

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers, Castle Hill on 24 July 2012

Being a planning matter, the Acting Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Councillors Dr M R Byrne, J.D. Taunton, A.J.L. Bolitho, A.C. Jefferies, Dr B. Burton, R.K. Harty OAM

VOTING AGAINST THE MOTION

Councillors P. Dimbrowsky, R.A. Preston, M.G. Thomas, D.R. Bentham, A.J. Hay

10.27pm Councillor Bolitho left the meeting during Item 8 and returned at 10.29pm during Call of the Agenda

ITEM-8 **EDWARDS ROAD INDUSTRIAL PRECINCT DRAFT**
INDICATIVE MASTER PLAN (FP185)

A MOTION WAS MOVED BY COUNCILLOR HARTY OAM AND SECONDED BY COUNCILLOR TAUNTON THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED.

421 RESOLUTION

The draft Indicative Master Plan – Edwards Road Precinct be exhibited for a period of 28 days for public comment.

Being a planning matter, the Acting Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Councillors Dr M R Byrne, P. Dimbrowsky, R.A. Preston, J.D. Taunton, M.G. Thomas, A.C. Jefferies, D.R. Bentham, A.J. Hay, Dr B. Burton, R.K. Harty OAM

VOTING AGAINST THE MOTION

None

ABSENT FROM THE ROOM

Councillor A.J.L. Bolitho

CALL OF THE AGENDA

A MOTION WAS MOVED BY COUNCILLOR HAY AND SECONDED BY COUNCILLOR HARTY OAM THAT Items 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20 and 21 be moved by exception and the recommendations contained in the reports be adopted.

THE MOTION WAS PUT AND CARRIED.

422 RESOLUTION

Items 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20 and 21 be moved by exception and the recommendations contained in the reports be adopted.

RESPONSIBLE OFFICER: **MANAGER – FORWARD PLANNING**
STEWART SEALE

27/02/1991	Land rezoned to 4(b) Light Industry.
01/03/1991	Development Control Plan No. 99 - Light Industry came into force.
22/07/2003	Council resolved to adopt amendments to Development Control Plan. The amendments related to building materials, increased the car parking requirement for warehousing to 1 space per 100 m ² of gross floor space and the inclusion of a control to require a concrete footpath to be constructed in the road verge along any boundary that fronts a road. Amendments were also made to Sheet 7 indicated Edwards Road as Sub Arterial Class III. Amendment effective 5 August 2003.
09/12/2003	Contributions Plan No. 11 was adopted by Council and came into effect on 16 December 2003. The contributions plan

established a rate of \$82.71 per square metre of additional floor space.

- 16/12/2008** Amendment to Contributions Plan No. 11 adopted by Council. The purpose of the amendment was to review cost estimates for capital works and land acquisitions for road works, and to calculate a new contribution rate based on the revised cost estimates. The amendment to the contributions plan established a rate of \$102.18 per square metre of additional floor space.
- 23/06/2009** Employment Lands Direction adopted by Council. The Direction recognised the slow take-up of redevelopment within the precinct and highlights the need for a master planning process for this precinct.
- 22/03/2010** Meeting held with property owners to discuss and consider the opportunities and constraints for the Edwards Road Precinct.
- 3/07/2012** Council Workshop to brief on Indicative Master Plan for the Precinct.

BACKGROUND

The Annangrove Road Light Industrial Area was established in 1991 and has had limited success in attracting new industrial businesses. A number of constraints such as the significant vegetation, topography and its outlying location have contributed to the slow take-up of land for redevelopment. A map of the industrial area, highlighting the Edwards Road Precinct, is included below.

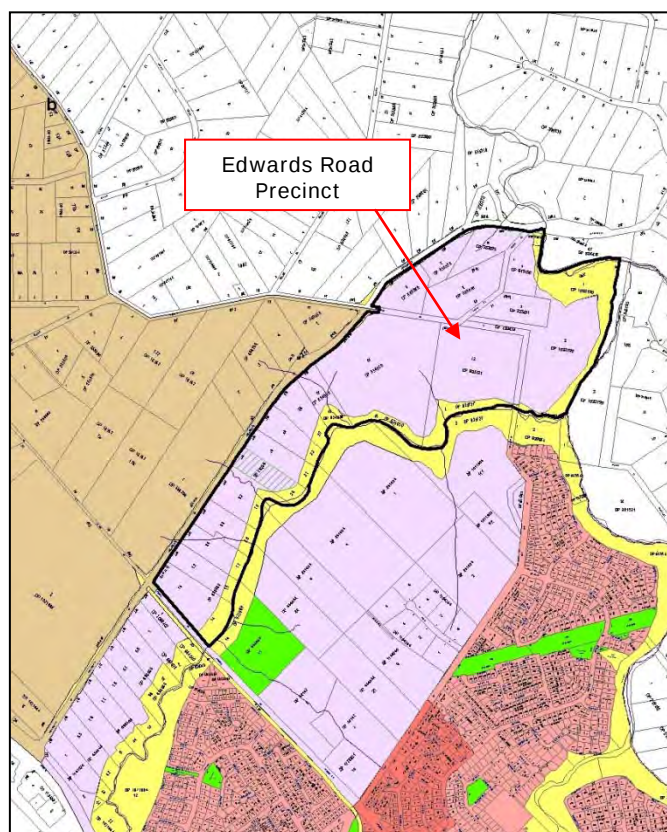


Figure 1

Annangrove Road Light Industrial Area

Council's Employment Lands Direction reviewed the quality and functioning of employment lands within the Shire and identified an action to prepare a master plan and development controls for the Annangrove Road Light Industrial Area. It is recognised that there is a significant opportunity to provide employment growth within the industrial area due to its proximity to Windsor Road, Rouse Hill Town Centre and the proposed Box Hill and Box Hill Industrial Precincts.

REPORT

The purpose of this report is to consider a draft Indicative Master Plan for exhibition to assist in establishing a clear vision and concept for the precinct. The draft Indicative Master Plan, once adopted will guide future development and will assist in the preparation of suitable zoning, minimum lot size and associated development controls.

The plan has been informed by the following technical studies engaged by Council:

- Flora and Fauna Assessment, Eco Logical Australia;
- Economic and Employment Assessment, SGS Economics and Planning; and
- Traffic and Accessibility Assessment, Lambert & Rehbein.

1. DESCRIPTION OF THE SITE

The focus of the draft Master Plan is the Edwards Road Precinct which extends south along Annangrove Road to Withers Road with Cattai and Second Ponds Creeks forming the eastern boundary. The precinct study area is outlined in red on Figure 1.



Figure 2
The Edwards Road Precinct

The subject land is well situated being within close proximity to the Rouse Hill Major Centre, the proposed North West Rail Link, future connection to the North Kellyville Precinct to the south-east, and the proposed Box Hill and Box Hill Industrial Precincts to the north-west.

The land on northern side of Annangrove Road within the North West Growth Centre is proposed to be zoned IN2 Industrial. This land will increase the area of zoned land for industrial development from 104 to 160 hectares.

2. STRATEGIC CONTEXT

The following Section provides an overview of the strategic framework which has prompted the preparation of the draft indicative Master Plan. An overview is also provided on the applicable standards contained within Draft Local Environmental Plan 2010, controls contained within The Hills Development Control Plan and Contributions Plan No.11.

(a) Local Strategy

The Employment Lands Direction establishes the overall strategic context for the planning and management of employment lands within The Hills Shire and considers a range of issues such as land availability, growth opportunities and the revitalisation of older areas.

The Direction recognises the importance of revitalising existing underperforming employment areas. This includes making better use of existing services and infrastructure and ensuring that building stock meets the technological needs of industry. Redeveloping older industrial areas for higher order employment uses provides opportunities for increased investment and jobs closer to home.

With specific reference to the Annangrove Road Light Industrial Area, the Employment Lands Direction highlights that the precinct has not been successful in attracting industrial businesses and suggests that this may be due to the following factors:

- Current outlying location;
- Lack of marketable image;
- Fragmented ownership;
- Need for cooperation between landowners to achieve access in some instances; and
- Extensive vegetation including endangered ecological communities.

The Direction recognises that in order to attract businesses to the precinct a strategic planning response is required to address the identified site constraints and matters relating to accessibility.

(b) Draft The Hills Local Environmental Plan 2010

The Precinct is proposed to be zoned part IN2 Light Industrial and part SP2 Infrastructure with a 'Trunk Drainage' classification under Draft LEP 2010. There are also various sections of land adjoining Annangrove Road which are identified for local road widening and are accordingly zoned SP2 Infrastructure with a 'Local Road Widening' classification on the Land Reservation Acquisition map.

It is noted that the Trunk Drainage Corridor directly adjoins Second Ponds and Cattai Creeks and is currently under the ownership of Sydney Water Corporation.

In respect of this location Draft LEP 2010 is a translation of the existing Light Industrial zone to the IN2 Light Industrial zone under the Standard Instrument. A number of development standards contained within the existing Development Control Plan have also been incorporated into Draft LEP 2010 as they apply to industrial development within this Precinct. These standards have been included within Table 1.

Minimum Lot Size	8,000m ²
Building Height	16m
Floor Space Ratio	1:1
Heritage	There is currently one item of local heritage significance at 288 Annangrove Road. The item is a farm cottage which is evidence of release of land in the centre of Nelson parish in the mid-Victorian period.

Table 1

Draft LEP 2010 Standards Applying to The Edwards Road Precinct

(c) The Hills Development Control Plan

Additional controls guiding development within the industrial area are contained within Development Control Plan Part C Section 9 – Industry. The key development controls are as follows:

- Slopes greater than 20%: Not suitable for development.
- Slopes between 10 and 20%: Applications must be accompanied by a Geotechnical report.
- Setbacks to roads : 20 metre setback to roads.
- Setback to creeks: 40 metre setback from the top bank of a creek.
- Road frontage: 60 metre minimum road frontage.
- Floor space: 50% of units may have a floor area of 100-150m². All other units must have a floor area of >150m².
- Transmission easement: Concurrence with Endeavour Energy is required for any development within the electricity easement.
- Car parking The car parking requirements are detailed within the following table.

Use	Rate
Industrial	1 space per 50m ² of Gross Floor Area, or 1 space per 2 employees, whichever is greater
Warehouse	1 space per 50m ² of Gross Floor Area
Vehicle body repair shop	1 space per 2 employees, plus 6 spaces per work bay

Sex Service Premises	1 space per room used or capable of being used for sex services plus 1 space per employee. All car parking areas shall be well lit, easy to locate and monitored by surveillance.
Visitor parking	1 space for every 2 units constructed

Table 2
Car Parking Requirements

(d) Contributions Plan No. 11 – Annangrove Road Light Industry

Contributions Plan No.11 was adopted by Council on 9 December 2003 and amended in December 2008. The contributions plan divides the Annangrove Road Light Industrial area into three distinct precincts, which include:

- Mile End Road Neighbourhood;
- Annangrove Road South Neighbourhood; and
- Annangrove Road North Neighbourhood (The Edwards Road Precinct).

The Contributions Plan has estimated that, if fully developed, the industrial area will generate an additional 12,481 vehicular trips per day. Of these, it has been estimated that approximately 3,189 trips will be generated within the Edwards Road Precinct. In order to satisfy the additional demand, the Contributions Plan levies development within the industrial area for the following road upgrades and traffic facilities:

- Upgrade of Annangrove Road to Sub-arterial Class 1;
- Roundabout – western intersection of Annangrove Road and Edwards Road;
- Upgrade of Withers Road to Sub-arterial Class 2;
- Traffic signals at the intersection of Mile End Road and Withers Road (completed – still collecting funds);
- Roundabout at the intersection of Annangrove Road and Withers Road;
- Bus stops / shelters along collector and sub-arterial roads surrounding the Annangrove Industrial Area; and
- Mile End Road South – new alignment (completed – still collecting funds).

The need to upgrade or include additional infrastructure will be reviewed dependent on the outcomes of the process and any final Master Plan for the Precinct.

3. ENVIRONMENTAL CONSIDERATIONS

This section provides an overview of the presence and the extent of key environmental constraints within the precinct.

(a) Bushfire

Much of the precinct is identified as bushfire prone, containing Vegetation Category 1 and buffer. Land identified as Category 1 generally consists of forests, woodlands, heath lands, pine plantations and wetlands. 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:

- (a) *have regard to Planning for Bushfire Protection Guideline 2006,*
- (b) *introduce controls that avoid placing inappropriate developments in hazardous areas, and*
- (c) *ensure that bushfire hazard reduction is not prohibited within the APZ.*

The Direction requires that Council undertake consultation with the Commissioner of the NSW Rural Fire Service following receipt of a Gateway Determination under section 56 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and prior to undertaking community consultation in satisfaction of section 57 of the EP&A Act. Council will need to take into consideration any comments received as part of this consultation.

Clause 5.11 of Draft LEP 2010 requires that bush fire hazard reduction work authorised by the *Rural Fires Act 1997* may be carried out on any land without consent. This provision ensures that bush fire hazard reduction work is not prohibited within Asset Protection Zones.

(b) Flooding

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 Trunk 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 Draft LEP 2010.

However there may be some land, not included within the Trunk Drainage Corridor, which extend below the 1 in 100 ARI. For these sections of the Precinct which are below the flood planning level (1 in 100 year ARI plus 0.5 metre freeboard), flood related development standards will apply.

(c) Topography

The northern end of the precinct slopes steeply towards Second Ponds Creek, Cattai Creek and Murphy's Bridge (on Annangrove Road). Land along Annangrove Road, toward the Edwards Road intersection, is generally flat with a moderate easterly slope toward the Second Ponds Creek. The following map highlights the portion of the precinct which has a slope of greater than 20%.

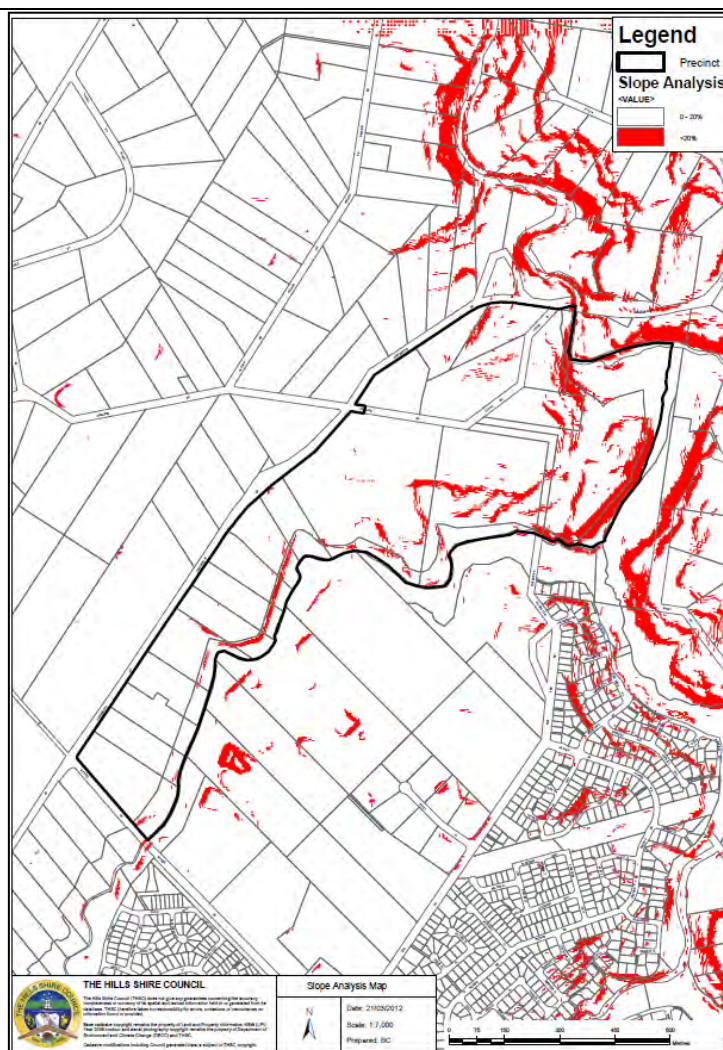


Figure 3
Slope Map

(d) Waterway and Riparian Corridor

Second Ponds Creek and Cattai Creek form the eastern and southern boundaries of this precinct. Contour and waterway maps show the presence of multiple tributaries extending from Annangrove Road to the waterway.

