

EDWARDS ROAD INDUSTRIAL PRECINCT

MASTER PLAN

FEBRUARY 2013

REFERENCE FP185

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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.

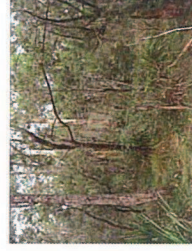
The Master Plan will therefore aim to establish a clear vision and concept for the Edwards Road Precinct. The recommendations will guide the future land uses, minimum lot size and associated development controls. The Master Plan will aim to be responsive to market requirements and emerging employment 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 Baulkham Hills Local Environmental Plan 1991, together with other urban lands 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 DP 834050	320 Annangrove Road
Lot 29 DP 834050	318 Annangrove Road
Lot 28 DP 834050	316 Annangrove Road
Lot 27 DP 834050	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	20 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

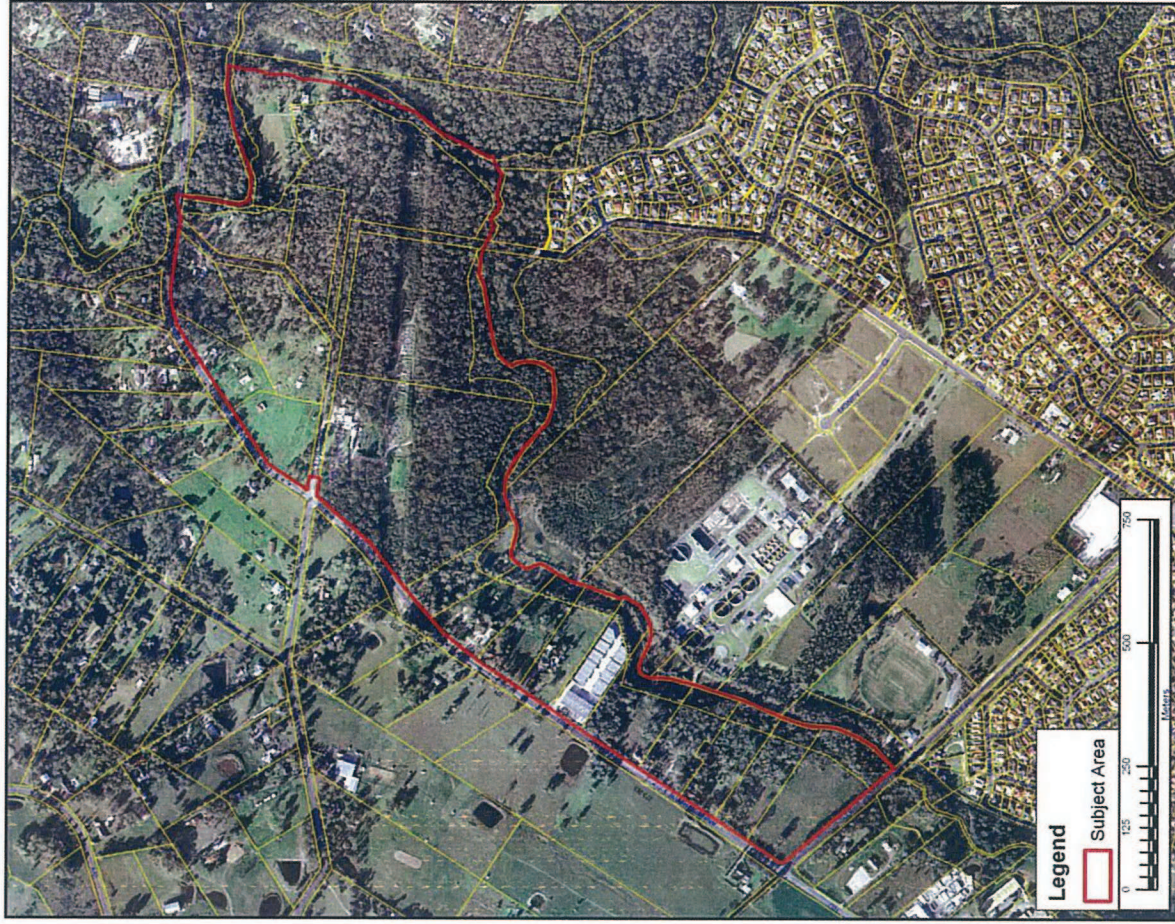


Figure 1. Location Map

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 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.

