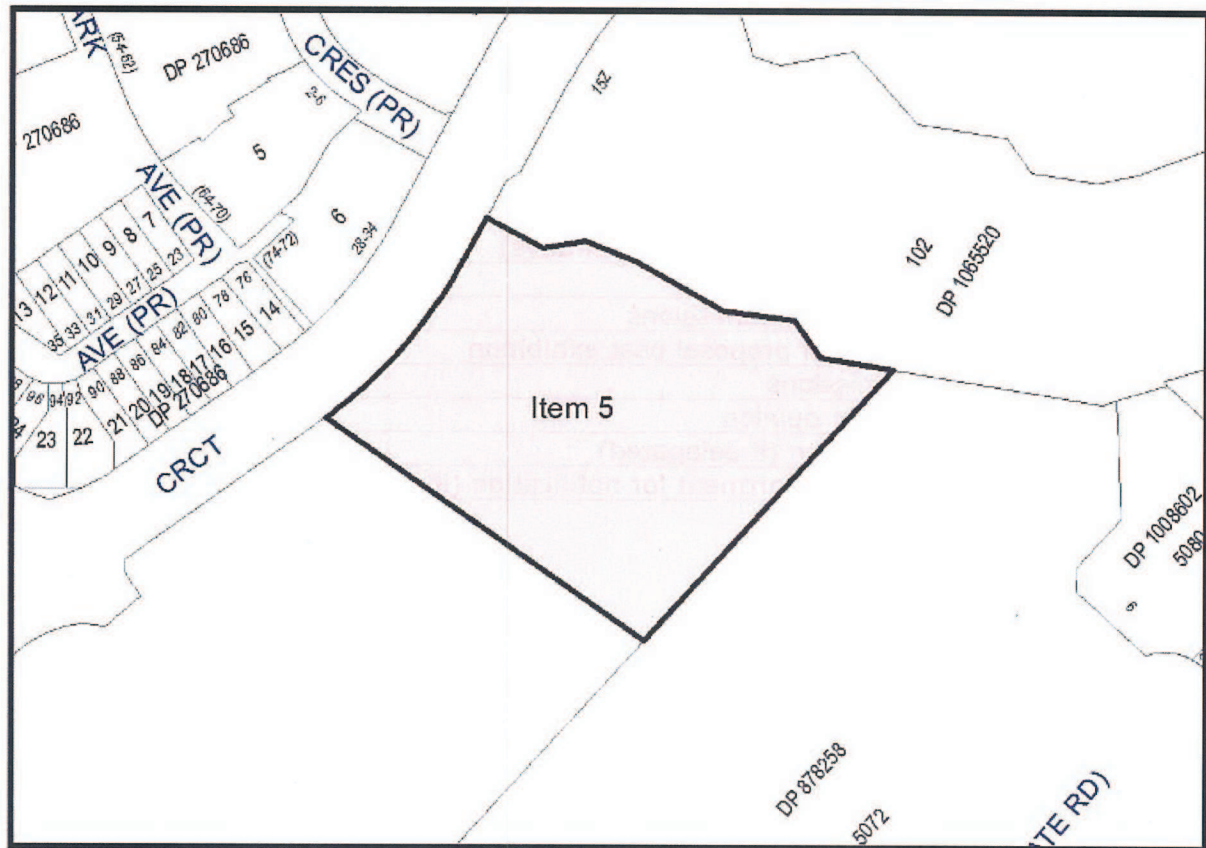
Maximum Floor Space Ratio (FSR) (n:1)

T2 2.42

Figure 6
Proposed Floor Space Ratio Map

Proposed Additional Permitted Uses Map

The planning proposal seeks to identify the site on the Additional Permitted Uses Map and include a reference in Schedule 1 – Additional Permitted Uses of *The Hills Local Environmental Plan 2012*. This will allow uses that are permissible in the B2 Local Centre Zone to be permitted in the SP2 (Infrastructure) land.



APU Additional Permitted Uses

Refer to Schedule 1

Figure 7
Proposed Additional Permitted Uses Map

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building and Castle 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 within the Norwest Business Park advising them of the proposed amendments. If required, resident information sessions may be arranged.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	January 2014
Government agency consultation	February 2014
Commencement of public exhibition period (14 days)	February 2014
Completion of public exhibition period	March 2014
Timeframe for consideration of submissions	March 2014
Timeframe for consideration of proposal post exhibition	March 2014
Report to Council on submissions	April/May 2014
Planning Proposal to PCO for opinion	May 2014
Date Council will make the plan (if delegated)	June 2014
Date Council will forward to department for notification (if delegated)	June 2014