As part of the preparation of this Master Plan an indicative riparian corridor was established to highlight the extent of land between the terrestrial environment and the watercourses that traverse the precinct. Riparian corridor distances have also been applied to the waterways and tributaries in accordance with the riparian specification criteria established by the NSW Office of Water. The extent of the Master Plan is included on the following map.

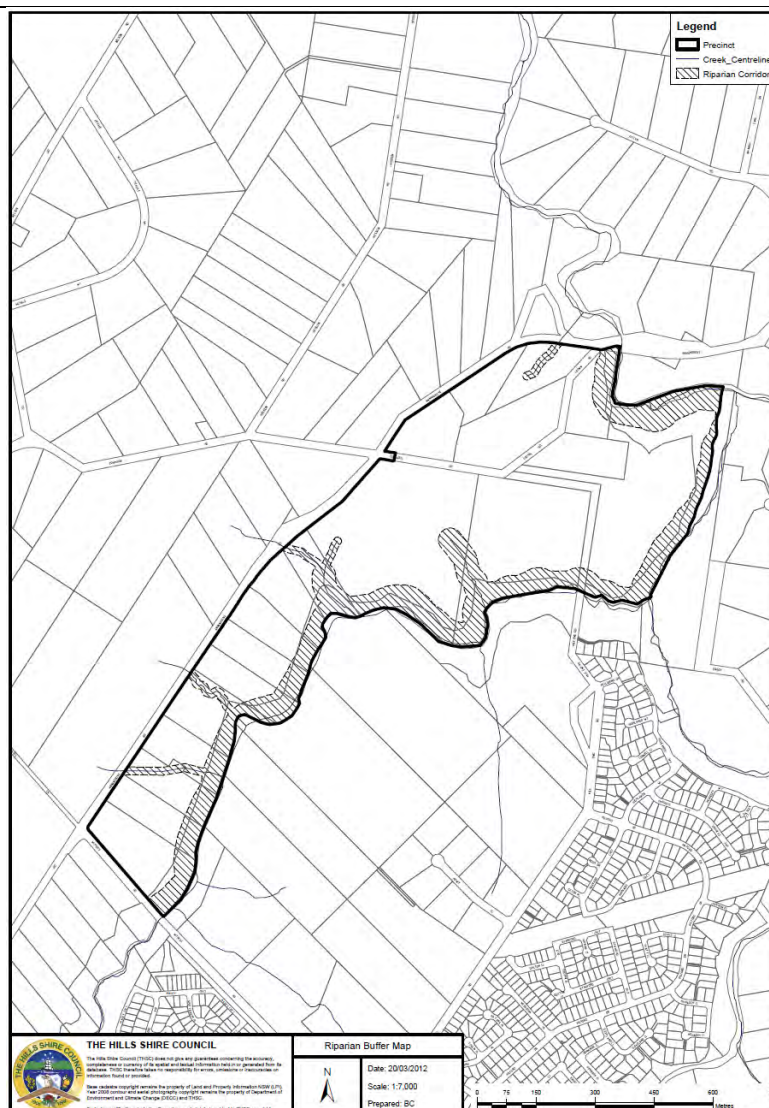


Figure 4
Riparian Corridor

(e) Flora and Fauna Assessment

A Flora and Fauna Assessment have been prepared to clarify the extent and significance of the vegetation communities within the subject area. A copy of the assessment is included as Attachment 2 of this report.

Vegetation Communities

The assessment identified three vegetation communities within the precinct 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 *Threatened Species Conservation Act 1997* (TSC 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. The extent of these communities is included on the following map.

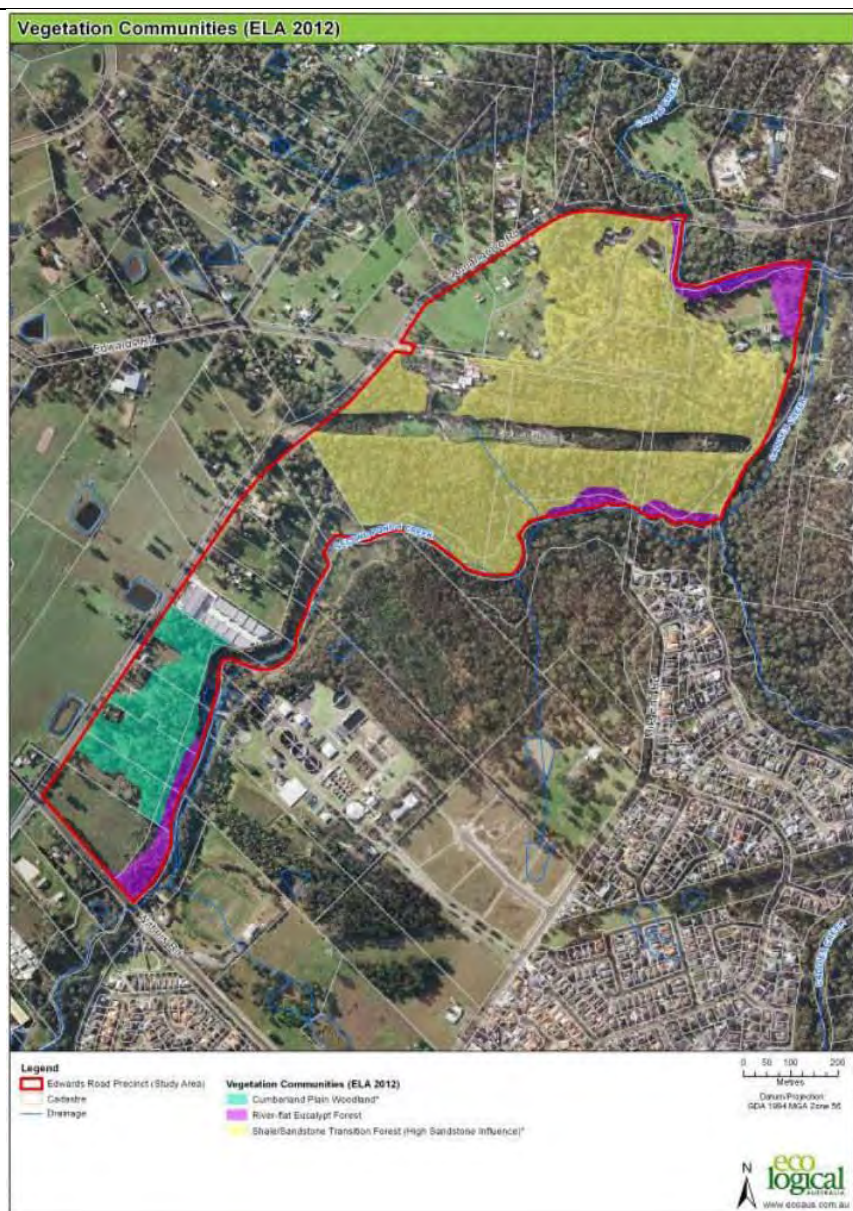


Figure 5
Vegetation Communities (ELA 2012)

Ecological Constraints Assessment

An ecological constraints assessment was undertaken to assign areas within the precinct with a high, moderate, low, or very low ecological constraint. The analysis was based on the presence of ecologically endangered communities, vegetation community condition (extent of weeds), vegetation community condition (stratum characteristics), core vegetation and habitat connectivity, and the potential for habitat to support threatened, migratory or Rare or Threatened Australian Species (ROTAP) species.

The areas of high, moderate, low and very low ecological constraint have been included within the following map.

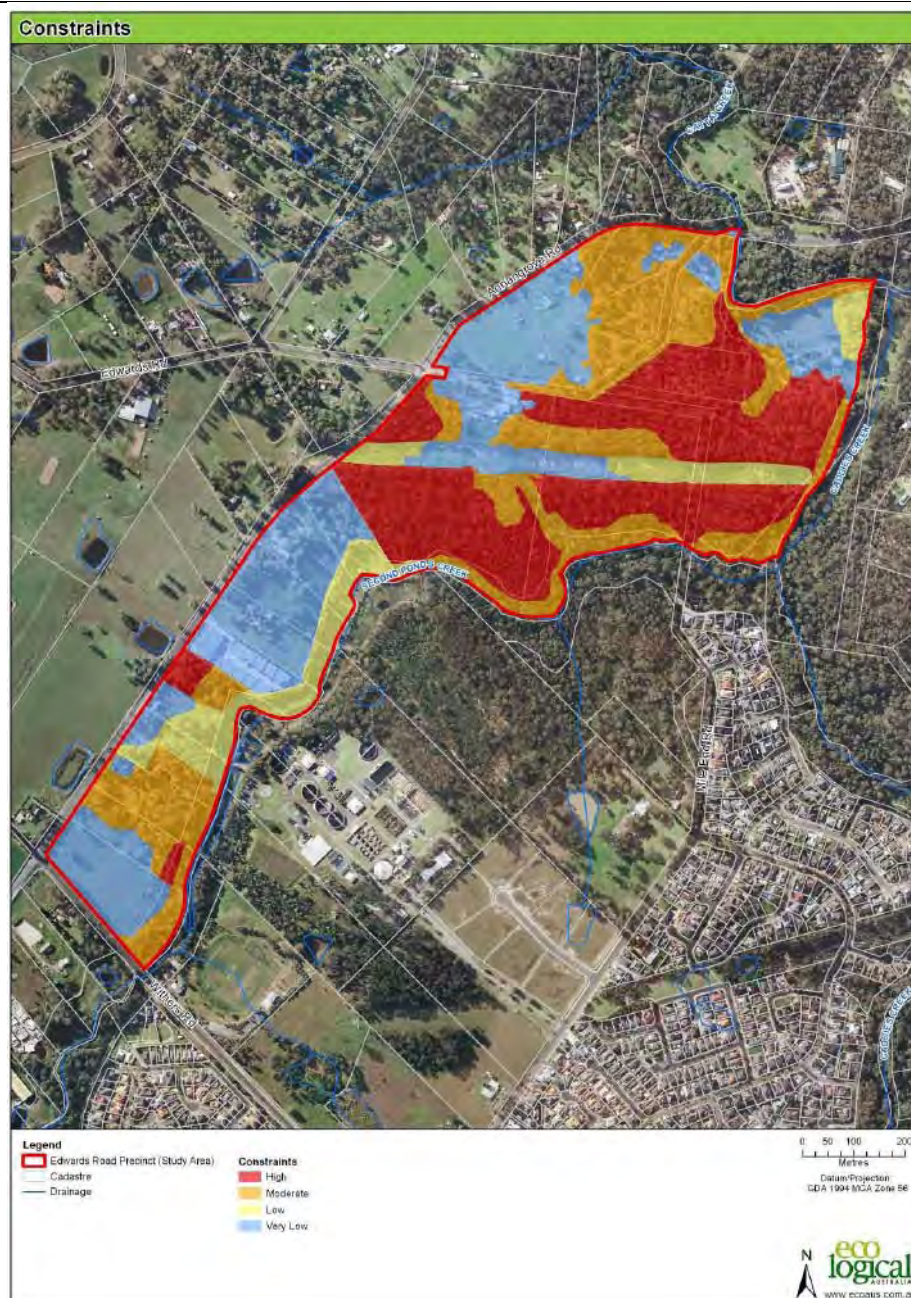


Figure 6
Constraints Assessment (ELA 2012)

Conservation and Management Recommendations

The assessment recommends that development avoid, minimise and ameliorate any impacts on endangered communities to the maximum extent possible, with compensatory (or offset) measures to be considered for any significant impacts that cannot be avoided or mitigated. These offsetting measures should be developed in accordance with the “Principles for the use of Biodiversity Offsets in NSW”. The study proposes that the Biobanking Assessment methodology be used to develop offsetting measures.

The BioBanking Scheme is a voluntary market based scheme designed to help conserve biodiversity. It provides a mechanism for assessing biodiversity values at biobank sites and development sites. Where a landowner commits to enhancing and protecting biodiversity they are able to generate ‘biodiversity credits’ which can be sold to

developers to offset biodiversity impacts associated with developing another site. There are opportunities to utilise this scheme to achieve balanced outcomes in the Edwards Road precinct.

4. ECONOMIC CONSIDERATIONS

An Economic and Employment Assessment has been prepared to identify the root causes that have been preventing the precinct from attracting investment and to provide land use and development control recommendations to stimulate growth.

Although the Employment Lands Direction had already proposed possible causes, further assessment was required to identify whether or not Council's existing development controls are impacting on the feasibility of development within the precinct. A copy of the Economics and Employment Assessment is included as Attachment 3 of this report.

Development Context

The assessment identified that there is an abundance of zoned industrial land in Outer Western Sydney (with an estimated 10 to 20 years worth of supply). This additional supply is functioning to suppress rental growth and is keeping the industrial market in this area tight.

The assessment examined current development applications and recent development approvals within The Hills Shire to assess the local trends. The analysis found that the Annangrove Road Industrial Area to be typical of the North West subregion to the extent that demand appears to be languishing while there is sufficient supply available. In addition to the more regional market forces of supply and demand, it was highlighted that localised issues such as planning controls and development feasibility would also be a contributing factor to the slow take up of redevelopment.

Land Use Recommendations

It was identified that local light industrial and business park type uses will be the most appropriate and capable of responding to the sensitive nature of the site. The land use recommendations were based on existing and future economic and employment trends, local level development approval data, consultation and the feasibility assessments.

The following table provides a number of recommendations on the appropriateness of various employment based uses within the precinct.

