

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2012 (Amendment No (#)) – to rezone a portion of land within the Annangrove Road Employment Area from B6 Enterprise Corridor to SP2 Local Road Widening for the purpose of constructing an approach road and a vehicular bridge over Smalls Creek between Ross Place, Kellyville and Edwards Road, Rouse Hill and identify the land for acquisition within the Land Reservation Acquisition Map under LEP 2012.

ADDRESS OF LAND:

31 Edwards Road ROUSE HILL	Lot 2 DP 225401
282 Annangrove Road KELLYVILLE	Lot 2 DP 1032790
290-312 Annangrove Road ROUSE HILL	Lot 1 DP 133473
20 Edwards Road ROUSE HILL	Lot 2 DP 222080

SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	N/A	N/A	N/A
Jobs	N/A	N/A	N/A

SUPPORTING MATERIAL:

Attachment A	Assessment against State Environment Planning Policies
Attachment B	Assessment against Section 9.1 Ministerial Planning Directions
Attachment C	Council Report and Resolution dated 10 April 2018
Attachment D	Draft Hills Development Control Plan 2012 Part B Section 7 - Industrial

THE SITE:

The site comprises parts of four (4) allotments along a concept road alignment accommodating a footprint for a proposed approach road and a bridge across Smalls Creek. The site is zoned part B6 Enterprise Corridor and part SP2 Infrastructure (Local Road Widening). The concept road alignment (as shown in Figure 3) traverses the Northern Frame of the Annangrove Road Employment Area partly along the existing Edwards Road and joins the unformed end of Ross Place within the northern edge of the North Kellyville Precinct.

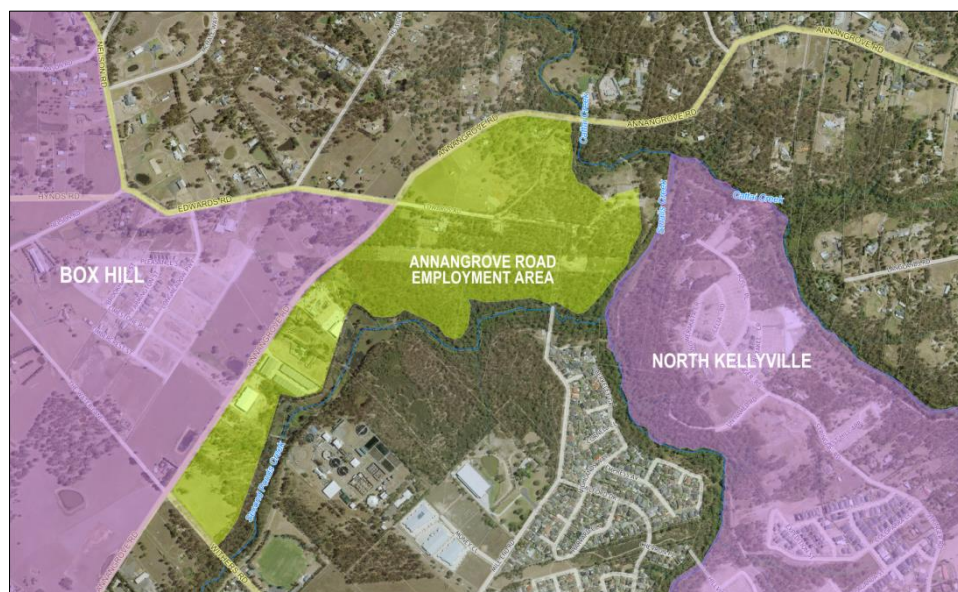


Figure 1

Aerial photograph depicting the subject site and the relevant precinct boundaries

BACKGROUND:

North Kellyville Precinct Plan

In December 2008, the Growth Centres Commission released the Precinct Planning documents for North Kellyville, which was then identified as a Sydney Region North West Growth Centre (now renamed to Sydney North West Priority Growth Area) in the State Environmental Planning Policy (Sydney Region Growth Centres) 2006. The Precinct Plan documents identified the future urban framework for North Kellyville and provided a separate legislative framework to Council's then Baulkham Hills Local Environmental Plan 2005 and supporting DCP 2007.

Identified within the Indicative Layout Plan for North Kellyville Precinct was a new northern collector road connection between Ross Place to Annangrove Road (via Edwards Road) reflecting the recommendations from supporting traffic and environmental assessments. In line with the GCC's precinct planning process, Council prepared for the adoption of Contributions Plan No.13 – North Kellyville Precinct which set out mechanisms through which essential infrastructural works within the Precinct Plan could be funded and classified the northern connection incorporating a bridge across Smalls Creek as a traffic works item 'NB01' with an estimated cost of \$4.3 million.