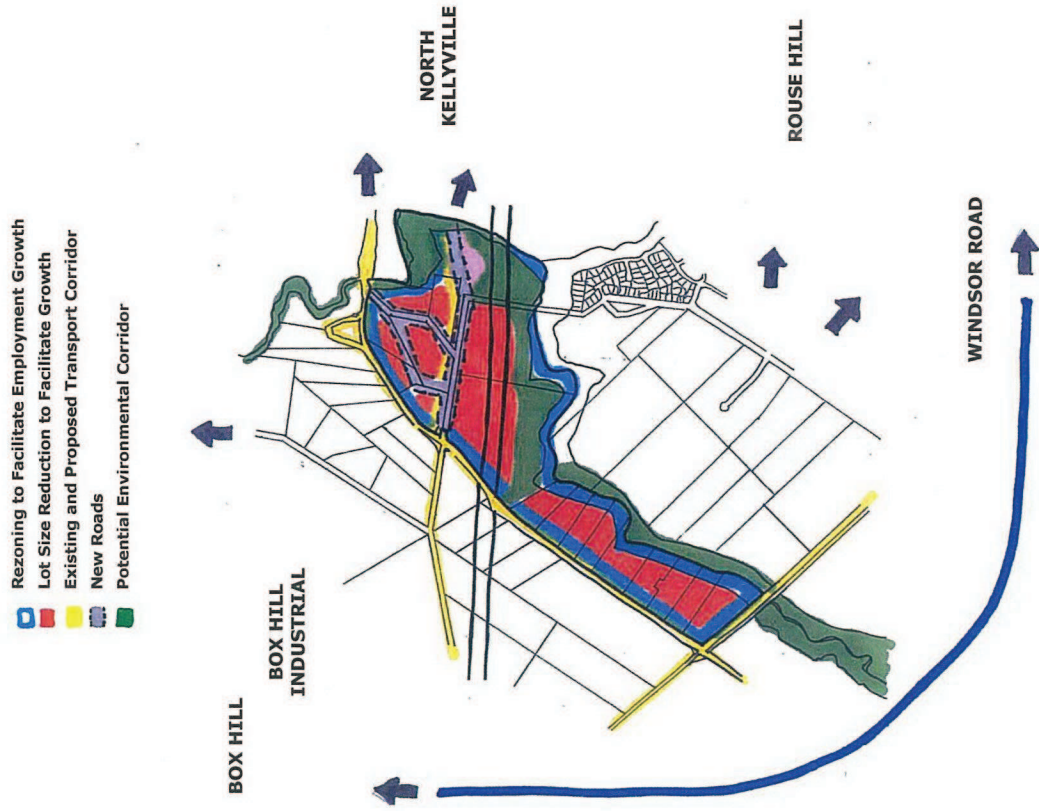


Figure 2. Objectives Map

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 Sydney: 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.

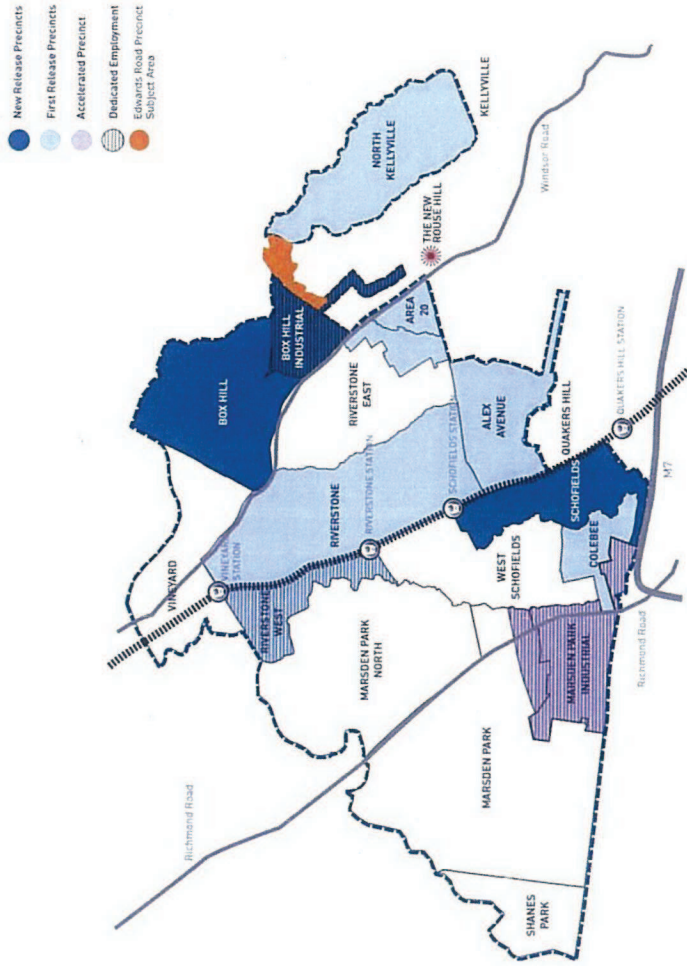


Figure 3. Location of Precinct Area in relation to Precincts within the North West Growth Centre

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.