Land Use Category	Description	Recommendation
Freight and Logistics	- Warehousing and distribution activities. Includes buildings with a number of docking facilities; 'hard stand' areas with trucks or goods awaiting distribution; and large storage facilities. - Warehousing and distribution is a metro level issue with activities preferably locating close to air, sea and inter-modal inland ports, or with access to the motorway system.	Large scale is not suitable due to size of lots and location away from motorway. Small scale may be suitable.
Local light industrial and urban support	- Car service and repair; joinery, construction and building supplies; and domestic storage. - Wide range of businesses that service other business (components, maintenance and support) and Subregional populations. Needed at local (LGA) to Subregional level.	Suitable.
Manufacturing – Heavy	- Large scale production activity. Likely to be characterised by high noise emission; emission stacks; use of heavy machinery; and frequency of large trucks. - Heavy manufacturing is in decline in Sydney, but will continue to cluster in some locations such as Wetherill Park, Campbelltown/ Ingleburn etc. There are strong arguments for collocation in terms of raw material delivery and to concentrate externalities (though impacts on surrounding uses are generally moderate).	Not suitable due to proximate residential development and smaller lot sizes.
Manufacturing – Light	- Clothing manufacturing, boat building and electrical equipment manufacturing - Small scale production with lower noise and emission levels than heavy manufacturing.	Suitable.
Urban Services	- Concrete batching, waste recycling and transfer, construction and local and state government depots, sewerage, water supply, electricity construction yards. - These typically have noise dust and traffic implications and need to be isolated or buffered from other land uses. Needed in each sub-region.	Not suitable due to proximate residential development and smaller lot sizes.
Office	- Administration, clerical, business services, research. - Office buildings that are independent (i.e., are not ancillary to another use on site) and likely to accommodate a significant number of administration staff (>10 people).	Straight office type development is not suitable due to fringe location, lack of supporting population and to protect industrial nature of area. Also, inconsistent with NSW planning framework.
Business / Office Parks	- Integrated warehouse, storage, R&D, 'back-room' management and administration with typically a higher office component. - Campus style environments such as the IBM site in West Pennant Hills	Smaller business park type uses are suitable. Larger campus style business parks are not suitable.
Retail Bulky Goods	Typically large, one-story buildings surrounded by car-parking, usually located out of centre and in high exposure (main road) locations.	Not suitable. Inconsistent with NSW planning framework.

Figure 7
Land Use Recommendations (SGS Economics and Planning)

Development Controls Findings

The Assessment benchmarked the land use and built form controls of various comparable industrial areas against the existing controls for the Edwards Road Precinct. This analysis was undertaken to identify whether the existing controls were impacting on the attractiveness of the precinct for redevelopment.

Of the four case study areas selected, the analysis identified that of the most common lot range was less than 2,000m², followed by 2,000 to 4,000m². Lots greater than 8000m² represented only 23% of the sample. Based on the assumption that market demand is sensitive to lot size, the Assessment concluded that a large portion of the industrial market may be excluded by the existing 8,000m² minimum control.

When considered in parallel with Council's existing standards for parking, setbacks, lot width and floor space, the Assessment concludes that the high capital cost to establish a development on an 8,000m² site is impacting project feasibility. Particularly in the current market where there is low demand for industrial space.

Evidence of reduced demand is present within Council's existing industrial areas, with small start-up office uses occupying vacant industrial space. Similarly, assessment staff are also aware of instances where industrial uses such as vehicle workshops or smash repairers are excluded from large strata title developments due to restrictive by-laws.

Therefore, it is appropriate that Council consider an approach that opens the Precinct to a wider segment of the industrial market by re-casting the existing development standards. This may result in smaller developments that suit niche industries who do not have access to capital to develop large multi unit complexes or who require less restrictive strata by-laws to operate their business.

5. TRAFFIC AND ACCESSIBILITY

A Traffic and Accessibility Assessment has been prepared to assess the performance of the local road network and to have regard to traffic generation arising from the current and proposed land use and built form controls. A copy of the Traffic and Accessibility Assessment has been included as Attachment 4 of this report.

Impact Assessment

The potential traffic volume generated by the proposed Master Plan for the precinct was calculated to understand the total impact of the future development within the Edwards Road Precinct. The assessment provides an analysis of the potential impact of traffic on Annangrove Road and the intersections of Withers Road and Edwards Road.

The Assessment applied traffic generation rates to the proposed land uses in accordance with Roads and Traffic Authority (now Roads and Maritime Services) Guide to Traffic Generating Developments, 2002.

Proposed intersection treatments were also modelled through the use of SIDRA intersection analysis. The purpose of the analysis is to ensure that the future intersection layouts are capable of accommodating the forecast demand at an acceptable level of service. The assessment was based on the following proposed road layout:

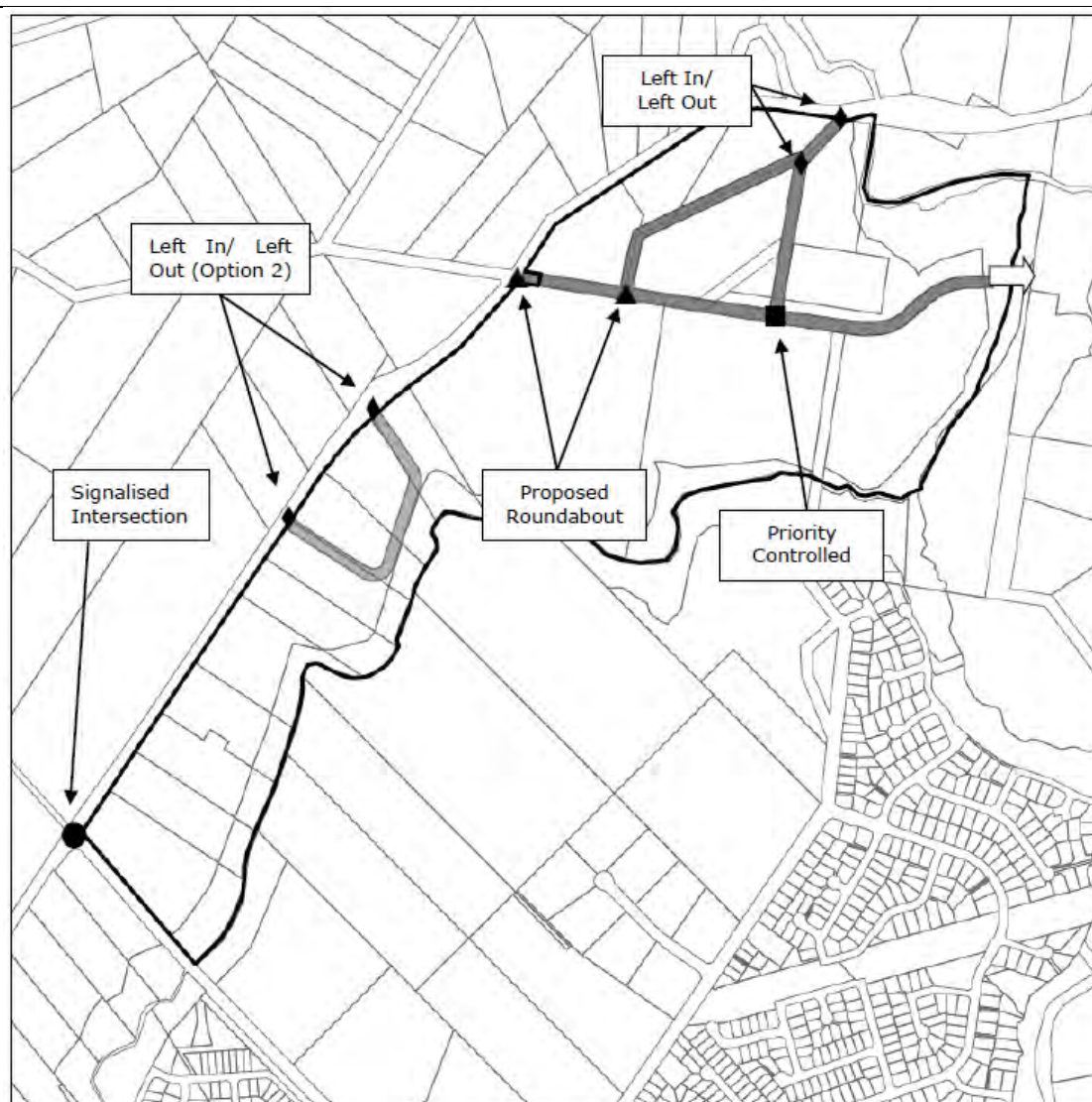


Figure 8
Proposed intersections

Proposed Intersection Layouts

Using the above layout plan, the traffic consultant has recommended works valued at approximately \$5.2mil for inclusion within Contributions Plan No.11 – Annangrove Road Industrial Area. These works are summarised as follows:

- Signalised upgrade of the Annangrove Road, Withers Road and Water Lane intersection to accommodate a four lane configuration in each direction with turning bays.
- Two lane roundabout at the intersection of Annangrove Road and Edwards Road.
- Two lane roundabout at the first internal intersection of Edwards Road transitioning to a single lane each direction for the remainder of the Precinct.

Remaining internal intersections will be sign post controlled with developers responsible for the cost of road upgrades. Given that the Box Hill Contributions Plan proposes to apportion the cost of road works between Withers Road and Edwards Road, it is likely that the cost of intersection upgrades can also be apportioned.

6. DRAFT MASTER PLAN

To address the findings of the specialist studies, a draft Indicative Master Plan has been prepared to illustrate an alternative development outcome for the precinct. The precinct area has been defined as the southern and northern frame to simplify discussion in relation to proposed outcomes.

(a) Guiding Principles and Objectives

The draft Indicative Master Plan identifies a vision for the precinct that is supported by a number of objectives consistent with the proposed land use and development standards.

Vision

'The vision for the Edwards Road Precinct is for a vibrant, safe and attractive employment area which facilitates safe, efficient and convenient vehicular and pedestrian movement. Development within the precinct contributes to employment generation in a manner which is sensitive to the site's unique environmental qualities.'

Objectives

The following objectives are to be achieved through the implementation of the land use and development control recommendations contained within the master plan.

- Establish a land use and development control response to facilitate employment generation;
- To ensure an interconnected street network which promotes safe and efficient vehicular movement within the precinct;
- Facilitate safe and convenient pedestrian movement through the identification of pedestrian access ways and footpaths;
- Improve connections with The North Kellyville Precinct, the Proposed Box Hill Precincts and the Rouse Hill Town Centre;
- Improve the visual connection between development and the public realm to by encouraging a visually attractive and consistent streetscape; and
- Minimise the impact of development on endangered and critically endangered ecological communities.

(b) Local Environmental Plan Recommendations

Proposed Zoning

It is proposed that the southern frame of the precinct shown in Figure 9 remain zoned as IN2 Light Industrial so as to encourage light industrial and urban support uses. This will also provide an appropriate interface between the planned Box Hill Industrial Area on the northern side of Annangrove Road.

For land within the northern frame, it is proposed that the zone be amended to the B6 Enterprise Corridor to permit both industrial and business uses. This outcome is consistent with the recommended land uses identified within the Economic and Employment Assessment Report and provides the following uses not permitted within the IN2 Zone:

- Business
- Office
- Garden Centres
- Landscape and Material Supplies

- Plant Nurseries
- Educational Establishments
- Health Services Facilities
- Public Administration Buildings
- Shop Top Housing

The proposed zoning boundary between the IN2 and B6 zone is illustrated below:



Figure 9
Proposed Zoning (Excluding Trunk Drainage Corridor)

The B6 Enterprise Zone is considered appropriate in the northern frame of the precinct due to existing environmental constraints such as slope, bushfire and vegetation that restrict the ability to construct large floor plates and associated vehicle access that are characteristic of light industrial uses.

To achieve the floor space envisaged by Council's controls, a consolidated building footprint with an increase in the number of storeys would be a practical response. The B6 zone would permit developers to concentrate floor space where development can occur to offset the potential loss of floor space due to the protection of areas with high conservation significance.

Minimum Lot Size

It is proposed that the minimum lot size requirement for sections of the precinct be reduced to between 2,500m², 4,000m² and 8,000m². Determination of the most appropriate minimum lot size for land within the precinct is based on constraints such as topography and presence of ecologically endangered flora.

The minimum lot size for the land in the northern frame south of Edwards Road is proposed to remain at 8,000m². Retention of the existing minimum lot size is appropriate due to the presence of high quality Shale Sandstone Transition Forest (SSTF) which is isolated by the existing transmission easement. The draft Master Plan proposes that development in this locality be concentrated on the land north of the transmission easement with significant vegetation retained within future allotments.

For the remaining area of the precinct, lot sizes of 4,000m² and 2,500m² are proposed with two options as shown in Figures 10 and 11. To support this outcome, an internal road network is required to service the properties from the rear to avoid the need for access handles from Annangrove Road.

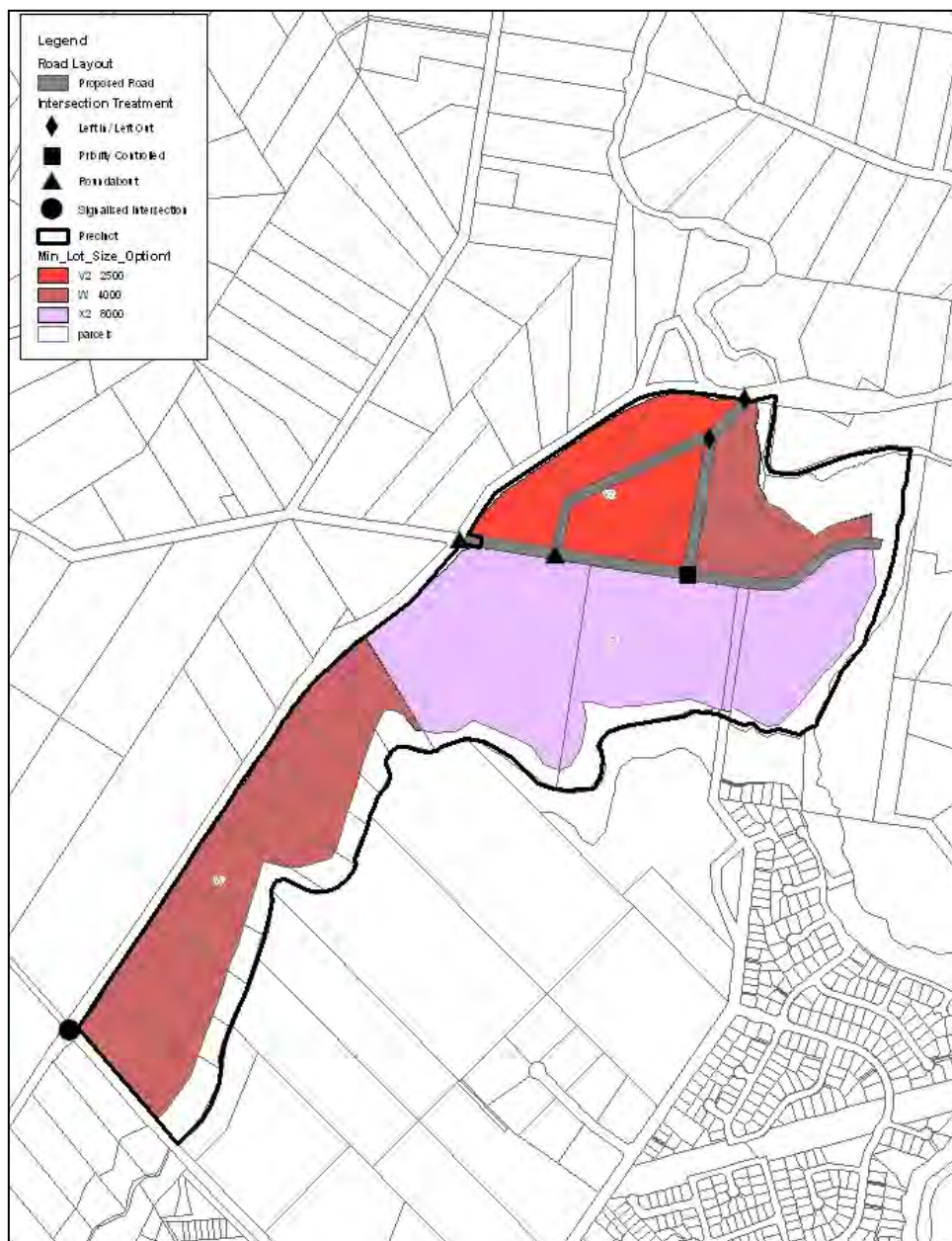


Figure 10
Proposed Minimum Lot Size (Option 1)