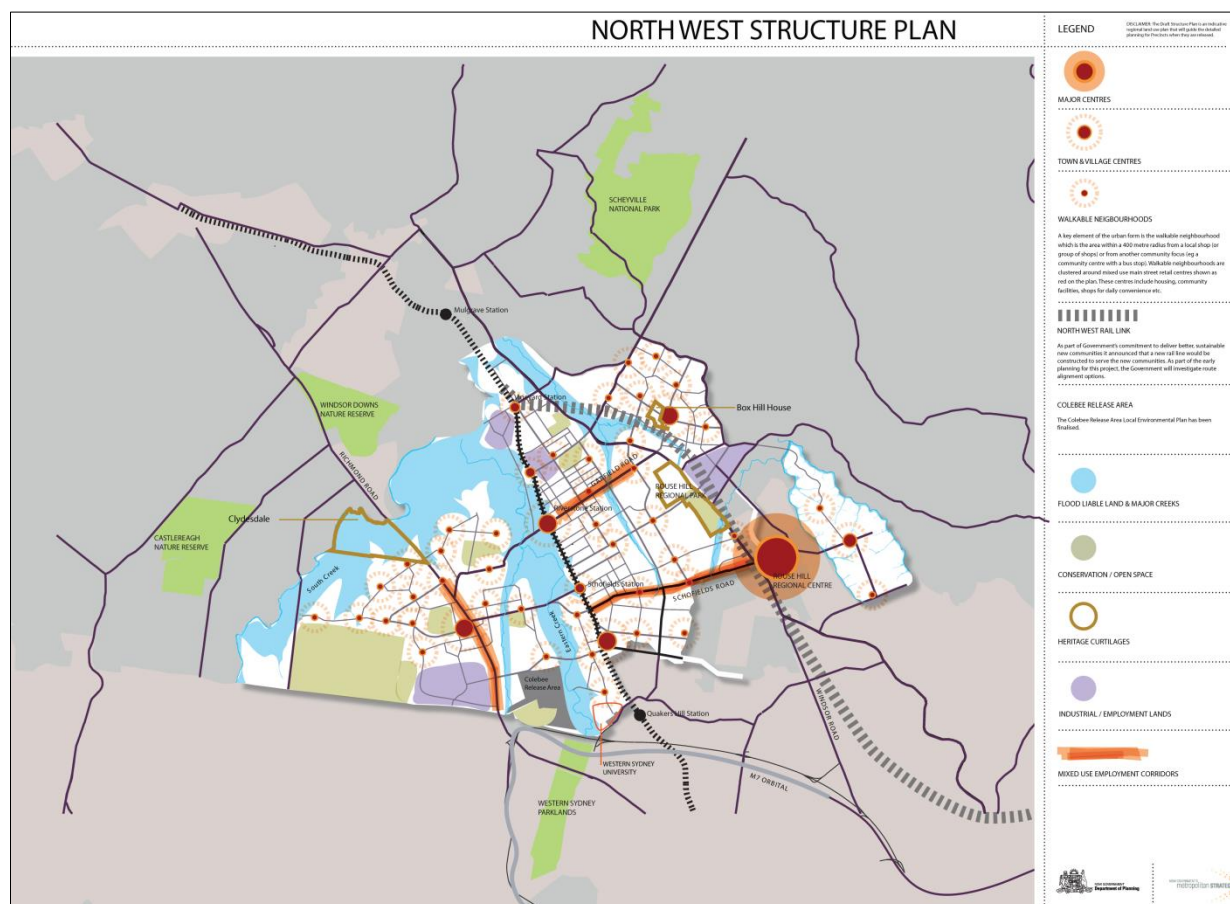


Figure 2
North West Growth Centre Structure Plan (2008)

Edwards Road Master Plan (Annangrove Road Employment Area)

The Annangrove Road Employment Area was subject to rezoning following a strategic investigation in response to Council's Employment Lands Direction, which recommended that a master plan be prepared to address the significantly low uptake rate within the Area. The Edwards Road Master Plan (2013) was intended to establish a vision and development concept for the formerly Annangrove Light Industrial Area in order to assist in the preparation of suitable zoning, minimum lot size and associated development controls. The Plan was informed by a number of specialist studies and provides a framework for a cohesive and orderly development outcome that will integrate with the planned growth areas immediately adjacent to the Precinct.

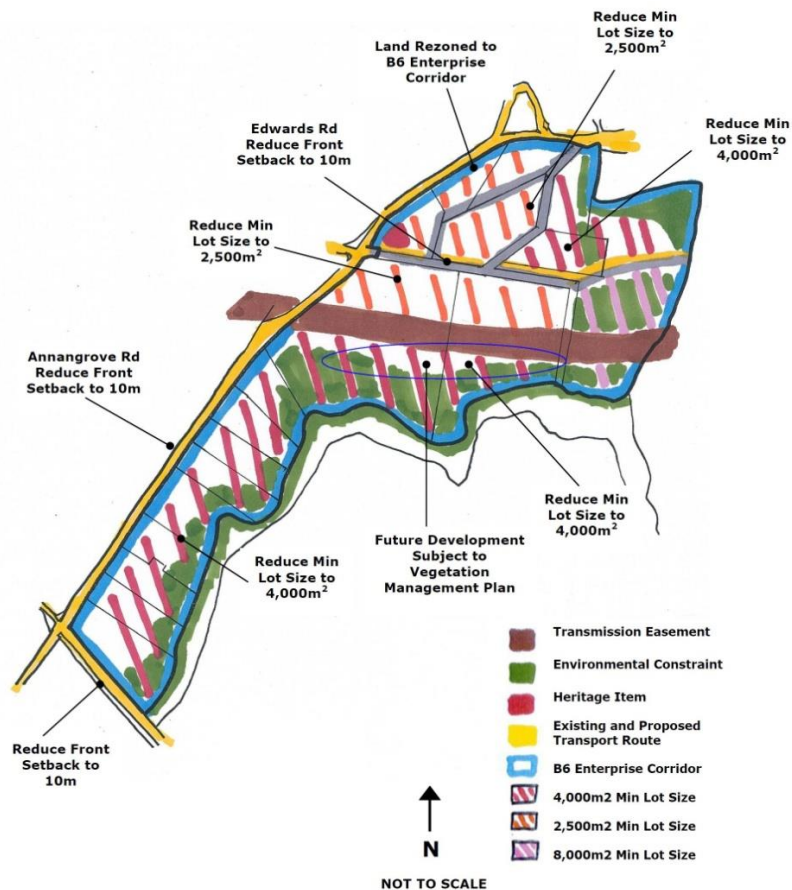


Figure 3
Strategic Vision for Edwards Road Precinct Master Plan (2013)

At its meeting of 8 October 2013 Council resolved to adopt draft amendments to The Hills Development Control Plan 2012 (Part B Section 7 – Industrial and Part C Section 1 – Parking) and draft amendments to Contributions Plan No. 11 – Annangrove Road Light Industry. The amendments have been prepared in support of Planning Proposal 11/2013/PLP – Edwards Road Precinct which seeks to rezone the Precinct from the IN2 Light Industrial zone to the B6 Enterprise Corridor zone and amends the minimum lot size from 8,000m² to a mix of 2,500m², 4,000m² and 8,000m².