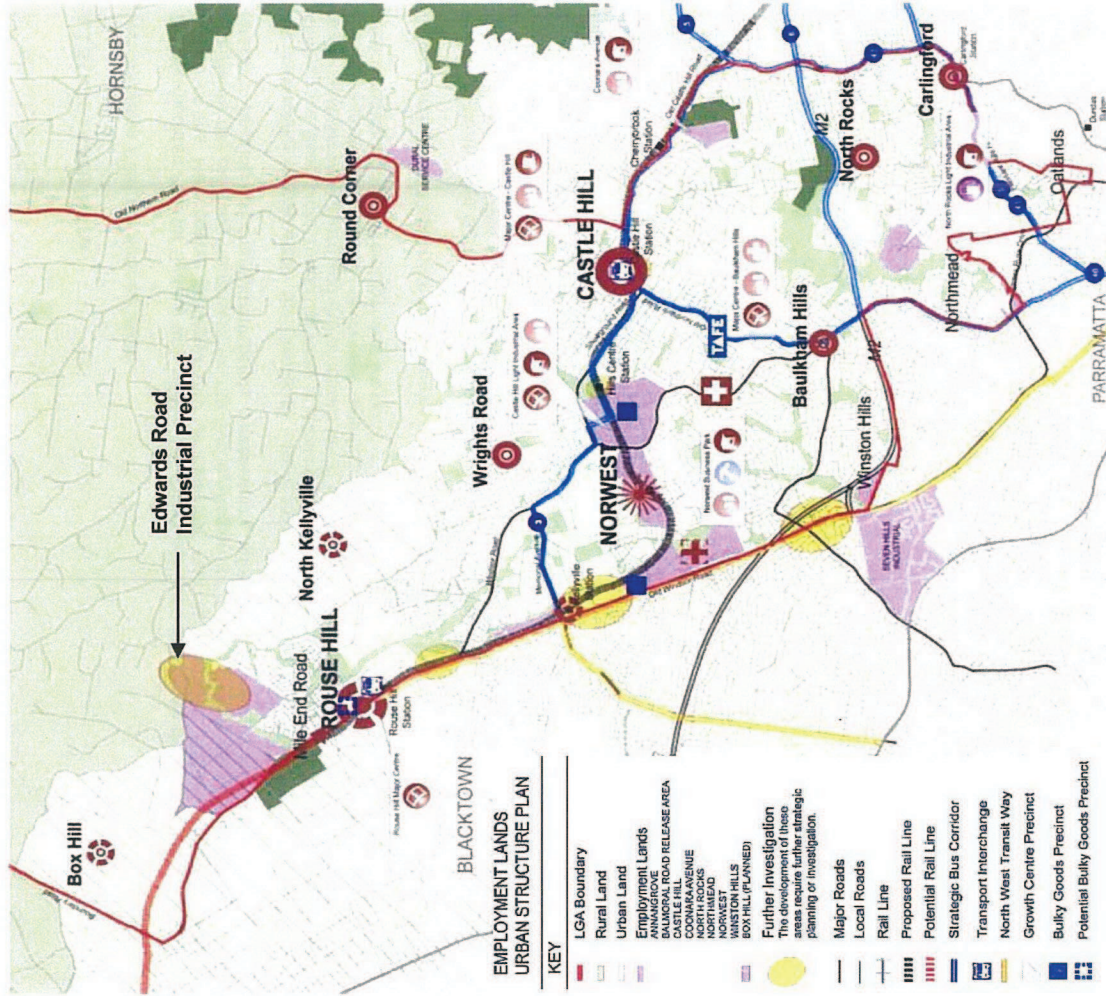


Figure 4. Location of existing and planned employment lands

5.1 EXISTING LOCAL CONTEXT

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.

The subject land is zoned part IN2 Light Industrial and part SP2 Infrastructure with a 'Stormwater Management System' classification under *LEP 2012*. There are also various sections of land adjoining Annan Grove 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 Drainage Corridor directly adjoins Second Ponds and Cattai Creeks and is currently under the ownership of Sydney Water Corporation.

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

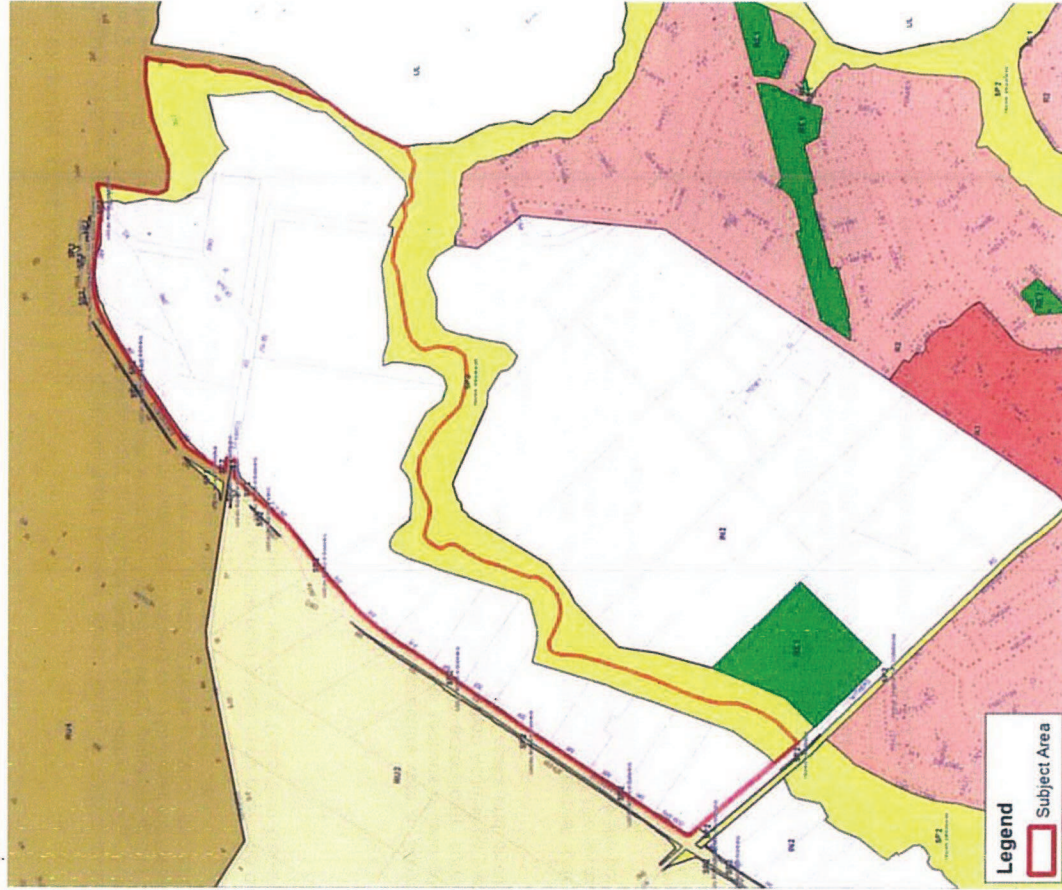


Figure 6. Current Zoning Map

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;
- Annangrove Road South Neighbourhood; and
- Annangrove 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);
- 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).