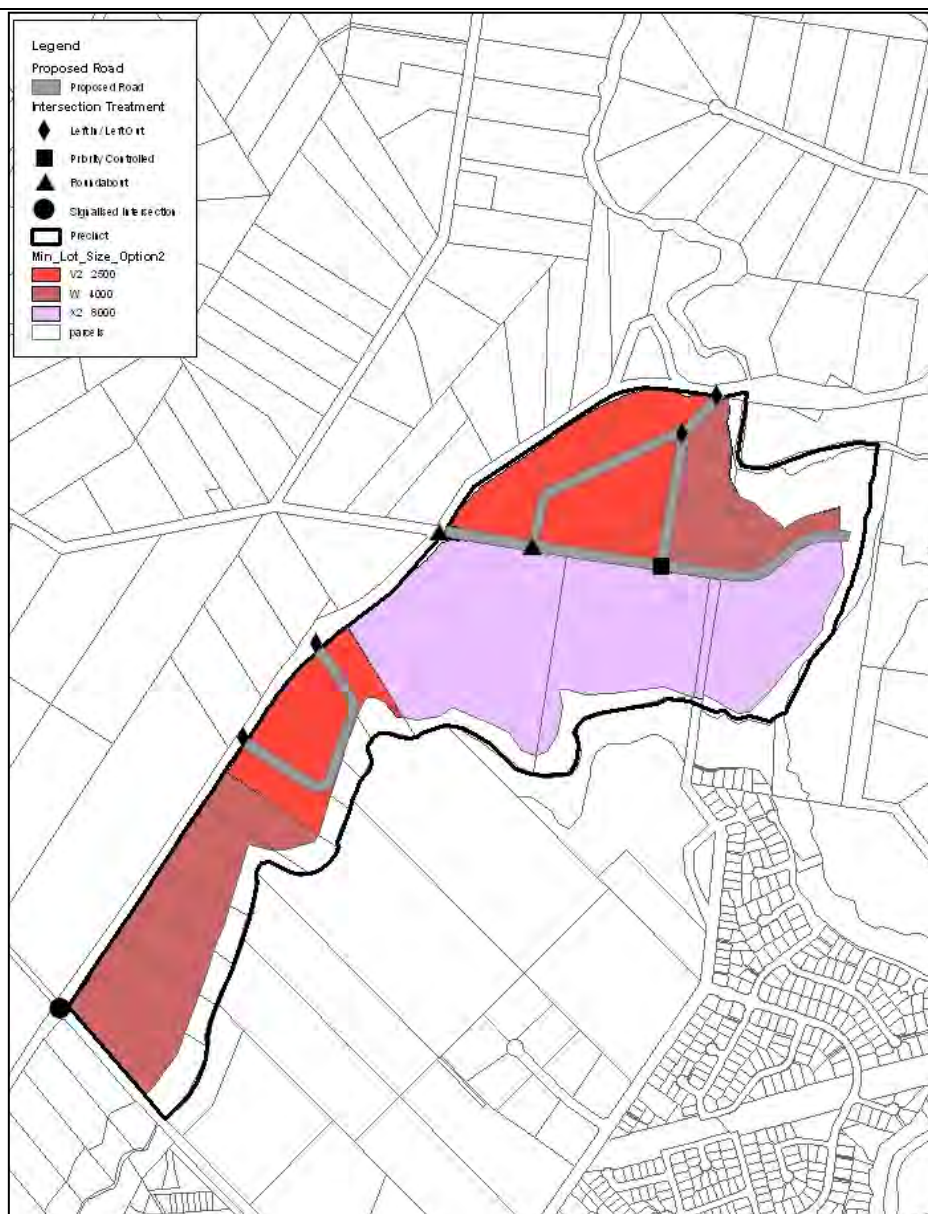


Figure 11
Proposed Minimum Lot Size (Option 2)

Height of Buildings

The draft Master Plan proposes to maintain the maximum height of building requirement at 16 metres. This is based on the development control recommendations contained within the Economic and Employment Assessment. It has also been highlighted that the existing height control is appropriate for this precinct given that the cost of construction (\$/m²) increases with the building height and the number of storey's.

Floor Space Ratio

The draft Master Plan proposes to maintain the maximum floor space ratio requirement at 1:1 for the entire precinct. This is based on the development control recommendations contained within the Economic and Employment Assessment.

It is expected that the likely achievable floor space ratio for development within the precinct is 0.5:1 for light industrial and 0.75:1 for business type development.

(c) Development Control Plan Recommendations

The specific development control plan recommendations are included within the draft Master Plan which is attached to this report. However the following section provides an overview of the indicative development control recommendations.

Development Sites

The controls are aimed at ensuring that development sites have sufficient areas to provide adequate access, landscaping and building separation, and also facilitate an orderly subdivision pattern.

i. Frontage

It is proposed that the minimum allotment frontage be reduced to 40 metres along all roads so as to facilitate an appropriate subdivision pattern.

ii. Battle-axe blocks

Battle-axe lots will not be permitted to have direct access to Annangrove Road. All future lots should have access to a secondary road; however access handles will be considered on merit based on site constraints.

Building Setbacks

It is proposed that the building setback controls for the precinct be amended to reflect the proposed reduction of lot size. The minimum front building setback will be reduced to ensure that development addresses public streets and to locate parking areas to the rear and side of development. The reduction in the front setback requirement will also assist in compliance with future Asset Protection Zone requirements.

Landscaping and Tree Preservation

Landscaping and tree preservation controls will be provided to encourage a high standard of visual quality of individual developments, whilst enhancing the general streetscape and amenity of the precinct.

Car Parking

Car parking controls are provided to ensure that the siting and location of parking areas does not detract from the streetscape. The draft Indicative Master Plan does not propose to reduce the car parking rate for the precinct. Any further amendment to the Development Control Plan by way of an adjusting the minimum parking provision must be subject to further assessment.

Car parking areas will be located to the side and rear of development and behind the front building setback. This is to ensure an attractive landscaped streetscape.

Vehicular Access

It is imperative that vehicular access and circulation within the Precinct is safe, efficient and minimises potential vehicular and pedestrian conflict. The draft Master Plan proposes controls to ensure that entry and egress points to development are shared so as to minimise access points to public roads. When locating access points, consideration will need to be given to the safety of pedestrians and vehicles in terms of vehicular speed, sight lines, and proximity to other access points.

Proposed Road Layout

Two road layout options have been proposed within the draft Indicative Master Plan. Both will facilitate cohesive vehicular movement through the precinct. The indicative road network has been established to ensure an interconnected street network which promotes safe and efficient vehicular movement within the precinct. The proposal will also reduce the need for cul-de-sac style development and will avoid the reliance on battle-axe subdivisions.

(d) Contribution Plan Recommendations

Contributions Plan No. 11- Annangrove Road Light Industry currently levies development for the cost of delivering the road upgrades listed within the works schedule of the plan. The levy rate within the plan is calculated per square metre of additional floor space within the precinct.

The following table provides a comparison of the potential floor space achievable through both options contained within the draft Indicative Master Plan, and compares these figures with the potential floor space achievable under the current zoning and development controls applying to the precinct. Both options will result in additional floor space potential within the precinct.

Potential floor space m ²			
Zone	Current assumptions (CP 11)	Option 1	Option 2
B6 Enterprise Corridor	Nil	173,692	173,692
IN2 Light Industrial	215,495	79,670	73,443
TOTAL	215,495	253,362	247,135

Table 3
Potential Floor Space Comparison

In light of the recommendations of the draft Indicative Master Plan, an amendment to Contributions Plan No. 11 will be required. The amendment will update the works program to reflect intersection upgrades required to support future growth within the precinct.

It is noted that the cost of constructing Edwards Road has previously been investigated for funding through the use of Section 94 funds. However, it is considered that a sufficient nexus argument cannot be made to justify levying Section 94 on all properties for the construction of Edwards Road, given that the road is only likely to be used by vehicles accessing properties fronting the road. This will be reviewed based on the final Master Plan outcomes.

CONCLUSION

Significant investigations have been undertaken to inform the planning for the Edwards Road Precinct. These investigations have identified the extent of environmental constraints within the precinct and have analysed the regional and local economic factors which have been impacting on the viability of development within the precinct. An assessment has also been undertaken to identify traffic infrastructure to support the proposed land use and development controls within the draft Master Plan.

The draft Master Plan seeks to balance development potential and promote economic growth within the precinct. The exhibition of the draft Indicative Master Plan will enable the public consideration of the proposal for the subject of a further report.

IMPACTS**Financial**

The Traffic and Accessibility Assessment prepared as part of this project provides a cost schedule of road upgrades required to support future development within the precinct. The works schedule and cost estimates contained within Contributions Plan No. 11 will need to be amended in light of the recommendations contained within the Draft Indicative Master Plan. Any future amendment to Contributions Plan No. 11 will be reported to Council for exhibition.

Hills 2026

The provision of improved employment opportunities is consistent with the Hills 2026 themes of balance urban growth and a modern local economy.

RECOMMENDATION

The draft Indicative Master Plan – Edwards Road Precinct be exhibited for a period of 28 days for public comment.

ATTACHMENTS

1. Draft Indicative Master Plan – Edwards Road Precinct (28 pages)
2. Flora and Fauna Assessment, Eco Logical Australia (63 pages)
3. Economic and Employment Assessment, SGS Economics and Planning (104 pages)
4. Traffic and Accessibility Assessment, Lambert & Rehbein (93 pages)

EDWARDS ROAD INDUSTRIAL
PRECINCT

DRAFT INDICATIVE MASTERPLAN

JULY 2012

REFERENCE FP185

ATTACHMENT 1

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1. INTRODUCTION

1.1 Purpose

The Annangrove Road Light Industrial Area is a 120 hectare industrial precinct located between Rouse Hill and Box Hill. The industrial area was established in 1991 and has been unsuccessful in attracting new industrial businesses. A number of constraints such as fragmented ownership, existing bushland, topography and the historically outlying location have contributed to the slow take-up of land for development.

Council's Employment Lands Direction recognises that there is a significant opportunity to provide employment growth within the industrial area due to its proximity to Windsor Road, Rouse Hill Town Centre and the proposed Box Hill and Box Hill Industrial precincts. The Employment Lands Direction recommends that a Master Planning process be undertaken to recognise and plan for the identified site constraints and opportunities, and to encourage take up by industry. The development of a site specific Master Plan to inform the preparation of development controls will assist to identify an appropriate regulatory framework encourage balanced urban growth and build a modern local economy.

The Master Plan will therefore aim to establish a clear vision and concept for the Edwards Road Precinct. The recommendations will guide the future land uses, minimum lot size and associated development controls. The Master Plan will aim to be responsive to market requirements and emerging employment trends, whilst ensuring positive local economic and environmental outcomes for The Shire.

1.2 History

The area currently known as the Annangrove Road Industrial Area was identified for urban release in June 1989 through the gazettal of the Sydney Region Environmental Plan No. 19 – Rouse Hill Development Area (SREP 19). SREP 19 provided for the planning of urban growth in the North West of Sydney. Key to the plan was the encouragement of job opportunities by promoting the maintenance and development of local business and industries.

The land was zoned 4(b) Light Industry under the Baulkham Hills Local Environmental Plan 199, together with other urban land in June 1991 as part of Kellyville – Rouse Hill Release Areas.

Since 1991 there has been a growing awareness of the importance of bushland and native vegetation. This has been recognised in the implementation of various legislation by State and Commonwealth Governments, which are relevant to the precinct area given the extent of bushland and threatened and endangered ecological communities, flora and fauna.



2. LAND TO WHICH THIS PLAN APPLIES

The Master Plan applies to the Edwards Road Precinct which forms part of the Annangrove Road Light Industrial area. Figure 1 shows boundary of the Precinct area which covers 39.09 hectares and extends south along Annangrove Road from Murphy's Creek Bridge to Withers Road with Cattai and Seconds Pond Creek forming the eastern boundary.

The Precinct is comprised of 22 allotments as shown below :

Property	Address
Lot 13 DP 833069	332 Annangrove Road
Lot 12 DP 833069	330 Annangrove Road
Lot 34 DP 834050	328 Annangrove Road
Lot 33 DP 834050	326 Annangrove Road
Lot 32 DP 834050	324 Annangrove Road
Lot 30 DP834050	320 Annangrove Road
Lot 29 DP834050	318 Annangrove Road
Lot 28 DP834050	316 Annangrove Road
Lot 27 DP834050	314 Annangrove Road
Lot 3 DP 222080	288 Annangrove Road
Lot 2 DP 838278	286 Annangrove Road
Lot 10 563695	284 Annangrove Road
Lot 2 DP 222080	280 Edwards Road
Part Lot 2 DP 225401	31 Edwards Road
Part Crown Road	Road Reserve
Part Lot 2 DP 1032790	282 Annangrove road
Lot 2 DP 879450	278 Annangrove Road
Part Lot 2 DP 225401	31 Edwards Road
Part Lot 2 DP 1032790	282 Annangrove Road
Lot 26 DP 834050	290-312 Annangrove Road
Lot 12 DP 835727	19-25 Edwards Road
Part Lot 2 DP 1032790	282 Annangrove Road



Figure 1. Location Map

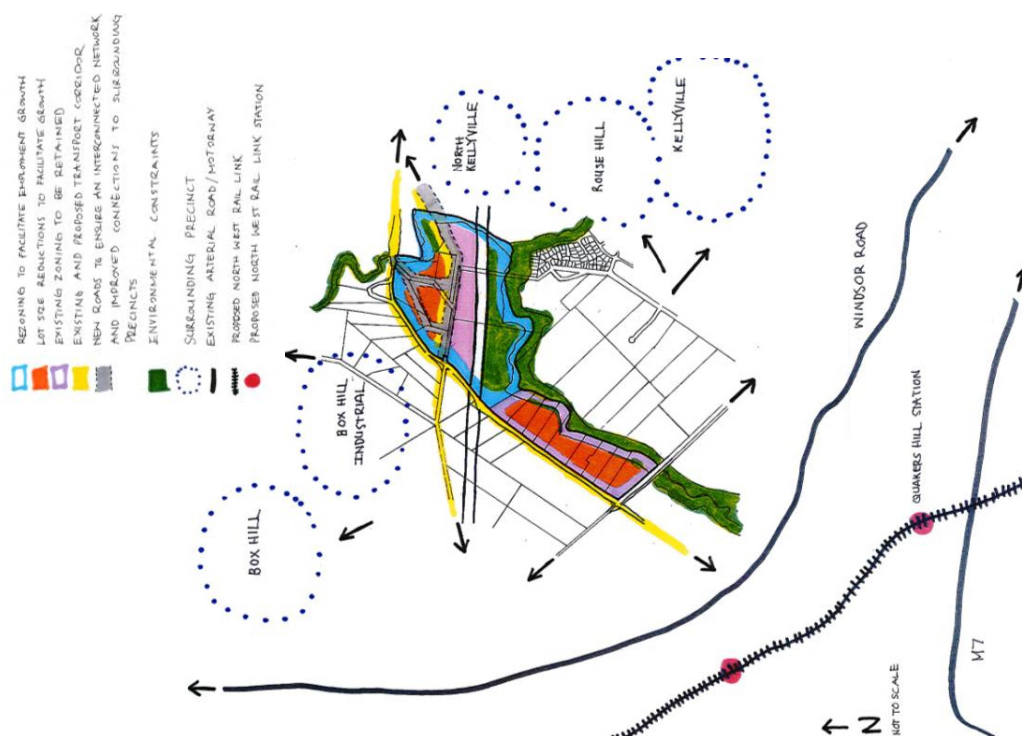


Figure 2. Objectives Map

3. VISION AND OBJECTIVES

3.1 Vision

The Master Plan has been developed to establish a clear strategic vision for the precinct. The Master Plan will guide future development through suitable zoning, minimum lot sizes and associated development controls.