Recent Amendments to Contributions Plan No.13 – North Kellyville Precinct

At its Ordinary Meeting on 10 April 2018, Council considered the draft amendments to Contributions Plan No. 13 – North Kellyville Precinct, which reflect the outcomes from Council's periodic review and monitoring on the Plan. The draft amendments to the Plan include the adjustment of the value of all outstanding capital works be updated to reflect escalation in the cost of providing local infrastructure over time, updated contingency rates as recommended by IPART (30% for traffic and drainage works) and the availability of more detailed design and cost estimates for particular works, where available. As a Matter Arising, Council resolved that:

1. *Draft amendments to Contributions Plan No.13 – North Kellyville Precinct, provided as Attachment 1 (ECM Doc.#16781533), be publicly exhibited for a minimum of 28 days in accordance with the requirements of the Environmental Planning and Assessment Regulation 2000.*
2. *Following public exhibition, draft Contributions Plan No.13 – North Kellyville Precinct, further amended where appropriate in response to submissions received during the public exhibition period, be forwarded to the Independent Pricing and Regulatory Tribunal for review.*
3. *A planning proposal be forwarded to the Department of Planning and Environment for a Gateway Determination to amend The Hills Local Environmental Plan 2012, as it relates to land at 282 Annangrove Road, 288 Annangrove Road, 290-312 Annangrove Road, 20 Edwards Road and 31 Edwards Road, Rouse Hill, to rezone a portion of the land from B6*

Enterprise Corridor to SP2 Local Road Widening for the purpose of the bridge connection over smalls creek between Ross Place and Edwards Road and identify the land for acquisition within the Land Reservation Acquisition Map, consistent with the alignment identified in Figures 2 and 3 of this report.

4. *Draft amendments to The Hills Development Control Plan 2012 Part B Section 7 – Industrial, provided as Attachment 2 (ECM Doc.#16769425), be publicly exhibited concurrent with the planning proposal.*

Council has recently prepared concept designs for this bridge as well as an associated cost estimate for \$17.5 million to complete the bridge. The concept designs provide clarity with respect to the alignment of the bridge and highlight the need for Council to construct additional road approaching the Bridge, to enable access between the proposed new bridge and Annangrove Road.



Figure 4
Aerial image denoting the concept approach road and bridge

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objective of the proposed amendment to The Hills Local Environmental Plan 2012 (LEP 2012) is to outline the amendments necessary to manage land identified for future acquisition for the purpose of road widening. Required amendments to The Hills LEP 2012 include:

- Rezoning four (4) segments of land to the SP2 Infrastructure zone; and
- Associated amendments to the Land Reservation Acquisition Map.

These proposed amendments are outlined in Attachment C.

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcomes will be achieved by amending The Hills LEP 2012 to zone any land which would be required for road widening and bridge construction as SP2 Infrastructure (Local Road Widening).

Any amendments to the Land Zoning Map shall trigger associated amendments to the Floor Space Ratio, Minimum Lot Size and Height of Buildings Maps to be consistent with the adjoining zone and associated planning controls. Where required the Land Reservation Acquisition Map is proposed to be amended to reflect the proposed zoning and ownership pattern. This shall provide for the proposed road project linking Ross Place Kellyville to Annangrove Road Rouse Hill.

It is noted that Council is identified as authorities to being listed under Clause 5.1 of the LEP as the relevant authority for the acquisition of land shown on the Land Reservation Acquisition Map for "Local Road Widening".

PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

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

Yes, the planning proposal is a result of a strategic study.

This specific road corridor is identified under the Structure Plan under the Sydney Region North West Growth Centres (Edition 3) and has been endorsed as a local traffic infrastructure item within Contributions Plan No.13 – North Kellyville Precinct ('CP13') following the assessment of IPART. The infrastructural items endorsed in CP13 are reflected in the North Kellyville Precinct Indicative Layout Plan, prepared by the Growth Centres Commission for the purpose of providing an overview of the future development within the North Kellyville Precinct via mapping the road layout; the location of various zones, open space, schools, heritage items; environmentally constrained land; and the scale of proposed development.

This road corridor has been re-affirmed in the Edwards Road Precinct Master Plan, which was endorsed and implemented via a relevant planning proposal in 2013. The incorporation of Edwards Road with the proposed vehicular bridge was illustrated in the Structure Plan in further detail. Following Council's further design investigation, the location and alignment of this bridge as well as the incorporation of an approach road (along Edwards Road) has been confirmed as per the illustrations included in this Proposal.

The planning proposal will facilitate a road project which was identified as a part of the State-led strategic planning for a new greenfield release area.