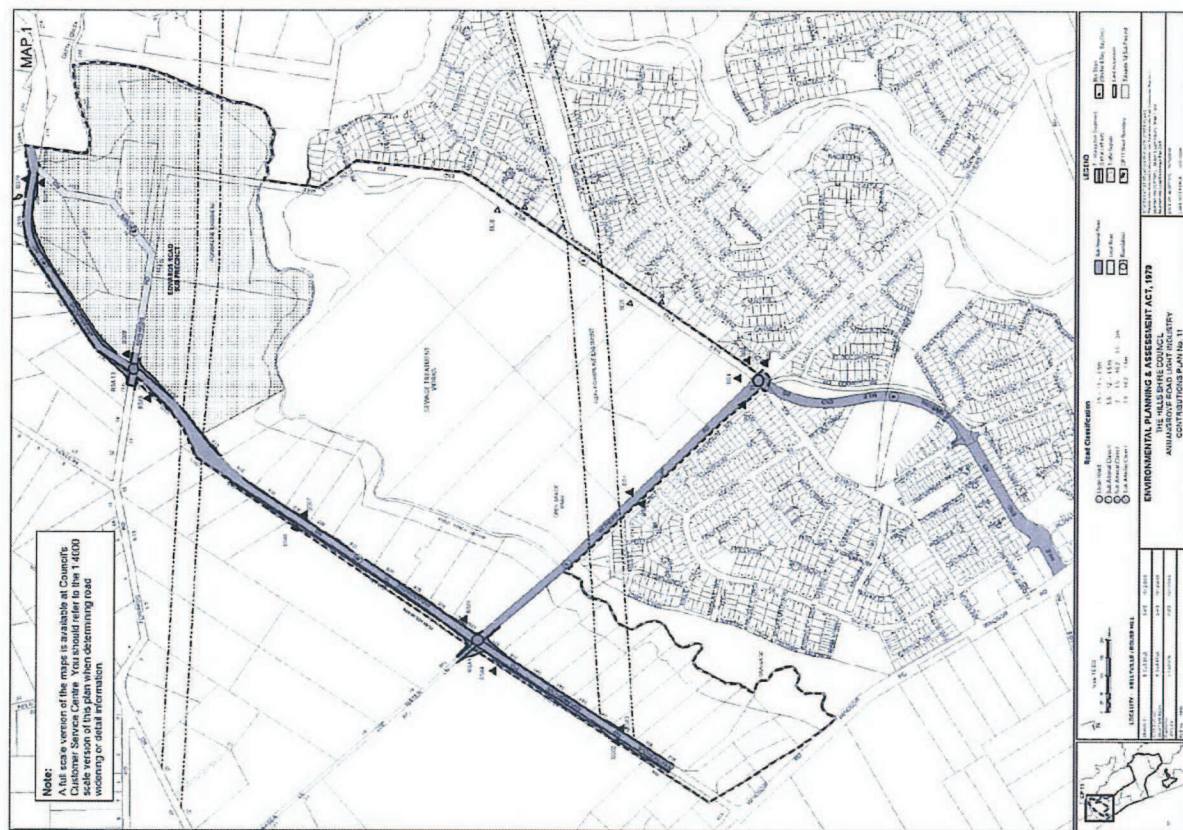


Figure 7. Contributions Plan No.11 – Annangrove Road Contributions Plan Map

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 floor Space on those parts 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. - 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 (LSA) to Subregional level. - 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). - Clothing manufacturing, boat building and electrical equipment manufacturing - Small scale production with lower noise and emission levels than heavy manufacturing.	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		Suitable.
Manufacturing – Heavy		Not suitable due to proximate residential development and smaller lot sizes.
Manufacturing – Light		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. - 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). - 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 - Typically large, one-story buildings surrounded by car-parking, usually located out of centre and in high exposure (main road) locations.	Not suitable due to proximate residential development and smaller lot sizes.
Office		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		Smaller business park type uses are suitable. Larger campus style business parks are not suitable.
Retail Bulky Goods		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 (REF), 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.

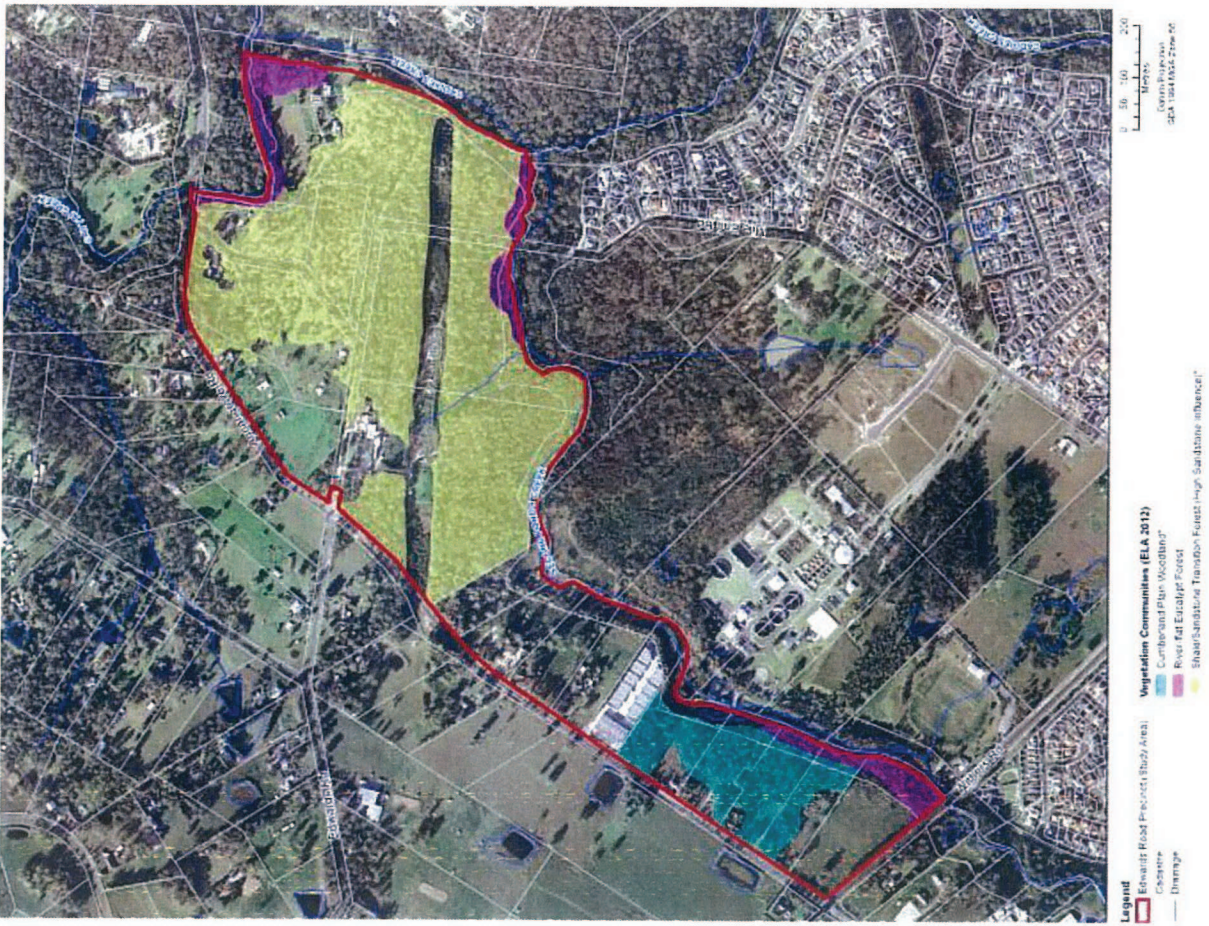


Figure 8 – Vegetation Communities

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.