ATTACHMENT A: LIST OF STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE	RELEVANT ? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
No. 1	Development Standards	NO	-	-
No. 4	Development without Consent and Miscellaneous Exempt & Complying Development	NO	-	-
No. 6	Number of Storeys in a Building	YES	NO	-
No. 14	Coastal Wetlands	NO	-	-
No. 15	Rural Landsharing Communities	NO	-	-
No. 19	Bushland in Urban Areas	YES	NO	-
No. 21	Caravan Parks	YES	NO	-
No. 22	Shops and Commercial Premises	YES	NO	-
No. 26	Littoral Rainforests	NO	-	-
No. 29	Western Sydney Recreation Area	NO	-	-
No. 30	Intensive Agriculture	YES	NO	-
No. 32	Urban Consolidation (Redevelopment of Urban Land)	YES	YES	YES
No. 33	Hazardous and Offensive Development	YES	NO	-
No. 36	Manufactured Home Estates	NO	-	-
No. 39	Spit Island Bird Habitat	NO	-	-
No. 41	Casino Entertainment Complex	NO	-	-
No. 44	Koala Habitat Protection	NO	-	-
No. 47	Moore Park Showground	NO	-	-
No. 50	Canal Estate Development	YES	NO	-
No. 52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	-	-
No. 55	Remediation of Land	YES	NO	-
No. 59	Central Western Sydney Regional Open Space and Residential	NO	-	-
No. 60	Exempt and Complying	YES	NO	-
No. 62	Sustainable Aquaculture	YES	NO	-
No. 64	Advertising and Signage	YES	NO	-
No. 65	Design Quality of Residential Flat Development	NO	NO	-
No. 70	Affordable Housing (Revised Schemes)	NO	NO	-
Affordable Rental Housing (2009)		YES	NO	-
Building Sustainability Index: BASIX		YES	NO	-

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE	RELEVANT ? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
2004			
Exempt and Complying Development Codes (2008)	YES	NO	-
Housing for Seniors or People with a Disability (2004)	YES	NO	
Infrastructure (2007)	YES	NO	-
Kosciuszko National Park – Alpine Resorts (2007)	NO	-	-
Kurnell Peninsula (1989)	NO	-	-
Major Development (2005)	NO	-	-
Mining, Petroleum Production and Extractive Industries (2007)	NO	-	-
Rural Lands (2008)	NO	-	-
SEPP 53 Transitional Provisions (2011)	NO	-	-
Sydney Drinking Water Catchment (2011)	NO	-	-
Sydney Region Growth Centres (2006)	NO	-	-
Temporary Structures (2007)	YES	NO	-
Urban Renewal (2010)	NO	-	-
Western Sydney Employment Area (2009)	NO	-	-
Western Sydney Parklands (2009)	NO	-	-
Deemed SEPPs			
SREP No.9 – Extractive Industry (No 2 – 1995)	YES	NO	-
SREP No.18 – Public Transport Corridor	NO	-	-
SREP No.19 – Rouse Hill Development Area	NO	-	-
SREP No.20 – Hawkesbury – Nepean River (No 2 – 1997)	YES	NO	-

ATTACHMENT B: LIST OF SECTION 117 DIRECTIONS

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
1. Employment and Resources				
1.1	Business and Industrial Zones	YES	YES	CONSISTENT
1.2	Rural Zones	NO	NO	-
1.3	Mining, Petroleum Production and Extractive Industries	YES	NO	-
1.4	Oyster Aquaculture	NO	-	-
1.5	Rural Lands	NO	-	-
2. Environment and Heritage				
2.1	Environment Protection Zone	YES	NO	-
2.2	Coastal Protection	NO	-	-
2.3	Heritage Conservation	YES	NO	-
2.4	Recreation Vehicle Area	YES	NO	-
3. Housing, Infrastructure and Urban Development				
3.1	Residential Zones	YES	NO	-
3.2	Caravan Parks and Manufactured Home Estates	YES	NO	-
3.3	Home Occupations	YES	NO	-
3.4	Integrating Land Use and Transport	YES	YES	CONSISTENT
3.5	Development Near Licensed Aerodromes	YES	NO	-
3.6	Shooting Ranges	YES	NO	-
4. Hazard and Risk				
4.1	Acid Sulfate Soils	YES	NO	-
4.2	Mine Subsidence and Unstable Land	YES	NO	-
4.3	Flood Prone Land	YES	NO	-
4.4	Planning for Bushfire Protection	YES	NO	-
5. Regional Planning				
5.1	Implementation of Regional Strategies	NO	-	-
5.2	Sydney Drinking Water Catchment	NO	-	-
5.3	Farmland of State and Regional Significance on the SNW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
5.8	Second Sydney Airport:	NO	-	-

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
	Badgerys Creek			
5.9	North West Rail Link Corridor	YES	YES	CONSISTENT
6. Local Plan Making				
6.1	Approval and Referral Requirements	YES	YES	CONSISTENT
6.2	Reserving Land for Public Purposes	YES	NO	-
6.3	Site Specific Provisions	YES	YES	CONSISTENT
7. Metropolitan Planning				
7.1	Implementation of the Metropolitan Plan for Sydney 2036	YES	YES	CONSISTENT