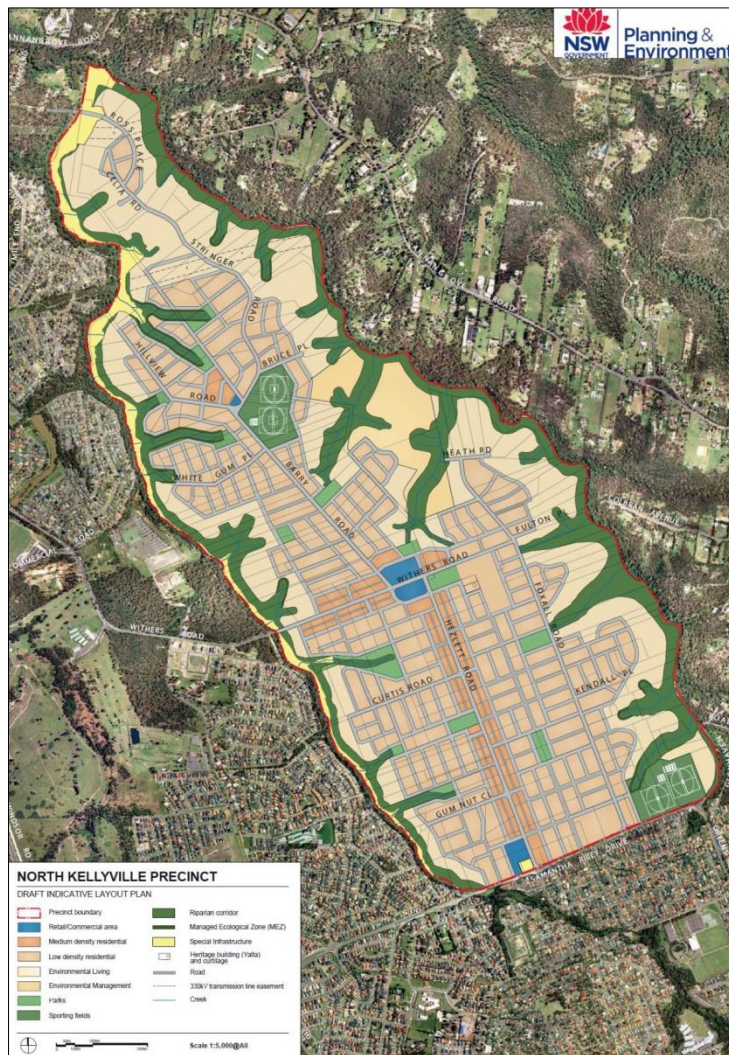


Figure 5
North Kellyville Precinct Structure Plan

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 the best means of achieving the intended outcome.

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. The planning proposal is consistent with the applicable regional and subregional strategies (including the Sydney Metropolitan Strategy and exhibited draft strategies) as detailed below.

- **Greater Sydney Region Plan**

The Greater Sydney Region Plan is a 40-year vision that seeks to accommodate a growing and changing population within three cities, the Western Parkland City, the Central River City and the Eastern Harbour City. The Plan will inform district and local plans as well as the assessment of planning proposals. It will also facilitate the alignment of infrastructure planning to support anticipated growth. The delivery and implementation of the Plan is supported by 10 directions, which will facilitate an integrated approach to realising outcomes.

The planning proposal is consistent with the Greater Sydney Region Plan as it contributes towards improving the integrity in traffic network and lessening the burden on major arterial roads within the North West Priority Growth Centres. The relevant objectives in the plan are discussed below:

Objective 2 : Infrastructure aligns with forecast growth – growth infrastructure compact

The proposal is in accordance with the above objective as it seeks to facilitate an infrastructural item as informed by the prior strategic plan making for greenfield release area and its necessity was supported by a number of technical studies including the Traffic and Transport Assessment. The proposal will subsequently provide an alternative traffic connection to relieve anticipated traffic congestion on arterial roads, provide integrity within the local road and public transport network and contributing towards diversifying modes of travel for future residents.

As part of the strategic plan making for North Kellyville, Council also set out funding mechanisms to support the successful delivery of the proposed road connection in its Contributions Plan No. 13 – North Kellyville to ensure that there is a clear nexus established between the proposed item and the projected growth within the Precinct. The proposal is direct outcome of Council's input towards developing detailed plans for the proposed road item as well as the update on CP13 following a recent monitoring and review.

Objective 4 : Infrastructure use is optimised

The proposal is consistent with the objective as the proposed traffic infrastructural item demonstrates the maximisation of asset utilisation through its broad usage straddling the North Kellyville Precinct, Box Hill Precinct and the Annangrove Road Employment Area. The proposed road corridor will not only benefit the residents of North Kellyville through offering an additional collector road connection to other nearby town centres, but also will enable the activation within the Annangrove Road Employment Area via enhancing the accessibility within the Area.

Objective 14 : A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities

The proposal is consistent with the above objective as it seeks to deliver a planned infrastructural item which will alleviate traffic congestion from the major arteries serving two greenfield release areas, North Kellyville and Box Hill and contribute towards generating highly accessible local jobs through the activation of the adjacent Annangrove Road Employment Area.

• **Central City District Plan**

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning. The District Plan also assists councils to plan for and deliver growth and change, and align their local planning strategies to place-based outcomes. It informs infrastructure agencies, the private sector and the wider community of expectations for growth and change.

Planning Priority C1 : Planning for a city supported by infrastructure

The proposal is consistent with this Priority as it intends to facilitate a planned road corridor which will provide a wider flexibility in travel options, decongest the major arterial road connections within close vicinity and will unlock the development potentials within the Annangrove Road Employment Area.

Planning Priority C9 : Delivering integrated land use and transport planning and a 30-minute City

The proposal satisfactorily addresses the above priority by facilitating a planned traffic route (to be later incorporated into the district to sub-regional bus services) to significantly improve access for residents in the nearby priority growth areas with their day-to-day commute. The proposed corridor will also directly benefit land holdings within the Annangrove Road Employment Area by improving accessibility and will also encourage the delivery of local jobs through unlocking business development potentials within the Area.

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 Community Strategic Plan Outcomes by facilitating the delivery of an essential traffic infrastructure within the newly established greenfield precinct. The planning proposal will reserve land required for road infrastructure by preventing development that is not compatible with, or that may detract from the provision of that infrastructure.

- **Local Strategy**

In 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.

- 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. The Direction is underpinned by five key directions which are to:

- Plan and manage the Shire's transport network to meet community needs;
- Facilitate delivery of a cohesive transport network;
- Promote and enhance sustainable travel choices;
- Plan for an integrated transport network for new areas; and
- Encourage quality transport outcomes.

The proposal seeks to deliver an outstanding road corridor project within the planned North Kellyville Precinct which will strengthen the coherence and resilience in the local road network, will enhance the integrity in public transport service through introducing new bus service routes between local centres and also will unlock the development potential the Annangrove Road Employment Area.

As such, the following actions from the Integrated Transport Direction will be met:

- Ensure that planning and future development supports the provision of an efficient transport network;
- Respond to the transport needs of population and employment growth in the Shire in an effective and timely manner;
- Encourage major transport infrastructure to assist movements at a regional level;
- Provide transport infrastructure to serve, support and connect local destinations;
- Guide the planning and delivery of new transport facilities and services to support new areas; and
- Contribute to the development of a transport network that is safe and accessible to all users.

- 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 proposal aims to deliver a road corridor which will link the North Kellyville Precinct to the other nearby local centres as well as unlocking the development potential in the Annangrove Road Employment Area by providing a critical road connection via Edwards Road to Annangrove Road. The existing B6 zoned land holdings within the Area will have its accessibility substantially enhanced by the new bridge incorporated with upgrades to the approach road. The outcomes of the proposal extend to encouraging the facilitation of local jobs in close vicinity to the two new greenfield release areas including North Kellyville and Box Hill.