The Ecological Constraints Map identifies areas which scored highest on the ecological assessment. The map does not indicate areas which cannot be considered for removal or for biodiversity Trading.

Conservation areas will need to be established through the preparation of a flora and fauna assessment and vegetation management plan for each future development site.

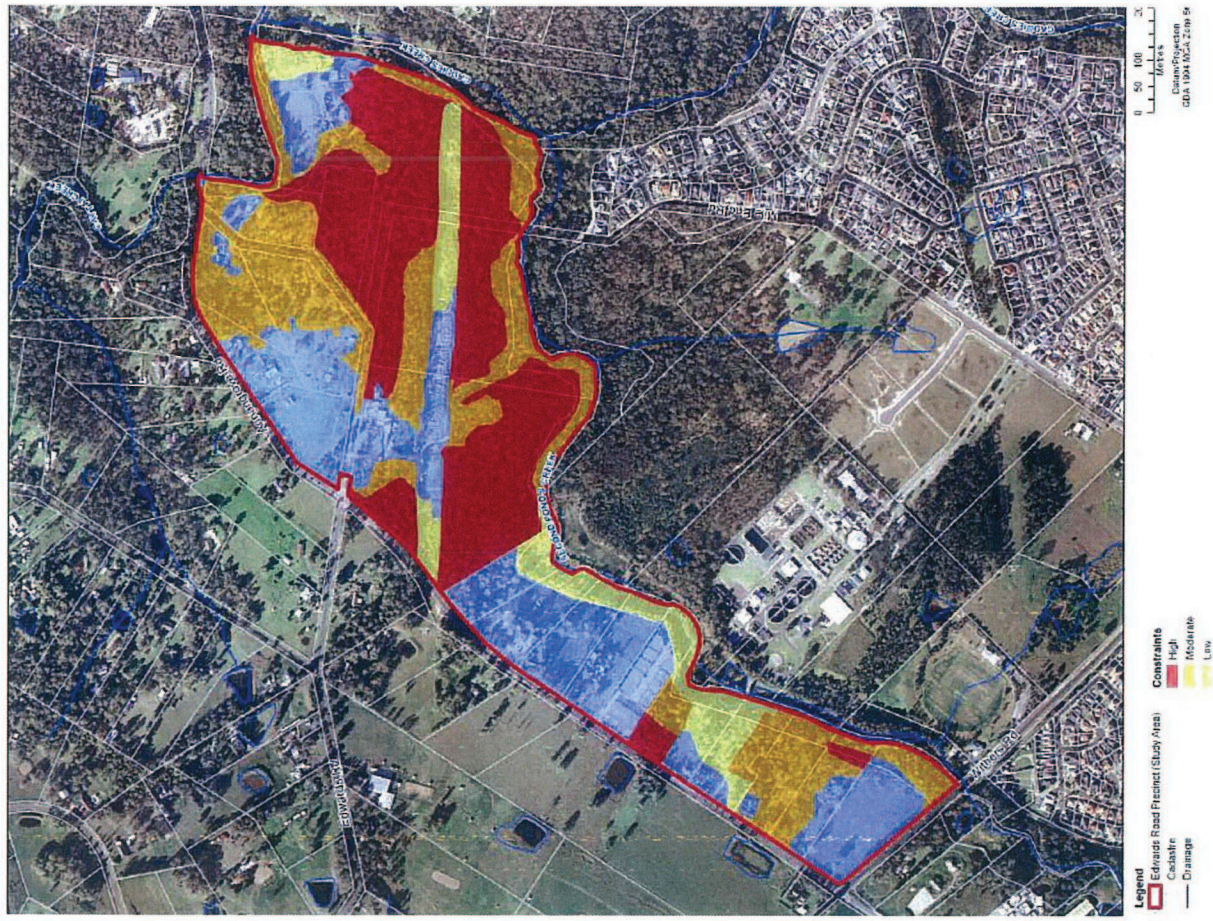


Figure 9 – Ecological Constraints

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

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

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 rood 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 floor space on the parts 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 requirement is impacting on the feasibility of development and does not enable a smaller scale form of industrial development.	Parking provision would be moved to areas at the rear of buildings and within building undercroft areas. Parking rate be reduced for industrial and warehouse development within the Edwards Road Precinct.

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 sub-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.
Interconnected Road Network	New roads add additional cost to subdivision.	Facilitates access to smaller lots. Removes need for cul-de-sac roads or access handles. Improves vehicle access and road safety. Provides increased visibility for developments to the street.

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 cycle ways 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 floor space.	Provide jobs closer to home.
	Access to skilled workforce.	Multiplier effect on local economy.

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 will provide additional development opportunities which may improve the feasibility of development on land that is highly constrained. To ensure that the Precinct 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;
- Reduced building setbacks to reflect smaller lot dimensions;
- Reduce car parking rate for industrial and warehouse development.

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.