The overarching vision for the site is set out below:

The vision of the Edwards Road Precinct is for a vibrant, safe and attractive employment area which facilitates safe, efficient and convenient vehicular and pedestrian movement. Development within the precinct contributes to employment generation in a manner which is sensitive to the site's unique environmental qualities.

3.2 Objectives

The following objectives are to be achieved through the implementation of the land use and development control recommendations contained within this plan.

- Establish a land use and development control response to facilitate employment generation;
- To ensure an interconnected street network which promotes safe and efficient vehicular movement within the precinct;
- Facilitate safe and convenient pedestrian movement through the identification of pedestrian access ways and footpaths;
- Improve connections with The North Kellyville Precinct, the Proposed Box Hill Precincts and the Rouse Hill Town Centre;
- Improve the visual connection between development and the public realm to by encouraging a visually attractive and consistent streetscape; and
- Minimise the impact of development on endangered and critically endangered ecological communities.

4. ANALYSIS

4.1 STATE FRAMEWORK

Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney was released in December 2010 and forms the scheduled five yearly review of the Metropolitan Strategy City of Cities: A Plan for Sydney's Future 2005. The Plan establishes the planning framework for the Sydney Region to 2036 and takes into account population forecasts, housing and employment needs, sustainability, affordability, liveability and equity.

An overarching theme within the Plan is to ensure that more jobs are located closer to homes. The Annangrove Road Light Industrial Area is within close proximity to the Rouse Hill Major Centre, the North West Growth Centre and the proposed North West Rail Link as well as being in close proximity to the M2 and M7 motorways. Given the significance of this location, the precinct is well placed to accommodate significant employment growth.

Draft North West Subregional Strategy

The Draft North West Subregional Strategy was prepared in December 2007 and outlined how the key actions contained within the Metropolitan Strategy 2005 were to be implemented at the subregional level.

The actions of the Strategy highlight that there are opportunities to revitalise existing industrial areas. The rejuvenation of underperforming employment areas is seen as critical in ensuring that the supply of employment lands appropriately aligns with the needs of industry. The Strategy recognises that there may be opportunities to increase the capacity of existing employment land through the intensification of under-utilised or vacant sites within the subregion.

The Strategy recognises that the Annangrove Road Light Industrial Area has a number of advantages with respect to its location and highlights the need for it to be preserved for industrial purposes so as to accommodate the demand generated by the North West Growth Centre. Figure 3 identifies the Edwards Road Precinct in relation to the precincts within the North West Growth Centre.

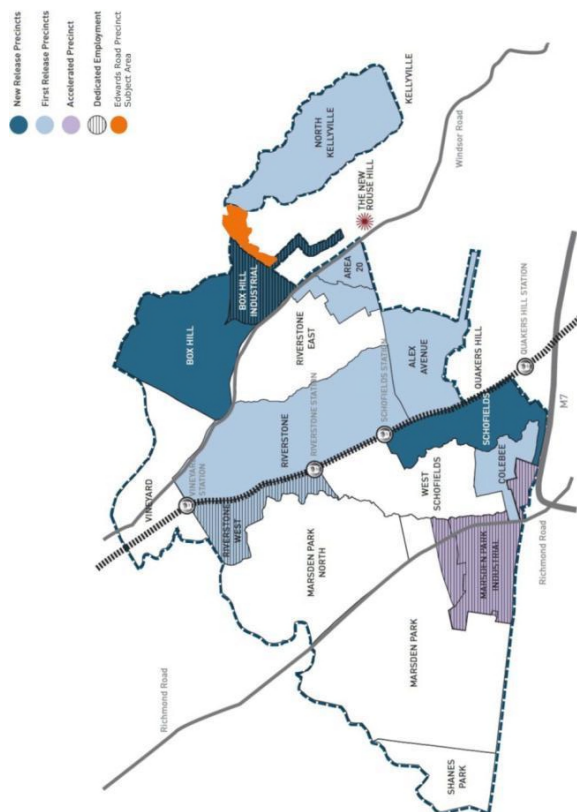


Figure 3. Location of Precinct Area in relation to Precincts within the North West Growth Centre

4.2 LOCAL FRAMEWORK

Employment Lands Direction

The Hills Employment Lands Direction establishes the overall strategic context for the planning and management of employment lands within The Shire and considers a range of issues such as land availability, growth opportunities and the revitalisation of older areas. Figure 4 identifies the Precinct area in relation to existing and planned employment lands within The Shire as identified in the Employment Lands Direction.

Objective E4 of the Employment Lands Direction recognises the importance of revitalising existing underperforming employment areas. This includes making better use of existing services and infrastructure and ensuring that building stock meets the technological needs of industry. Redeveloping older industrial areas for higher order employment uses provides opportunities for increased investment and jobs closer to home.

With specific reference to the Annangrove Road Light Industrial Area, the Employment Lands Direction highlights that the precinct has not been successful in attracting industrial businesses and suggests that this may be due to the following factors:

- Existing outlying location;
- Lack of marketable image;
- Fragmented ownership;
- Need for cooperation between landowners to achieve access in some instances; and
- Extensive vegetation including endangered ecological communities.

The Direction recognises that in order to attract businesses to the precinct a strategic planning response is required to address the identified site constraints and matters relating to accessibility.

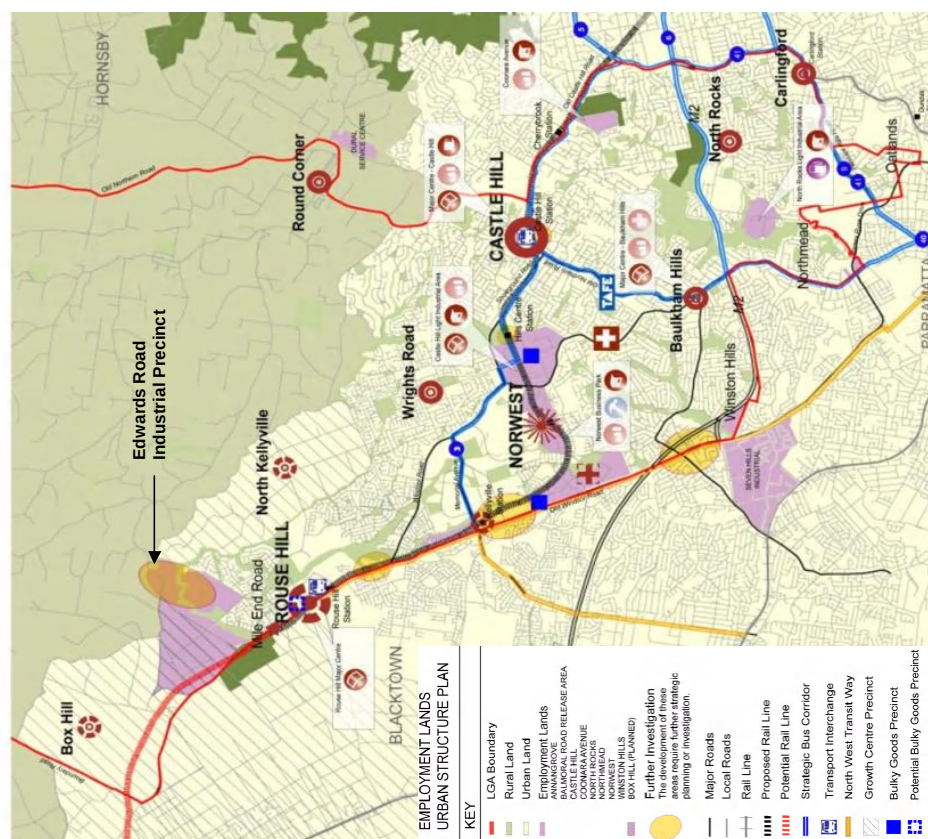


Figure 4. Location of existing and planned employment lands

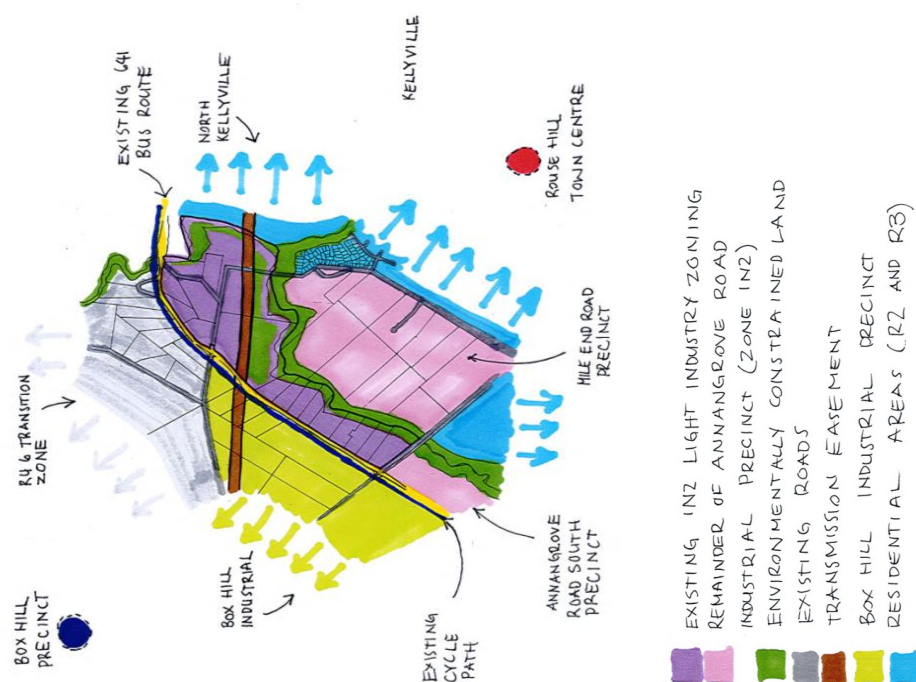


Figure 5. Existing situation

5. EXISTING SITUATION

5.1 EXISTING LOCAL CONTEXT

Despite relative historic isolation, The Edwards Road Precinct exists within a fortuitous location, surrounded by a number of areas undergoing major growth and change. It is within close proximity to the Rouse Hill Major Centre, the proposed North West Rail Link while being generally bound by the North Kellyville Precinct to the south-east and the proposed Box Hill and Box Hill Industrial Precincts to the north-west. The precinct will therefore benefit from the growth of these precincts and additional public transport services identified as part of the planning of the North West Growth Centre.

The precinct is currently served by two bus routes and an existing road based cycle path. The precinct is largely constrained by a number of environmental factors as well as a Trans Grid transmission easement to the north.

5.2 EXISTING LEP CONTROLS

The subject land is proposed to be zoned part IN2 Light Industrial and part SP2 Infrastructure with a 'Trunk Drainage' classification under *Draft LEP 2010*. There are also various sections of land adjoining Annangrove Road which are identified for local road widening and are accordingly zoned SP2 Infrastructure with a 'Local Road Widening' classification on the Land Reservation Acquisition map. It is noted that the Trunk Drainage Corridor directly adjoins Second Ponds and Cattai Creeks and is currently under the ownership of Sydney Water Corporation.

The IN2 Light Industrial zone has been applied to areas which are intended for industrial uses which are generally light in nature and which do not significantly impact on the amenity of the surrounding area. A number of development standards contained within Draft LEP 2010 also apply to the portion of the precinct zoned IN2 Light Industrial. These standards have been included within Table 2.

Minimum Lot Size	8,000m ²
Building Height	16m
Floor Space Ratio	1:1
Heritage	There is currently one item of local heritage significance at 288 Annangrove Road. The item is a farm cottage which is evidence of release of land in the centre of Nelson parish in the mid-Victorian period.

Table 2: Draft LEP 2010 Standards Applying to The Edwards Road Precinct

5.3 EXISTING DCP CONTROLS

Development within the industrial area is currently regulated through The Hills Development Control Plan Part C Section 9 – Industry. The key development controls are as follows:

Slopes greater than 20%:	Not suitable for development.
Slopes between 10 and 20%:	Applications must be accompanied by a Geotechnical report.
Setbacks to roads:	20 metre setback to roads.
Setback to creeks:	40 metre setback from the top bank of a creek.
Road frontage:	60 metre minimum road frontage.
Floor space:	50% of units may have a floor area of 100-150m ² . All other units must have a floor area of >150m ² .
Transmission easement:	Concurrence with Endeavour Energy is required for any development within the electricity easement.
Car parking	The car parking requirements are detailed within the following table.