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.

The planning proposal is consistent with all applicable State Environmental Planning Policies. An assessment of the proposal against applicable State Environmental Planning Policies is provided in Attachment A.

- *State Environmental Planning Policy (Infrastructure) 2007*

The Infrastructure SEPP aims to facilitate the delivery of infrastructure across the State including identifying matters to be considered for development adjacent to different types of Infrastructure.

The planning proposal seeks to clarify mapping over land to be acquired for transport purposes and will therefore ensure consistency in the identification of roads and transport infrastructure throughout the Shire.

6. Is the planning proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

Yes. The consistency of the planning proposal with the s. 9.1 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

This direction aims to encourage employment growth in suitable locations, protect employment land within business and industrial zones and support the viability of strategic centres.

The proposal is consistent with this Direction as it aims to facilitate an essential road corridor which will enhance daily commute for the residents within the nearby Priority Growth Areas (North Kellyville and Box Hill) by offering an alternative route used both by private vehicles as well as buses. The proposed road corridor is anticipated to significantly enhance the accessibility within the Annangrove Road Employment Area where it has an ongoing issue of a slow uptake rate partly owing to the lack of local traffic infrastructure.

- Direction 2.3 - Heritage Conservation

This Direction aims to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. This Direction requires that a planning proposal must contain provisions that facilitate the conservation of environmental heritage.

It is noted that an old farm cottage at No. 288 Annangrove Road (Lot 3 DP 222080) is listed as an item of local heritage significance under Schedule 5 of The Hills Local Environmental Plan 2012 (Item I181). An extract of the Heritage Conservation Map of LEP 2012 is included as Figure 6. The proposal is considered to be consistent with this Direction as it will not impact on the existing heritage conservation provisions within LEP 2012.

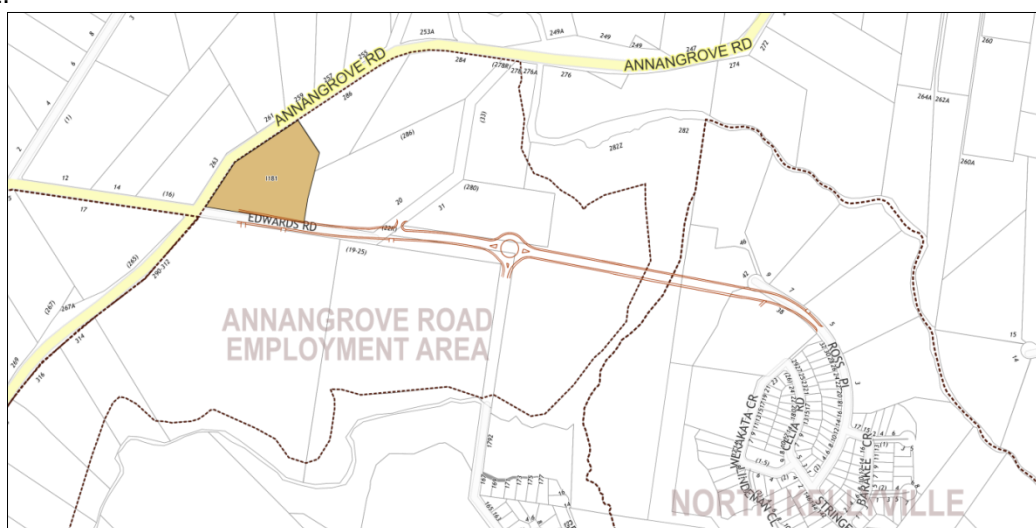


Figure 6
Heritage Conservation Map

- Direction 3.4 - Integrated Land Use and Transport

The purpose of this direction is to ensure that housing and jobs are easily accessible through a variety of means including walking, cycling and public transport, reliance on private vehicle use is minimised, and that development supports the viable operation of public transport.

The planning proposal is considered to be consistent with this direction as it provides for a future road project identified by the North Kellyville Structure Plan (Edition 3). The proposal will facilitate improved access to housing, jobs and services by improving roads that form public transport routes. The proposal would also provide for the efficient movement of freight.

- Direction 4.3 – Flood Prone Land

This Direction applies when a planning proposal creates, removes or alters a zone or a provision that affects flood prone land and requires the planning proposal to include provisions that give effect to, and be consistent with, the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas). The Direction requires that planning proposals must not permit development that will result in significant flood impacts to other properties, permit significant increases in the development of that land or result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services.

Council's flood mapping does not identify the extent of the Flood Planning Level for this precinct. However a previous study undertaken by Sydney Water of land within the Drainage Corridor identified that the 1 in 100 year Average Recurrence Interval (ARI) for this precinct is generally contained within the land zoned SP2 Infrastructure (Stormwater Management System) under LEP 2012. There may be some land, below the 1 in 100 ARI, which extends above the Trunk Drainage Corridor.

It is considered that the provisions of the planning proposal that are inconsistent are of minor significance given its intent to provide a planned road corridor within the Precinct.

- Direction 4.4 – Planning for Bushfire Protection

Much of the precinct is identified as bushfire prone, containing Vegetation Category 1 and buffer. Below is an extract from The Hills Shire Bushfire Prone Land Map 2012.