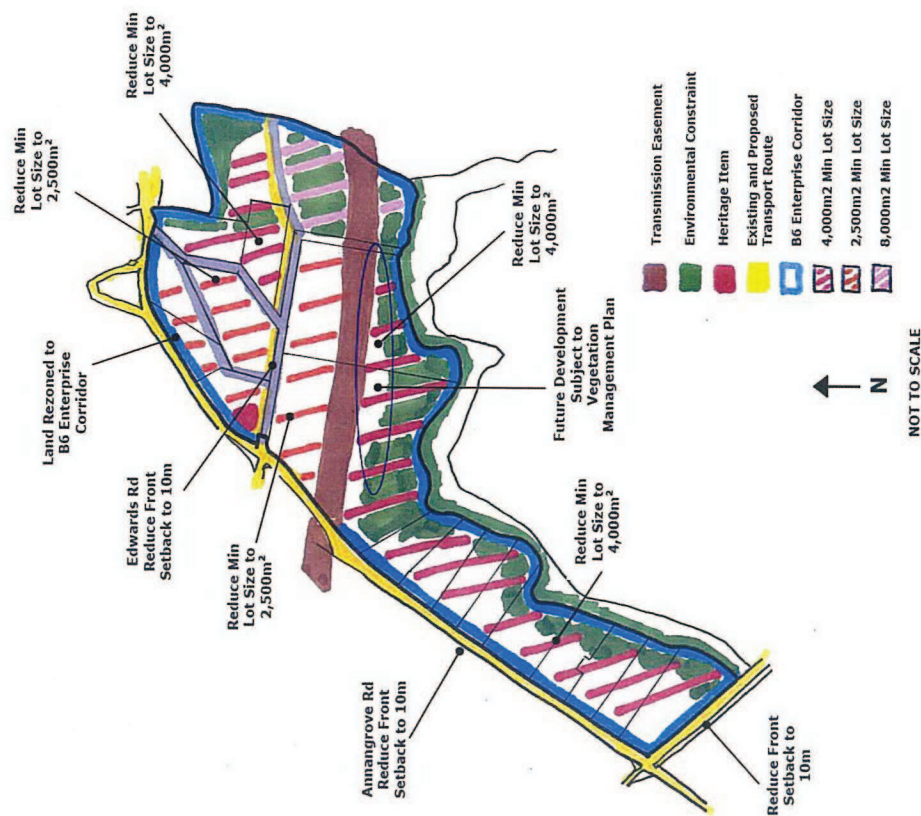


Figure 13. Strategic Vision

7.2 Land Use

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

The Precinct is to be rezoned to the B6 Enterprise Corridor zone. 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.

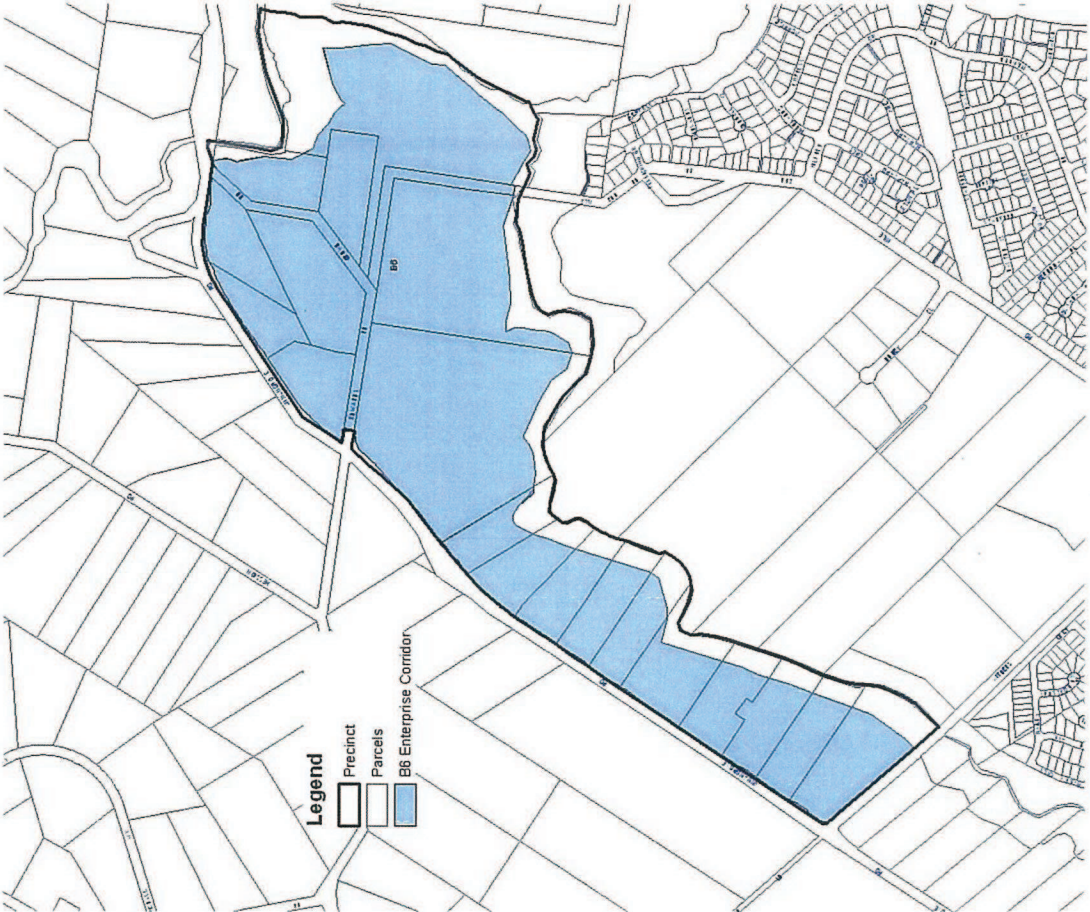


Figure 14. Land use

7.3 Connectivity

The road layout proposed within the Master Plan is shown in Figure 15. The road provides future connectivity to the North Kellyville Precinct and will provide for safe and efficient vehicular movement through the Precinct.

The road layout 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.