Use	Rate
Industrial	1 space per 50m ² of Gross Floor Area, or 1 space per 2 employees, whichever is greater
Warehouse	1 space per 50m ² of Gross Floor Area
Vehicle body repair shop	1 space per 2 employees, plus 6 spaces per work bay
Sex Service Premises	1 space per room used or capable of being used for sex services plus 1 space per employee. All car parking areas shall be well lit, easy to locate and monitored by surveillance.
Visitor parking	1 space for every 2 units constructed

Table 3: DCP Car Parking Requirements

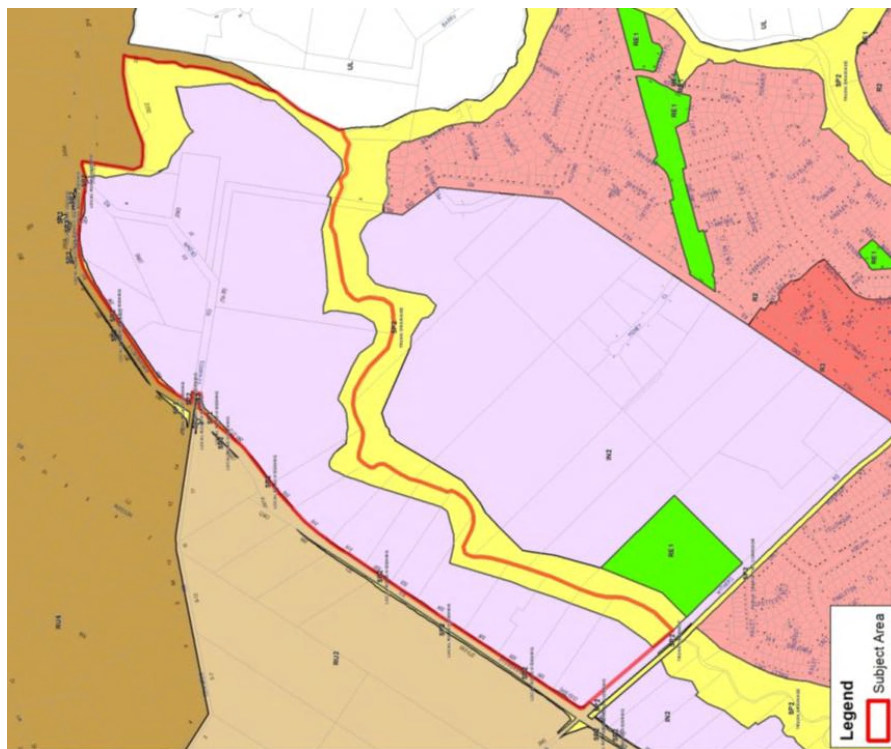


Figure 6. Current Zoning Map

5.4 CONTRIBUTIONS PLAN NO. 11 – ANNANGROVE ROAD LIGHT INDUSTRY

Contributions Plan No. 11 was adopted by Council on 9 December 2003 and amended in December 2008. The contributions plan divides the Annangrove Road Light Industrial area into three distinct precincts, which include:

- Mile End Road Neighbourhood;
- Annan Grove Road South Neighbourhood; and
- Annan Grove Road North Neighbourhood (The Edwards Road Precinct).

Based on an average of 4.6 vehicular trips per day/100 m² of gross floor space, the Contributions Plan estimates that the industrial area will generate an additional 12,481 vehicular trips per day. Of these, it has been estimated that approximately 3,189 trips will be generated within the Edwards Road Precinct.

In order to satisfy the additional demand, the Contributions Plan levies development within the whole of the industrial precinct for the following road upgrades and traffic facilities:

- Upgrade of Annangrove Road to Sub-arterial Class 1;
- Roundabout – western intersection of Annangrove Road and Edwards Road;
- Upgrade of Withers Road to Sub-arterial Class 2;
- Traffic signals at the intersection of Mile End Road and Withers Road (completed – still collecting funds);
- Bus stops / shelters along collector and sub-arterial roads surrounding the Roundabout at the intersection of Annangrove Road and Withers Road;
- Annangrove Industrial Area; and
- Mile End Road South – new alignment (completed – still collecting funds).

The cost of constructing Edwards Road has previously been investigated for funding through the use of Section 94 funds. However, a nexus does not exist to justify levying monetary contribution on all properties for the construction of Edwards Road, given that the road is only likely to be used by vehicles accessing properties fronting the road.



Figure 7. Contributions Plan No.11 – Annangrove Road Contributions Plan Map

6. OPPORTUNITIES AND CONSTRAINTS

6.1 ECONOMIC OPPORTUNITIES

In terms of regional forces of supply and demand the Edwards Road Industrial Precinct is a microcosm of the North West subregion to the extent that demand appears to be languishing while there is sufficient supply available. Based on evidence that a large portion of the potential market for industrial development may be excluded from the precinct due to existing development standards, the following opportunities exist:

- Consider reducing the minimum lot size from 8,000m² to open an opportunity for small niche developments that have a reduced capital cost to develop.
- Consider alternative land use zoning that broadens the type of uses that may occur in the precinct as set out in Table 4.
- Encourage additional floorspace on those part of the precinct free of environmental constraints by reducing setbacks in appropriate locations.

Land Use Category	Description	Recommendation
Freight and Logistics	- Warehousing and distribution activities. Includes buildings with a number of docking facilities; 'hard stand' areas with trucks or goods awaiting distribution; and large storage facilities. - Warehousing and distribution is a metro level issue with activities preferably locating close to air, sea and inter-modal inland ports, or with access to the motorway system.	Large scale is not suitable due to size of lots and location away from motorway. Small scale may be suitable.
Local light industrial and urban support	- Car service and repair, joinery, construction and building supplies; and domestic storage. - Wide range of businesses that service other business components, maintenance and support) and Subregional populations. Needed at local (LGA) to Subregional level.	Suitable.
Manufacturing – Heavy	- Large scale production activity. Likely to be characterised by high noise emission stacks; use of heavy machinery, and frequency of large trucks. - Heavy manufacturing is in decline in Sydney, but will continue to cluster in some locations such as Wentworth Park, Campbelltown/ Ingleburn etc. There are strong arguments for collocation in terms of raw material delivery and to concentrate externalities (though impacts on surrounding uses are generally moderate).	Not suitable due to proximate residential development and smaller lot sizes.
Manufacturing – Light	- Clothing manufacturing, boat building and electrical equipment manufacturing - Small scale production) with lower noise and emission levels than heavy manufacturing.	Suitable.
Urban Services	- Concrete batching, waste recycling and transfer, construction and local and state government depots, sewerage, water supply, electricity construction yards. - These typically have noise dust and traffic implications and need to be isolated or buffered from other land uses. Needed in each sub-region.	Not suitable due to proximate residential development and smaller lot sizes.
Office	- Administration, clerical, business services, research. - Office buildings that are independent (i.e., are not ancillary to another use on site) and likely to accommodate a significant number of administration staff (>10 people).	Straight office type development is not suitable due to fringe location, lack of supporting population and to protect industrial nature of area. Also, inconsistent with NSW planning framework.
Business / Office Parks	- Integrated warehouse, storage, R&D, 'back-room' management and administration with typically a higher office component. - Campus style environments such as the IBM site in West Pennant Hills	Smaller business park type uses are suitable. Larger campus style business parks are not suitable.
Retail Bulky Goods	Typically large, one-story buildings surrounded by car-parking, usually located out of centre and in high exposure (main road) locations.	Not suitable. Inconsistent with NSW planning framework.

Table 4 – Suitable land uses

6.2 ENVIRONMENTAL CONSIDERATIONS

Flora and Fauna

There are three identified vegetation communities within the precinct. These include Shale Sandstone Transition Forest (SSTF), River-Flat Eucalypt Forest (REEF), and Cumberland Plain Woodland (CPW). CPW is listed as a critically endangered ecological community under both the NSW Threatened Species Conservation Act 1997 (TSC 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. The extent of these communities is included on the following map.

Bushfire Prone Land

Much of the precinct is identified as bushfire prone, containing Vegetation Category 1 and buffer. Land identified as Category 1 generally consists of forests, woodlands, heath lands, pine plantations and wetlands.

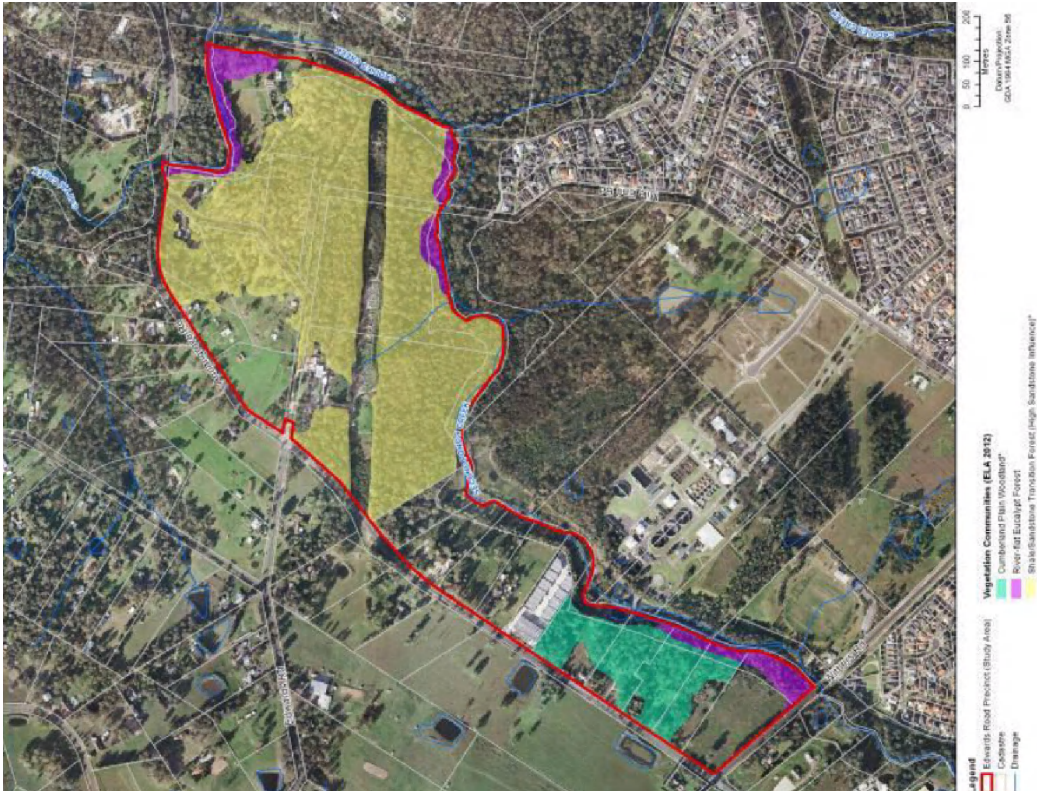


Figure 8. Vegetation Communities

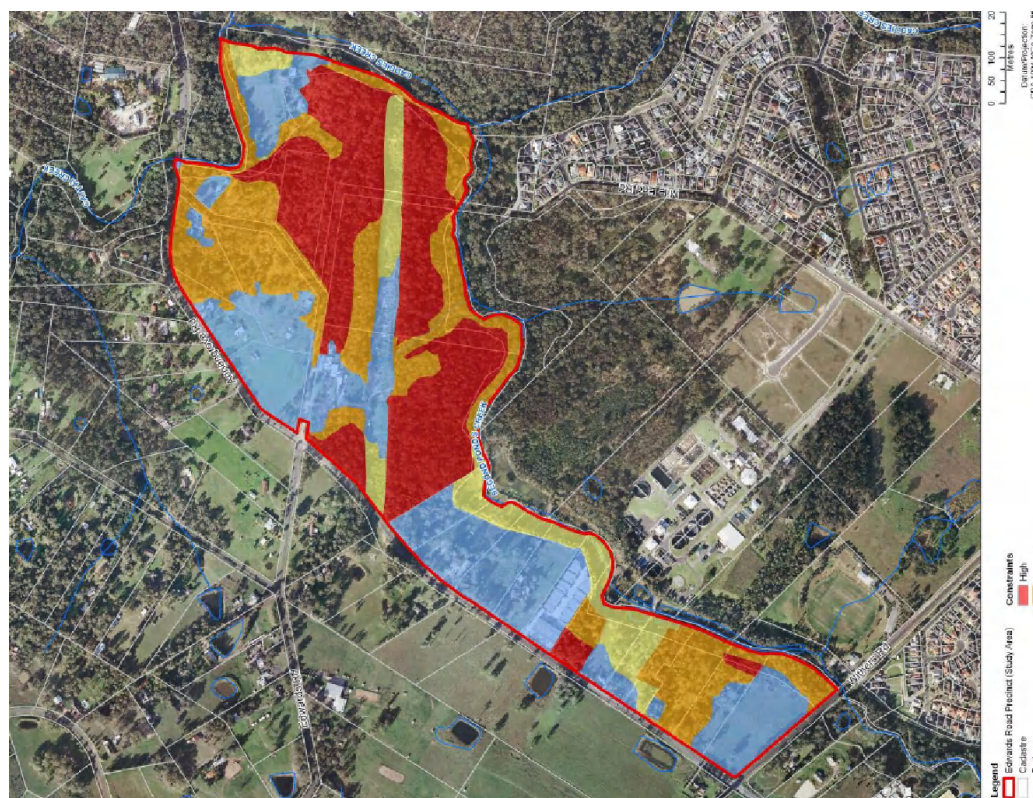


Figure 9 – Ecological Constraints

Ecological constraints

An ecological constraints assessment was undertaken to assign areas within the precinct with a high, moderate, low, or very low ecological constraint. These areas are included on the following map.

Waterways and Flooding

A previous study undertaken by Sydney Water of land within the Trunk 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 Draft LEP 2010. However it was also identified that certain sections of the precinct extend below the 1 in 100 ARI.



Figure 10. Slope analysis

Slope

Land along Annangrove Road (the southern strip of the precinct) is generally flat with a moderate easterly slope toward the Second Ponds Creek. The northern end of the precinct slopes steeply towards Second Ponds Creek, Cattai Creek and Murphy's Bridge. The slope in this area of the precinct is aggressive and must be addressed as part of future land use and development decisions for the precinct. The map to the right displays the extent of slope within the precinct



Figure 11. Riparian corridors

Riparian Corridor

As part of the preparation of this draft Master Plan an indicative riparian corridor was established to highlight the extent of land between the terrestrial environment and the watercourses that traverse the precinct. Riparian corridor distances have also been applied to the waterways and tributaries in accordance with the riparian specification criteria established by the NSW Office of Water.

Second Ponds Creek and Cattal Creek form the eastern and southern boundaries of the precinct. Contour and waterway maps also show the presence of multiple tributaries extending from Annangrove Road to these waterways. This is displayed in the map to the right.

6.3 HERITAGE

Road (Lot 3 DP 222080) and is listed as an item of local heritage significance under Schedule 5 of *The Hills Local Environmental Plan 2012*. The statement of significance for the item provides the following:

'Farm cottage on medium sized grant and is evidence of release of land in the centre of Nelson parish in the mid-Victorian period for agriculture.'

The farm cottage is a symmetrical house of rock faces stone laid in courses, under a hipped iron roof consisting of the following features:

- Two stepped brick chimneys;
- Symmetrically placed bullnose verandah to three sides;
- Narrow vertical sash window;
- Outbuildings – stone privy, sawn timber shed with bark ceilings, under steep hipped iron roof.