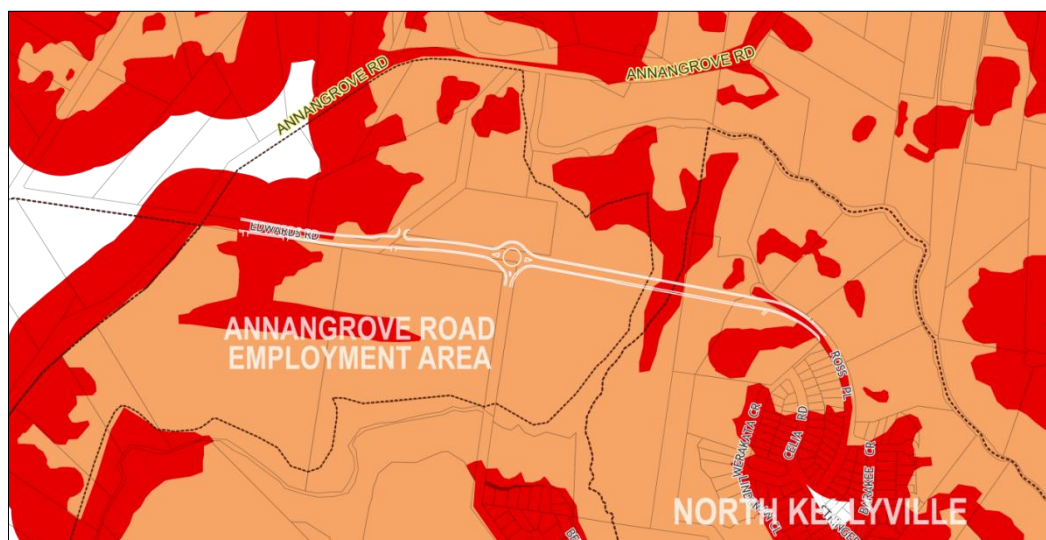


Figure 7
Bushfire Prone Land Map

Any planning proposal for land which is identified as being bushfire prone on a Bushfire Prone Land Map must be consistent with Ministerial Direction 4.4 Planning for Bushfire Protection. The Direction requires that planning proposals:

- have regard to Planning for Bushfire Protection Guideline 2006;
- introduce controls that avoid placing inappropriate developments in hazardous areas; and

- (c) ensure that bushfire hazard reduction is not prohibited within the APZ.

Notwithstanding, the planning proposal will not present any adverse impacts as it is a planned road corridor which will enhance accessibility for the Annangrove Road Employment Area.

- Direction 6.2 – Reserving Land for a Public Purpose

The objectives of this direction are to facilitate the provision of public services and facilities by reserving land for public purposes and to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.

The planning proposal is considered to be consistent with this direction as it seeks to make the amendments necessary to manage land identified by the Growth Centres Commission for future acquisition for the purpose of road and bridge construction. Required changes to LEP 2012 include:

- Rezoning four (4) segments of land to the SP2 Infrastructure zone; and
- Associated amendments to the Land Reservation Acquisition Map.

- Direction 7.1 – Implementation of A Plan for Growing Sydney

The strategic plan prepared by the NSW Government titled A Plan for Growing Sydney aims to integrate land use and transport planning to provide a framework for the growth and development of the Sydney region to 2036. Notwithstanding, as from March 2018, this Plan has been made obsolete and was substituted by the Greater Sydney Commission's Our Greater Sydney 2056.

The planning proposal is consistent with the strategic directions and key policy settings of the strategy given the proposed changes reflect existing policy or land use decisions.

- Direction 7.4 - Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan

This direction aims to ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy.

The planning proposal is consistent with the strategic directions and key policy settings of the strategy given the proposed changes reflect existing policy or land use decisions.

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?*

Yes.

The proposal seeks to facilitate a road project within the Annangrove Road Employment Area (formerly the Annangrove Road Light Industrial Area) and on the land which is zoned B6 Enterprise Corridor wherein commercial development involving construction works is already permitted consent. The proposed road corridor was previously identified within Council's Edwards Road Precinct Master Plan which was guided by the recommendations from various technical studies which included environmental impact assessment. The same road project was also identified under the North Kellyville Precinct Structure Plan as prepared by the NSW Growth Centres Commission.

During the course of preparing the Edwards Road Precinct Master Plan, a supporting Flora and Fauna Assessment identified that the Precinct contains three vegetation communities within including Shale Sandstone Transition Forest (SSTF), River-Flat Eucalypt Forest (RFEF), and Cumberland Plain Woodland (CPW). CPW is listed as a critically endangered ecological community under both the NSW Biodiversity Conservation Act 2016 (BC Act) and Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), while SSTF is listed as an endangered ecological community under both the TSC and EPBC Acts. A map of the vegetation communities within the precinct is included in Figure 8.

Notwithstanding, the associated impacts from the proposed road corridor facilitated through this proposal is considered both justified and negligible as the proposed changes reflect existing land use decisions based on both State and local strategic plan making.