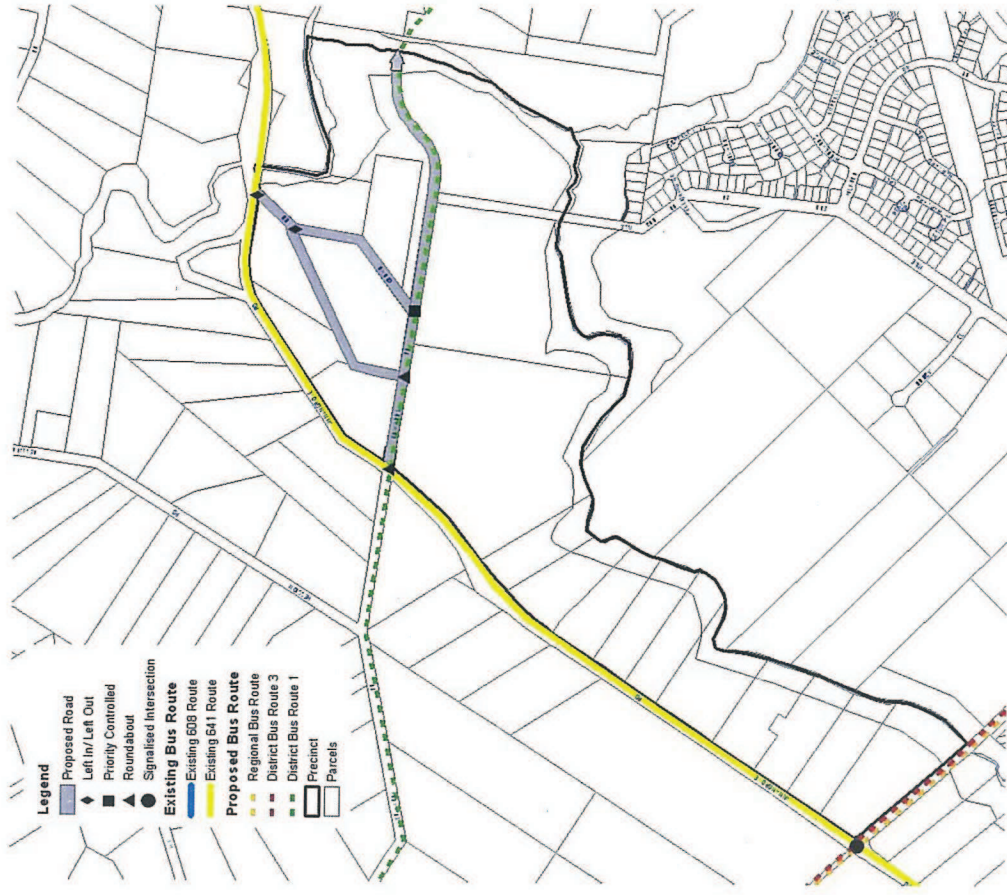


Figure 15. Connectivity

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 the North Kellyville Precinct and the Rouse Hill Town Centre. The existing and proposed access arrangements are illustrated in Figure 16.

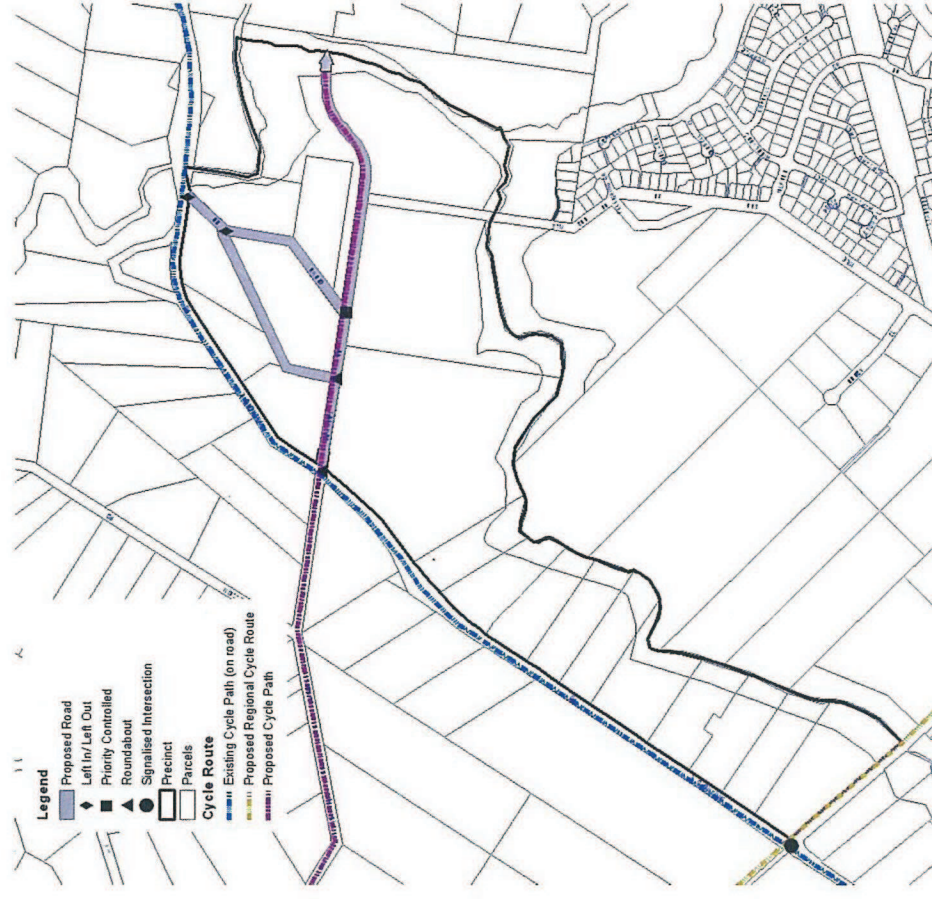


Figure 16. Access

7.5 Built Form

There is an 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.

There is an opportunity to reduce the side and rear setback to zero metres to the rear and one side boundary, with a 5 metre setback to the remaining side boundary. 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 and Heritage.

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.



8.1 CONCEPT PLAN

- Rezone the Precinct from the IN2 Light Industrial zone to the B6 Enterprise Corridor zone.
- Identification of constrained land due to slope and vegetation. The land identified as 'constrained land' does not identify vegetation which cannot be considered for removal or for biodiversity trading.
- 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.



8.2 Minimum Lot Size:

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. For the Paintball Site (Lot 1 DP 133473, Lot 12 DP 835727 and Lot 26 DP 834050) it is proposed that the minimum lot size be reduced to 4,000m² (south of the transmission easement) and 2,500m² (north of the transmission easement). This layout will enable feasible redevelopment whilst ensuring that the ecologically sensitive areas of the precinct are retained.