Figure 12. Location of heritage item

6.4 CONSTRAINTS AND OPPORTUNITIES SUMMARY TABLE

Consideration	Constraint	Opportunity
Subdivision Pattern and Allotment Size	The existing minimum lot size control results in large developments with high capital cost therefore limiting feasibility in a depressed market.	Provide an opportunity of smaller niche development by reducing the minimum lot size in appropriate locations.
	Lots in the southern frame of the precinct are long and narrow which require consolidation to develop.	
Siting and Streetscape	The existing front setback requirement of 20m for all roads encourages vehicular parking to the front of development.	Encourage additional floorpace on those part of the precinct free of environmental constraints by reducing setbacks in appropriate locations.
	Existing setbacks reduce the developable area on sites with environmental constraints.	Parking provision would be moved to areas at the rear of buildings and within building undercroft areas
Natural Environment	Endangered and Critically Endangered Ecological Communities are present within the precinct. This restricts the area of potential development and will increase the cost of redevelopment.	Minimise impact on high quality vegetation with good connectivity to existing corridors. Utilise opportunities to offset the loss of vegetation using biodiversity offsets.
	The north of the precinct is additionally constrained by steep topography The precinct contains land within the Flood Planning Level Much of the precinct area is bushfire prone land	
Transmission Easement	The north of the precinct is traversed by the Sydney West to Sydney North TransGrid transmission line. TransGrid strictly prohibits the construction of houses, buildings and other substantial structures within transmission easements.	
Public Transport	The frequency of public transport (bus and rail) through the precinct is currently limited	The precinct is located along existing arterial roads and future public transport infrastructure. The delivery of the North West Rail Link and planned bus services will significantly improve access to the precinct.
	New roads add additional cost to subdivision.	Facilitates access to smaller lots. Removes need for cul-de-sac roads or access hedges. Improves vehicle access and road safety. Provides increased visibility for developments to the street.
Interconnected Road Network		

Pedestrian Connectivity and Cycleways	Existing roads discourage pedestrian and bicycle access.	Improve accessibility for employees and visitors.
	District connectivity dependent upon upgrade of existing roads. Footpaths and cycleways add to development cost.	Attract customers to new businesses. Enhance attractiveness of development to encourage investment.
Heritage	An old farm cottage at No. 288 Annangrove Road is listed as an item as local heritage significance under Schedule 5 of The Hills Local Environmental Plan 2012	Adaptive reuse in appropriate development.
Employment Generation	Market demand for new floorspace.	Provide jobs closer to home.
	Access to skilled workforce.	Multiplier effect on local economy.

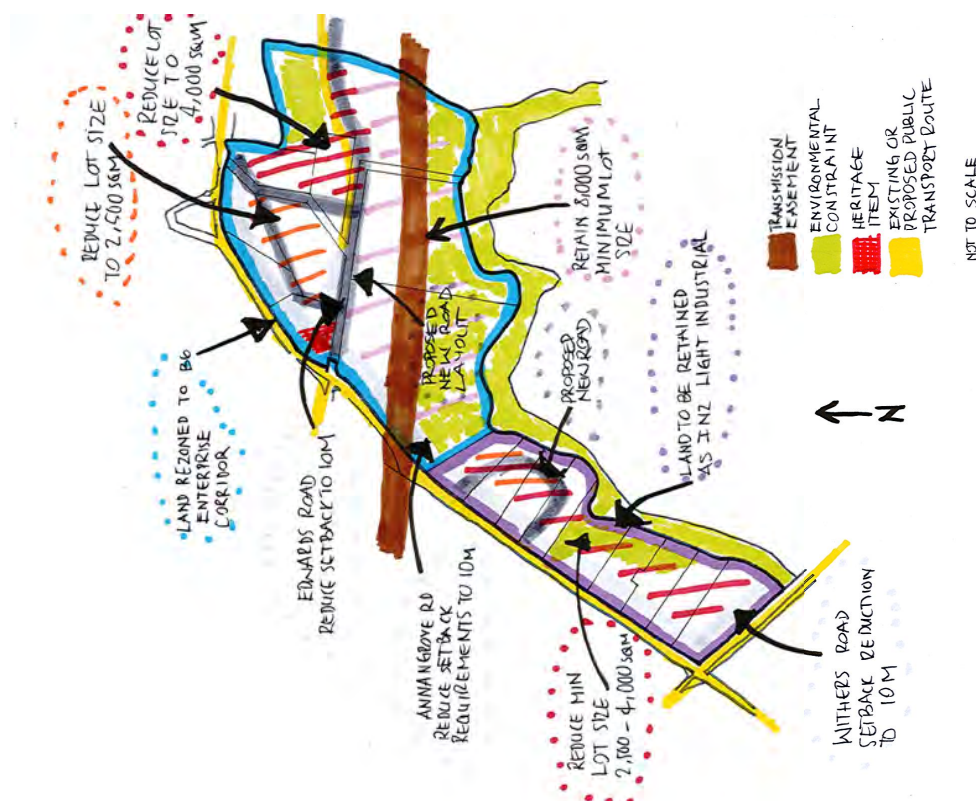


Figure 13. Strategic Vision

7. STRATEGIC VISION

7.1 Recommended Direction

Based on the proposed vision and objectives for the Precinct, existing constraints and opportunities, it is proposed that the most appropriate land uses are light industrial and business uses.

The introduction of business and office uses is most appropriate in the northern frame of the precinct to provide additional opportunities that may improve the feasibility of development on land that is highly constrained. To ensure that the northern frame remains available for industrial uses, a B6 Enterprise Corridor Zone is considered appropriate.

To support the feasibility of smaller niche developments, it is proposed that a reduction of the minimum lot size in appropriate locations with associated local roads would improve the feasibility of development. Where sites have access to an internal local road, the following standards should be reduced to reflect the smaller lot size:

- Minimum lot width of 40m to provide lots of an appropriate dimension; and
- reduced building setbacks to reflect smaller lot dimensions.

The existing maximum floor space ratio of 1:1 and building height of 16m should be retained.

Figure 13 outlines the key strategic land use objectives, constraints and opportunities that have been addressed by the Master Plan.

7.2 Land Use

Local light industrial and other commercial opportunities uses are the most appropriate and sensitive to the site.

The southern frame of the precinct, extending from Withers Road to 314 Annangrove Road, will be retained as IN2 Light Industrial. This zone will be retained for light industrial and urban support type uses. This will also provide consistency the future industrial development within the Proposed Box Hill Industrial Precinct.

The northern frame of the precinct is to be rezoned to the B6 Enterprise Corridor. This will continue to permit light industrial uses whilst providing additional commercial opportunities by way of permitting business and office premises. The proposed land uses are displayed in the map to the right.

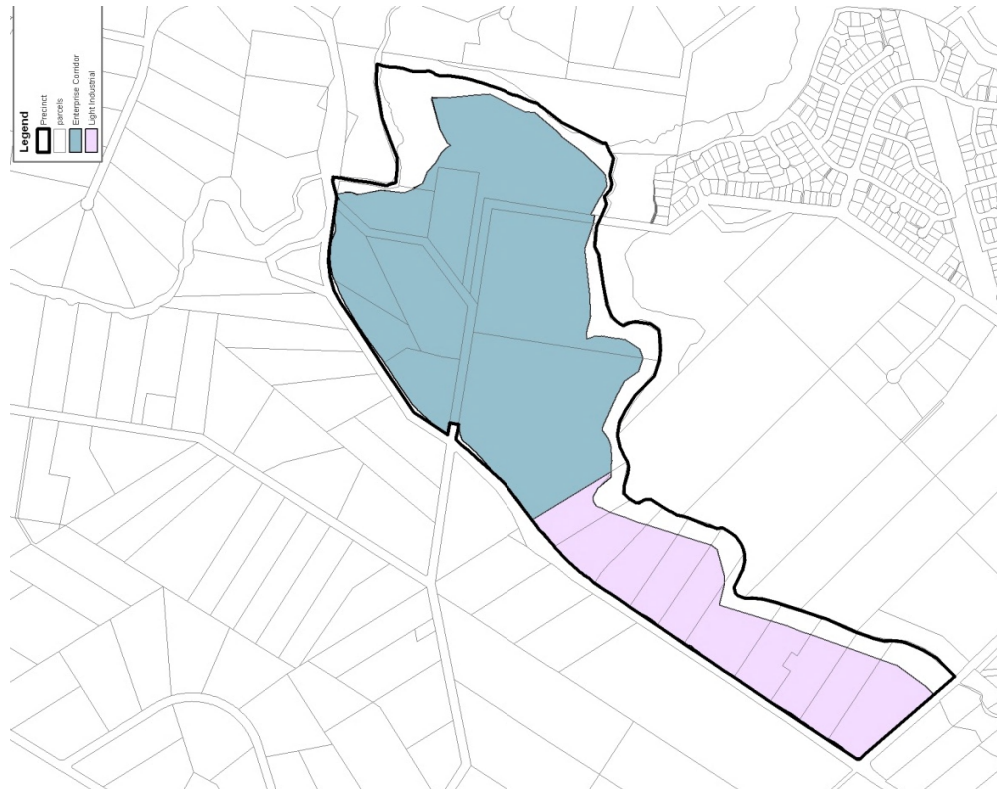


Figure 14. Land use

7.3 Connectivity

Two possible road layouts have been proposed within the Master Plan as shown in Figure 15 to reflect the two minimum lot size options. Both road layouts provide future connectivity to the North Kellyville Precinct and will provide for safe and efficient vehicular movement through the Precinct.

The road layout options will enable future development to occur within without the requirement for cul-de-sacs or undue reliance on battle-axe style subdivisions.

The precinct is currently served by two key bus routes being Route 608 and Route 641. Additional bus services are proposed as part of the planning for the North West Growth Centre. These additional routes will connect the Edwards Road Precinct with Box Hill, North Kellyville, Rouse Hill and Riverstone.

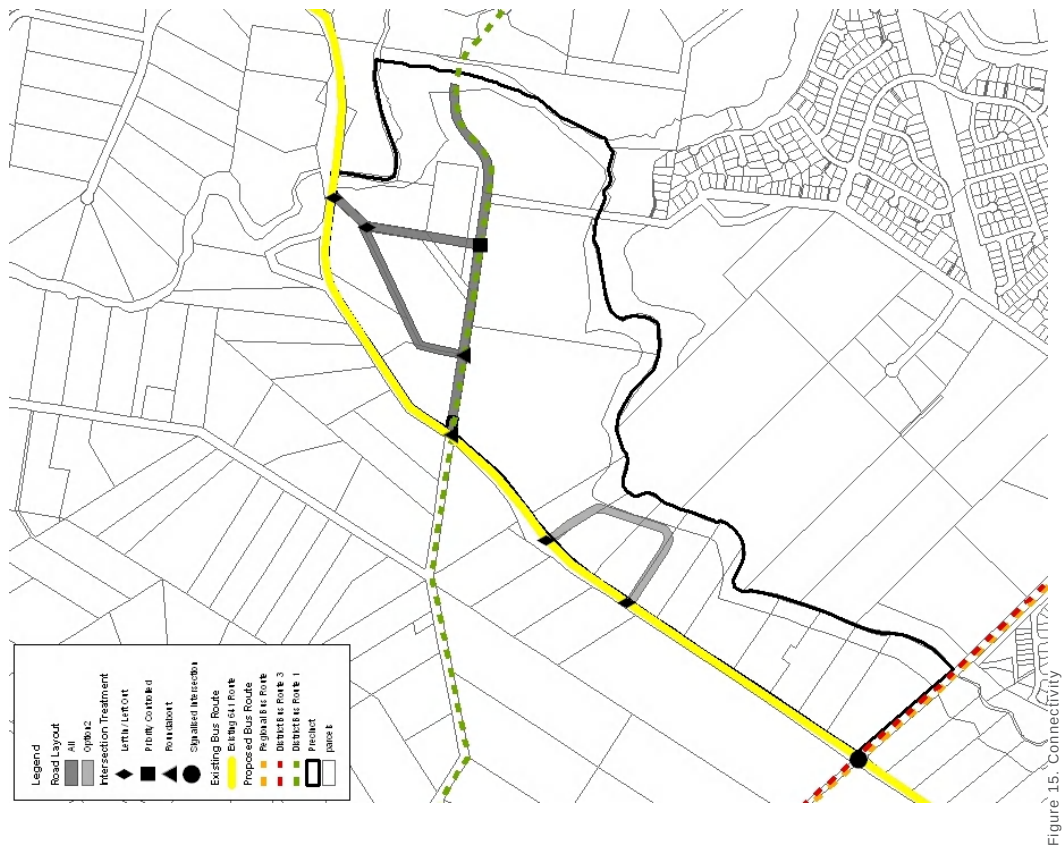


Figure 15. Connectivity

7.4 Access

The construction of footpaths along the sub-arterial roads has been identified as part of the future upgrades to both Annangrove Road and Withers Road. Footpaths along future internal roads must be provided by developers as part of individual development proposals.

There are two existing cycle paths within the vicinity of the Edwards Road Precinct. These paths are located along Windsor Road and Annangrove Road. Two additional routes have been proposed to connect the Box Hill and Box Hill Industrial Precincts with both the North Kellyville Precinct and the Rouse Hill Town Centre. The existing and proposed access arrangements are illustrated in Figure 16.

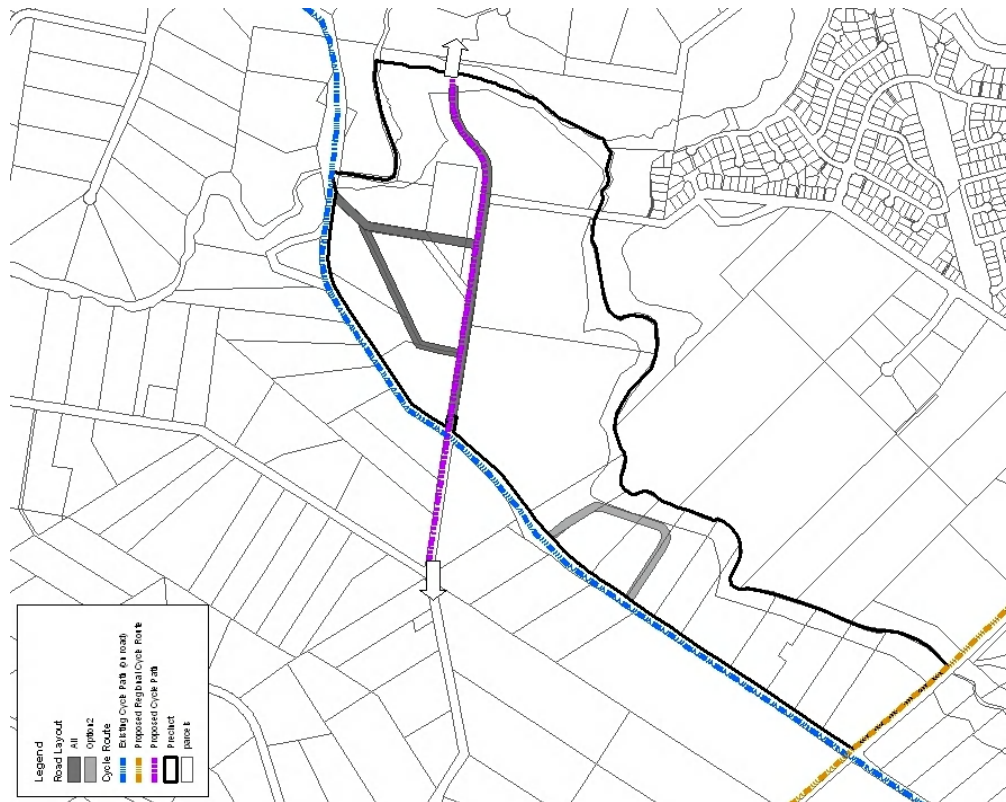


Figure 16. Access

7.5 Built Form

Opportunity to reduce the minimum allotment width to 40 metres along all roads so as to facilitate lots with an appropriate dimension.