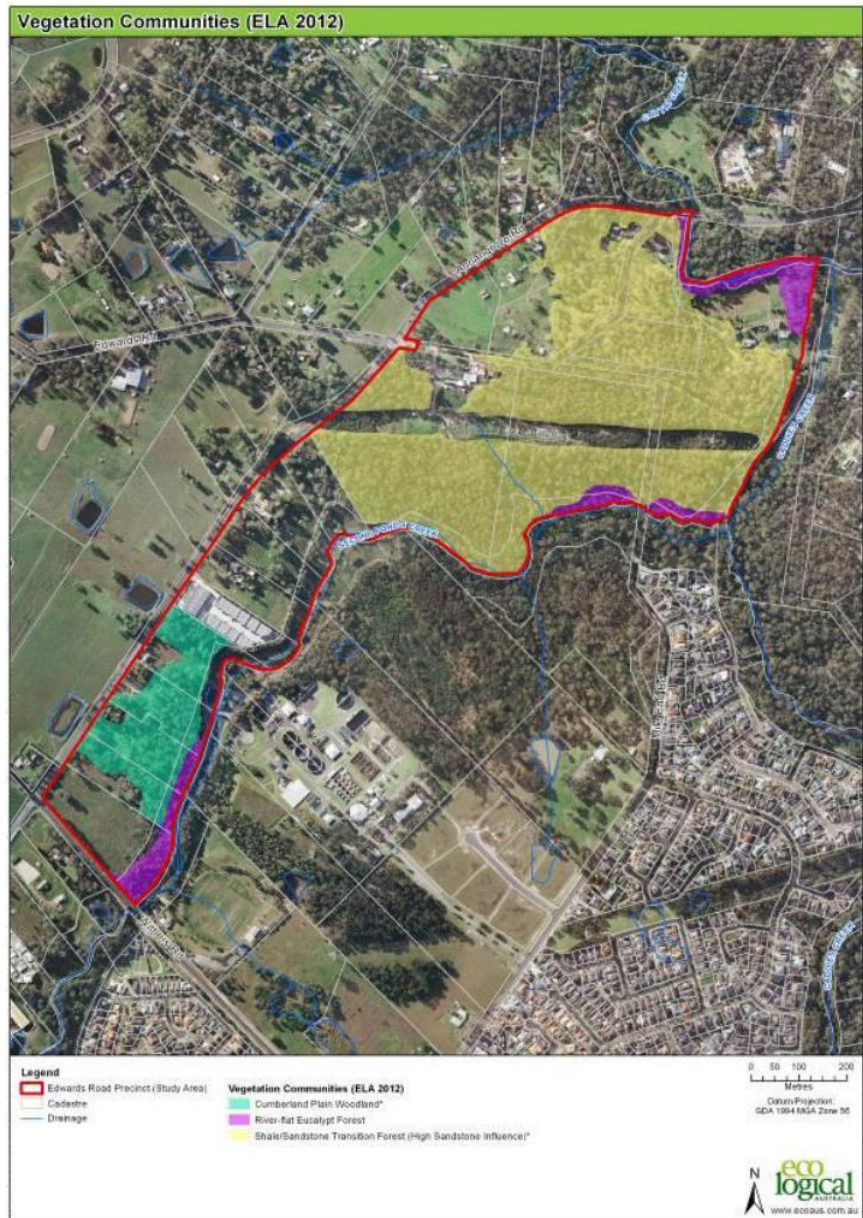


Figure 8
Vegetation Communities (ELA 2012)

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

Other potential environmental effects resulting from the proposal are outlined below.

Bushfire

Much of the precinct is identified as bushfire prone containing Vegetation Category 1 and buffer. Notwithstanding, the planning proposal will not present any adverse impacts as it is a planned road corridor which will enhance accessibility for the Annangrove Road Employment Area.

Flood Prone Land

The segments of allotments subject to the proposed LEP changes are not identified to be flood prone. Notwithstanding, the proposed road corridor as a whole will traverse land zoned SP2 Drainage Reserve, in relation to the management of overland flow path in the event of 1 in 100 year flood event. It is noted that the portion of the road corridor over the potential flood prone land will be a vehicular bridge, for which details will be confirmed to ensure that the final design will be in accordance with all relevant traffic engineering specifications and standards.

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

The planning proposal is not anticipated to have any negative social or economic impacts on the locality.

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

The proposed amendments will facilitate improvements to the provision of public infrastructure.

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?*

A list of all relevant agencies to be consulted would be determined as part of any Gateway Determination. It is anticipated that the following agencies should be consulted:

- NSW Rural Fire Service;
- Endeavour Energy;
- Transport for NSW;
- Sydney Water;
- Roads and Maritime Services NSW;
- Transgrid; and
- Office of Environment and Heritage.

The planning proposal seeks to amend the Land Zoning Map of *The Hills Local Environmental Plan 2012*.

Land Zoning (LZN)

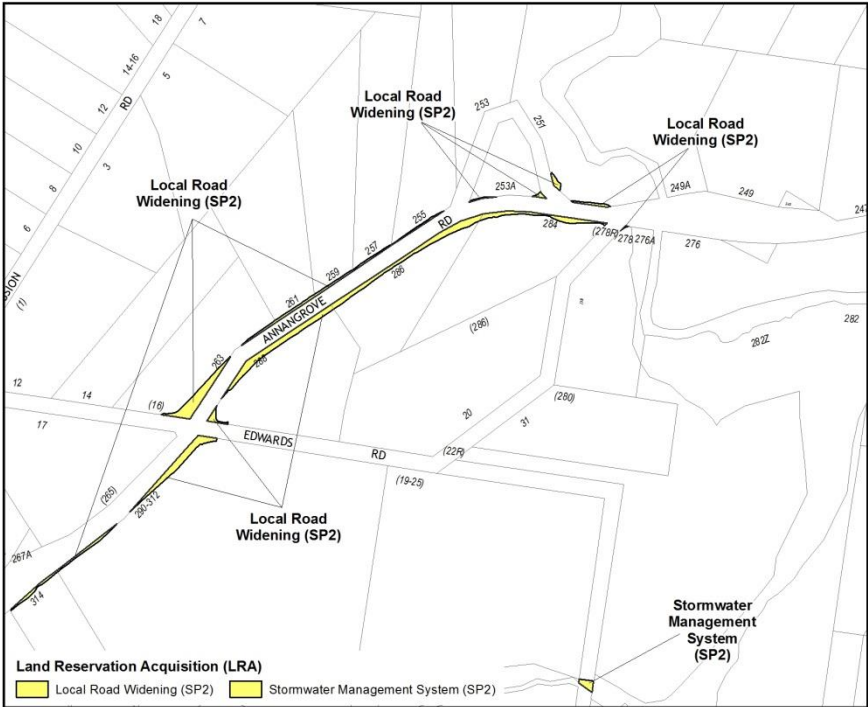
B6	Enterprise Corridor	SP2	Infrastructure
RU6	Transition	SRGC	SEPP (Sydney Region Growth Centres) 2006

Land Zoning (LZN)