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

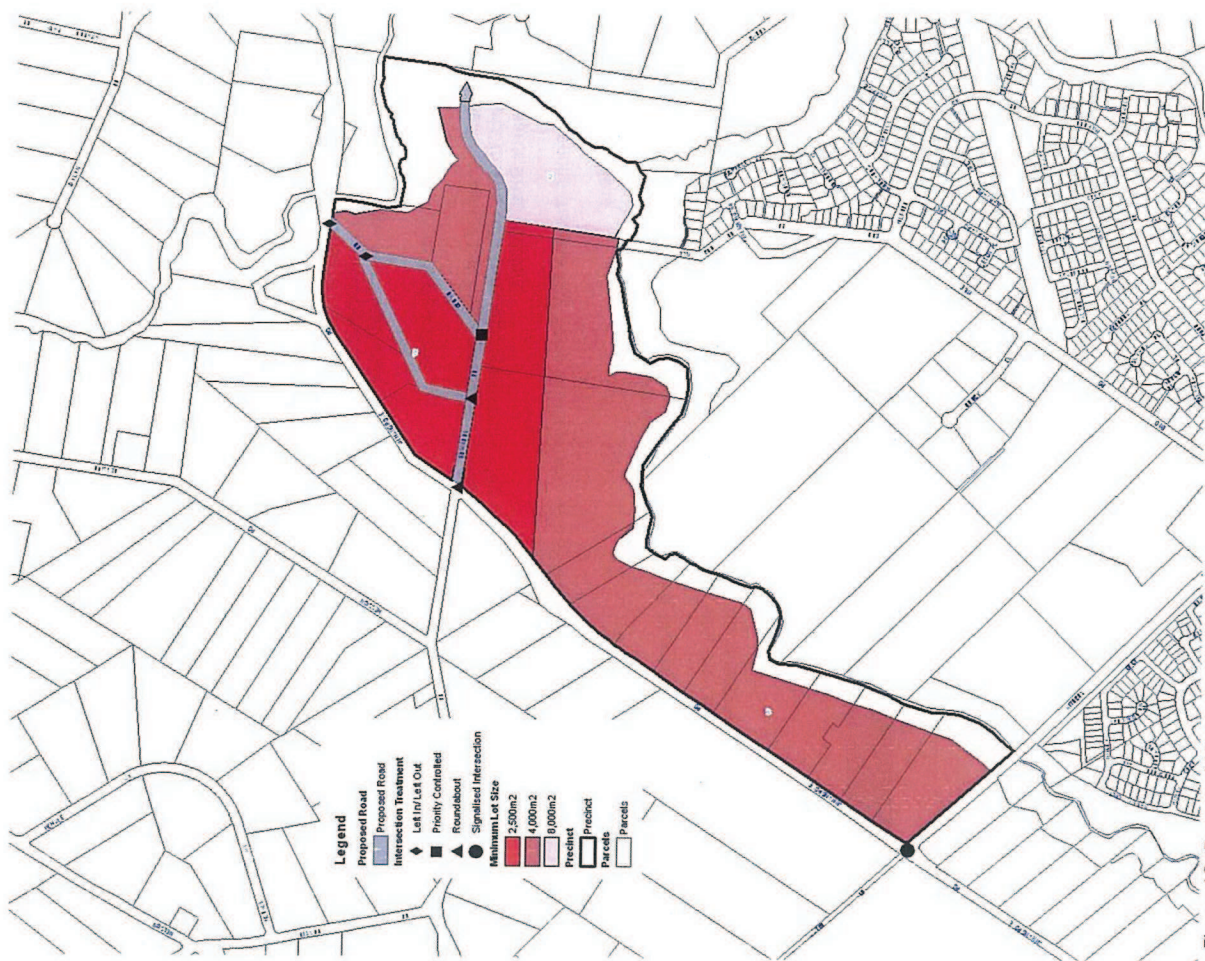


Figure 18: Proposed Minimum Lot Size

9. RECOMMENDED DEVELOPMENT CONTROLS

9.1 LOCAL ENVIRONMENTAL PLAN

The Edwards Road Precinct will be rezoned from the IN2 Light Industrial zone 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 Hills 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:

Developing Sites

1. Minimum frontage to all roads is 40 metres.
2. Battle-axe shaped lots will be discouraged 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 LEP 2012. 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 side and rear setback should be as follows:

Side and rear boundaries	Setback
Setback to the rear boundary and one side boundary	0m
Setback to the remaining side boundary	5m
Setback to a side or rear boundary adjoining Annangrove Road, Withers Road and Edwards Road	10m
Setback to a side or rear boundary adjoining a road other than Annangrove Road, Withers Road or Edwards Road.	5m

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 and Heritage.

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 enclose the developable area of a site.
2. Fencing of any shall not be located within the conservation areas as determined by a vegetation management plan.
3. Fencing shall not obstruct the view of landscaping from the street or a driver's view (from the driveway) of the road.
4. 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.

3. Car parking rates for industrial and warehouse development within the Edwards Road Precinct should be reduced to:

- Industrial: 1 space per 75m² of Gross Floor Area; and
- Warehouse: 1 space per 75m² of Gross Floor Area.

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.

Management of Biodiversity

1. A Flora and Fauna Assessment will be required for any application for development on land which contains endangered or critically endangered ecological community. The assessment will need to identify the extent and significance of vegetation communities on site.
2. Council may also request the preparation of a vegetation management plan as part of any approval for development on land containing endangered or critically endangered ecological communities. The plan will include the following:
 - Identify the extent of the area for retention;
 - Establish a noxious weed control program;
 - Include a program for vegetation management and investment so as to improve the vegetation condition and the long term viability of the ecologically endangered communities and fauna habitats on site;
 - Incorporate an appropriate planting regime of understory species;
 - Removal of barbed fencing and trails within the site and on lot boundaries; and
 - Management of the riparian corridor along the length of the creek and storm water drainage channels on site.
3. If consent is issued for the subdivision of land within a conservation area, a restriction as to user will be placed on the title of the land identified for retention pursuant to Section 88(b) of the Conveyancing Act 1919. The Section 88(b) instrument will impose obligations on the owner to protect and maintain the conservation area identified within the vegetation management plan.

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 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)	Master Plan
B6 Enterprise Corridor	Nil	292,326
IN2 Light Industrial	215,495	Nil
TOTAL	215,495	292,326

Figure 19
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 the road upgrades required to support future growth within the precinct.