Consider reducing the minimum front building setback to Annangrove Road, Withers Road and Edwards Road to 10 metres with a 5 metre front building setback to all other roads.

The minimum side and rear setback should be retained at 5 metres for buildings and 2 metres for ground level car parking. The minimum creek setback should be retained at 40 metres from the top bank of the creek or otherwise to the requirements of the Office of Environment.

Car parking areas should be located to the side and rear of development and behind the front building setback to provide an attractive streetscape.

Where possible, entry and egress points to development are to be shared so as to minimise access points to public roads.

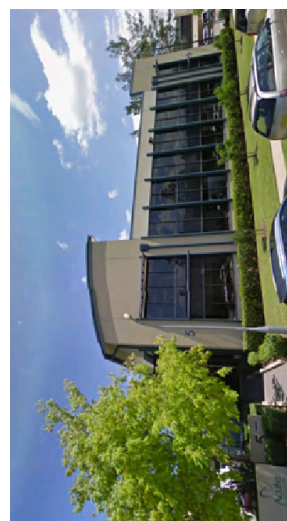
The maximum height of building requirement should be retained at 16 metres.

The maximum floor space ratio should be retained at 1:1 to provide developments of appropriate scale.

7.6 Public Space and Landscaping

All front setback areas should be landscaped to include mix of trees, shrubs and groundcovers that are endemic to the locality.

Examples illustrating these approaches (built form and landscaping) are displayed below and right.



8. INDICATIVE DRAFT MASTERPLAN

8.1 CONCEPT PLAN

The Concept Plan provided in Figure 17 outlines the proposed structure of the precinct based on the proposed land uses and development controls outlined within the draft Master Plan. The concept plan is comprised of the following features:

- Retain IN2 Light Industrial Zone in the southern frame of the Precinct and rezone the northern frame to B6 Enterprise Corridor Zone.
- Identification of constrained land due to slope and vegetation.
- New local roads to support orderly development and access to the North Kellyville Precinct.
- Upgrade to planned signalised intersection of Annangrove Road and Wither Road to accommodate a four lane configuration in each direction with turning bays.
- Two lane roundabout at the intersection of Annangrove Road and Edwards Road.
- Two lane roundabout at the first internal intersection of Edwards Road transitioning to a single lane in each direction for the remainder of the Precinct.
- Signpost control for remaining intersection.



Figure 17. Concept Plan

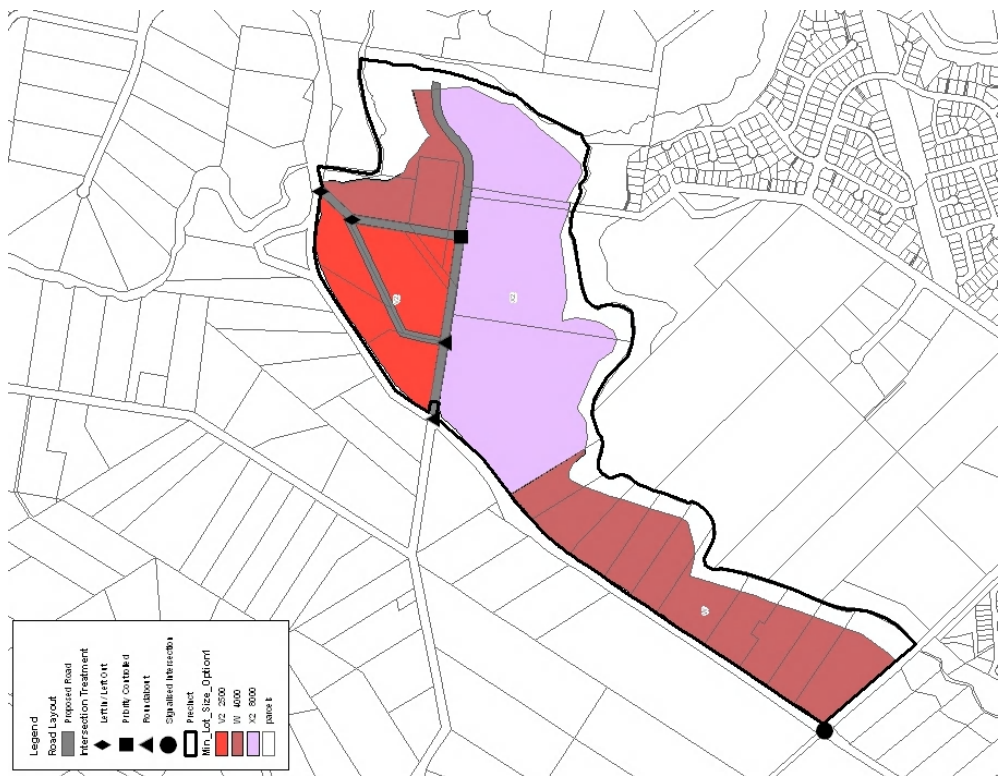


Figure 18. Option 1

8.2 OPTION 1:

Northern and Southern Frames - Minimum Lot Size Reductions and new road layout

Within the northern frame it is proposed that the minimum lot size be reduced to 2,500m² west of the Crown Road and 4,000m² for land east of Crown Road. The allocation of the minimum lot size reflects the extent of the environmental constraints within this portion of the precinct.

The minimum lot size for the southern frame of the precinct, zoned IN2 Light Industrial, may be reduced to 4,000m².

For land south of Edwards Road within the northern frame the minimum lot size should remain at 8,000m² to ensure that vegetation south of the transmission easement is not isolated as part of any future subdivision proposal.

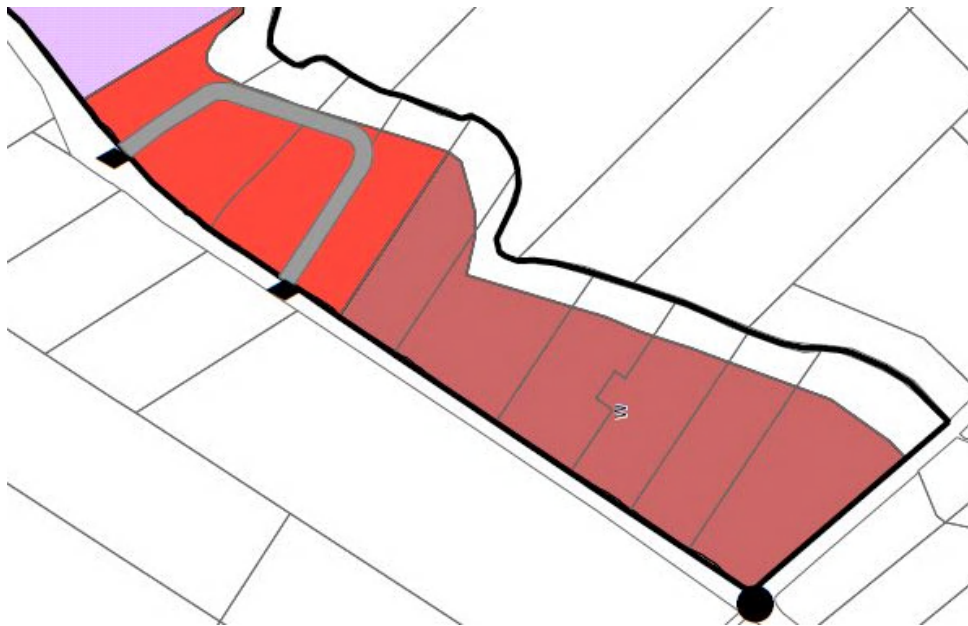


Figure 19. Option 2

8.3 OPTION 2:

Southern Frame - Minimum Lot Size Reduction and new road layout

Option 2 proposes a minimum lot size of 2,500m² for land between the strata development at 322 Annangrove Road and the northern frame. As these lots are deep (approximately 200 metres), an internal road is proposed to enable vehicular access to the rear of these properties.

9. RECOMMENDED DEVELOPMENT CONTROLS

9.1 LOCAL ENVIRONMENTAL PLAN

As outlined it is proposed that the southern frame of the precinct, extending from Withers Road to 314 Annangrove Road be retained as IN2 Light Industrial.

The objectives of the IN2 Light Industrial Zone are as follows:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.
- To provide for a range of urban support services to serve the needs of surrounding residents and workers in the locality.
- To facilitate the development of freight and logistics operations to enhance the viability and use of employment lands.
- To accommodate temporary overnight accommodation for the working population and businesses in the area.

The remainder of the precinct will be rezoned to the B6 Enterprise Corridor zone.

This zone is considered to be the most appropriate zone for this location as it will continue to permit light industrial uses whilst providing additional commercial opportunities by way of permitting business and office premises. The objectives of the B6 Enterprise Corridor Zone are as follows:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses) and residential uses (but only as part of a mixed use development).
- To maintain the economic strength of centres by limiting retailing activity.
- To provide for residential uses, but only as part of a mixed use development.

9.2 DEVELOPMENT CONTROL PLAN

It is further recommended that, subject to consultation outcomes on the Draft Master Plan, draft amendments to The Draft Hills Shire Development Control Plan 2012 be exhibited to include the specific controls for the Edwards Road Precinct.

It is recommended that the Hills Shire Development Control Plan be amended to

Development Sites

1. Minimum frontage to all roads is 40 metres.
2. Battle-axe shaped lots will not be encouraged within the Precinct, however may be considered on merit based on site constraints.
3. The site area of battle axed shaped lots must comply with the Lot Size Map within Draft LEP 2010. The area of the access handle must not be included in the measurement of the site area.

Building Setbacks

1. The front setbacks should be as follows:

Primary street frontage	Setback
Annangrove Road north of Withers Road*	10m
Withers Road (north side of Withers Road between Annangrove Road and Second Ponds Creek)	10m
Edwards Road	10m
Other Roads	5m

2. The minimum side and rear setback is to be retained at 5 metres for buildings and 2 metres for ground level car parking.
3. The minimum creek setback will be retained at 40 metres from the top bank of the creek or otherwise to the requirements of the Office of Environment.

Building Materials

1. A minimum 30% of the front elevation of the building façade should be of glass or other transparent materials.
2. Where long, continuous building lines (façades) over 10m are present along a street frontage, visual relief shall be provided by any one or more of the following:
 - a. varying the façade alignment
 - b. using varying external finishes (texture and colour), providing glass curtain walls;
3. Locate office facilities along the façade.
4. Roller shutters, loading docks and work areas shall not be visible from a public place.
5. Open storage areas should be located within the developable area excluding Asset Protection Zones, at the rear of buildings and not in public view. Landscaping or other screening measures should be incorporated into the site design to reduce visual impact of storage areas from adjoining sites.
6. Building entries shall be clearly visible from the street.

Fencing

1. Fencing shall only to enclose the developable area of a site.
2. Fencing shall not obstruct the view of landscaping from the street or a driver's view (from the driveway) of the road.
3. Fencing must be open-style metal fencing (e.g. black wire mesh fencing).

Landscaping and Tree Preservation

1. All setback areas shall be landscaped and maintained.
2. Landscaping may include a mix of trees, shrubs and groundcovers that are endemic to the locality.

Car Parking

1. Car parking areas are to be provided to the rear or side of development.
2. For properties which adjoin a public road, no car parking will be permitted within the front building setback.

Vehicular Access

1. Entry/egress points (access roads) to developments shall be shared so as to minimise access points to public roads.
2. Proposed roads must be consistent with the indicative road layout.
3. When locating access points consideration must be given to:

- a. The potential isolation of any adjoining lots.
- b. The safety of the proposed access point for pedestrians and vehicles, in terms of vehicular speeds, sight lines, proximity to other existing and proposed access points.

Flood Controls

1. This control applies to all land within the Edwards Road Precinct which:
 - a. adjoins land zoned SP2 Infrastructure (Stormwater Management System), or
 - b. is affected by an overland flowpath.
2. A flood study, prepared by a professional engineer who specialises in hydraulic engineering and a professional engineer who specialises in civil engineering, must be submitted with any development application on land to which this control applies. The flood study must be prepared in accordance with the **Floodplain Development Manual** published by the NSW Government in April 2005.
3. Development on land to which this control applies must:
 - a. Have any habitable floor levels equal to or greater than the Flood Planning Level;
 - b. Have the part of the development at or below the Flood Planning Level, constructed of flood compatible material, suitable for retaining structural integrity during and following long periods of continuous under water immersion;
 - c. Be able to withstand the forces of floodwater, debris and buoyancy up to the Flood Planning Level, and
 - d. not increase flood affectation elsewhere in the floodplain;
 - e. have reliable flood free access for pedestrians and vehicles from the development, at a minimum level equal to the Flood Planning Level;
 - f. have driveways between car parking spaces and the connecting public roadway that will not be inundated by a depth of water greater than 0.3m during a 100 year ARI (average recurrent interval) flood event.
 - g. All service conduits located below the Flood Planning Level would need to be made fully flood compatible and suitable for continuous under water immersion. Conduits would need to be self-draining if subjected to flooding.
 - h. Any dangerous and hazardous materials not to be stored below the Flood Planning Level.
4. Structural elements of any buildings below the FPL would need to be assessed and certified by a specialist structural engineer experienced in riverine hydraulic processes having regard to the items in Section 3. Design and certification for required structural elements would need to be assessed against the predicted 100 year ARI flood flow behaviour.

5. If a word or expression used in this control is defined in the Floodplain Development Manual, the word or expression has the same meaning as it has in that Manual unless it is otherwise defined in this clause.

Habitable floor area means:

- a. In a **residential situation**: a living or working area, such as a lounge room, dining room, rumpus room, kitchen, bedroom or workroom;

- b. In an **industrial or commercial situation**: an area used for offices or to store valuable possessions susceptible to flood damage in the event of a flood.

Average Recurrence Interval (ARI) is the long-term average number of years between the occurrence of a flood as big as (or larger than) the selected event.

9.3 DEVELOPMENT CONTRIBUTION PLAN RECOMMENDATIONS

The following table provides a comparison of the potential floor space achievable through the in light of the two options contained within the Draft Master Plan, and compares these figures with the potential floor space achievable under the current zoning and development controls applying to the precinct. As can be seen both options will result in additional floor space potential within the precinct.

Potential floor space m ²			
Zone	Current assumptions (CP 11)	Option 1	Option 2
B6 Enterprise Corridor	Nil	173,692	173,692
IN2 Light Industrial	215,495	79,670	73,443
TOTAL	215,495	253,362	247,135

Potential Floor Space Comparison

In light of the recommendations of the Master Plan, an amendment to Contributions Plan No. 11 will be required. The amendment will update the works program to reflect intersection upgrades along Annangrove Road which will be required to support future growth within the precinct.