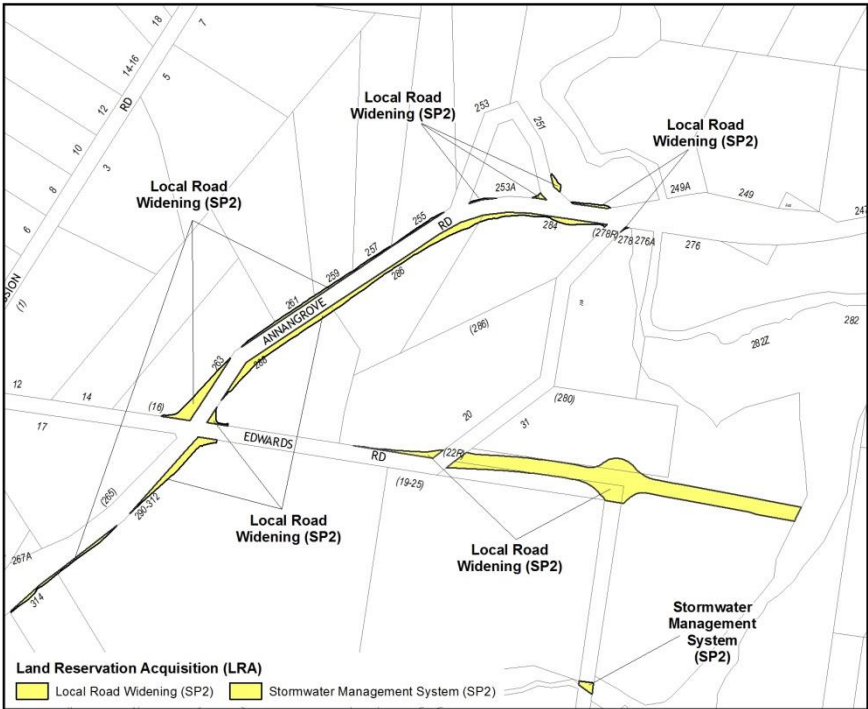
B6	Enterprise Corridor	SP2	Infrastructure
RU6	Transition	SRGC	SEPP (Sydney Region Growth Centres) 2006

The planning proposal seeks to amend the Land Reservation Acquisition Map of *The Hills Local Environmental Plan 2012*.

Existing Land Reservation Acquisition Map



Proposed Land Reservation Acquisition Map



PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building located at 3 Columbia Court, Baulkham Hills and Vinegar Hill Library in Rouse Hill. The planning proposal will also be made available on Council's website. In addition, letters will be issued to affected property owners advising them of the planning proposal.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	June 2018
Government agency consultation	July 2018
Commencement of public exhibition period (14 days)	July 2018
Completion of public exhibition period	August 2018
Timeframe for consideration of submissions	August 2018
Timeframe for consideration of proposal post exhibition	September 2018
Report to Council on submissions	September 2018
Planning Proposal to PCO for opinion	October 2018
Date Council will make the plan (if delegated)	November 2018
Date Council will forward to department for notification (if delegated)	November 2018

ATTACHMENT A: LIST OF STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE TO THSC	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/CONSISTENT
No. 1	Development Standards	NO	-	
No. 19	Bushland in Urban Areas	YES	YES	CONSISTENT
No. 21	Caravan Parks	YES	NO	
No. 30	Intensive Agriculture	YES	NO	
No. 33	Hazardous and Offensive Development	YES	NO	
No. 36	Manufactured Home Estates	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. 62	Sustainable Aquaculture	YES	NO	
No. 64	Advertising and Signage	YES	NO	
No. 65	Design Quality of Residential Apartment Development	YES	NO	
No. 70	Affordable Housing (Revised Schemes)	YES	NO	
Affordable Rental Housing (2009)		YES	NO	
Building Sustainability Index: BASIX (2004)		YES	NO	
Educational Establishments and Child Care Facilities (2017)		YES	NO	
Exempt and Complying Development Codes (2008)		YES	NO	
Housing for Seniors or People with a Disability (2004)		YES	NO	
Infrastructure (2007)		YES	YES	CONSISTENT
Integration and Repeals (2016) (Policy is to be repealed on 6.8.2018)		YES	NO	
Kosciuszko National Park – Alpine Resorts (2007)		NO	-	
Kurnell Peninsula (1989)		NO	-	
Mining, Petroleum Production and Extractive Industries (2007)		YES	NO	
Miscellaneous Consent Provisions (2007)		YES	NO	
Penrith Lakes Scheme (1989)		NO	-	
Rural Lands (2008)		NO	-	
State and Regional Development (2011)		YES	NO	
State Significant Precincts (2005)		YES	NO	
Sydney Drinking Water Catchment (2011)		NO	-	
Sydney Region Growth Centres (2006)		YES	YES	CONSISTENT
Three Ports (2013)		NO	-	
Urban Renewal (2010)		NO	-	
Vegetation in Non-Rural Areas (2017)		YES	NO	
Western Sydney Employment Area (2009)		NO	-	
Western Sydney Parklands (2009)		NO	-	
Deemed SEPPs				
SREP No. 8 (Central Coast Plateau Areas)		NO	-	
SREP No. 9 – Extractive Industry (No. 2 – 1995)		YES	NO	
SREP No. 16 – Walsh Bay		NO	-	
SREP No. 20 – Hawkesbury – Nepean River		YES	NO	

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE TO THSC	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
(No 2 – 1997)			
SREP No. 24 – Homebush Bay Area	NO	-	
SREP No. 25 – Orchard Hills	NO	-	
SREP No. 26 – City West	NO	-	
SREP No. 30 – St Marys	NO	-	
SREP No. 33 – Cooks Cove	NO	-	
SREP (Sydney Harbour Catchment) 2005	YES	NO	

ATTACHMENT B: ASSESSMENT AGAINST SECTION 9.1 MINISTERIAL 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	YES	NO	-
1.3	Mining, Petroleum Production and Extractive Industries	YES	NO	-
1.4	Oyster Aquaculture	YES	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	YES	CONSISTENT
2.4	Recreation Vehicle Area	YES	NO	-
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	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 Aerodomes	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 NSW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	NO	-	-
5.8	Second Sydney Airport: Badgerys Creek	NO	-	-
5.9	North West Rail Link Corridor Strategy	YES	NO	-
5.10	Implementation of Regional Plans	YES	NO	-
6. Local Plan Making				
6.1	Approval and Referral Requirements	YES	YES	CONSISTENT

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
6.2	Reserving Land for Public Purposes	YES	YES	CONSISTENT
6.3	Site Specific Provisions	YES	NO	-
7. Metropolitan Planning				
7.1	Implementation of the Metropolitan Plan for Sydney 2036	YES	YES	CONSISTENT
7.2	Implementation of Greater Macarthur Land Release Investigation	NO	-	-
7.3	Parramatta Road Corridor Urban Transformation Strategy	NO	-	-
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	YES	YES	CONSISTENT
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	NO	-	-
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	NO	-	-