

include making Sydney a city of housing choice with homes that meet our needs and lifestyles. The planning proposal is consistent with the following directions:

Direction 2.1: Accelerate housing supply across Sydney: This Direction recognises that providing more housing and different types of housing as the population grows reduces the pressure on rising house prices. The planning proposal will increase housing supply in The Hills Shire and will improve local housing choice within an existing centre. It will also assist in achieving the State Government's target of providing an additional 664,000 new dwellings by 2031.

Direction 2.3: Improve housing choice to suit different needs and lifestyles: This Direction recognises that as Sydney's population changes the city's stock of homes needs to adapt to suit. The planning proposal will provide an alternative style of living and greater choice of housing than currently exists within the area. Future residential development at the site will contribute to housing diversity and will provide a unique housing option as residents will have direct access to the business and commercial services within the Round Corner Village.

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No, the land that is subject to the planning proposal does not contain critical habitats or threatened species, populations or ecological communities, or their habitats.

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

No, there are no other likely environmental impacts likely to arise from the proposal.

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

• Residential Yield

The scheme, as submitted, would yield 80 apartments which would generally comply with Council's size and mix controls within the development control plan. The size and mix of the proposed apartments is considered appropriate in the context of the surrounding Dural and Kenthurst localities which have a high proportion of family households.

In order to ensure these outcomes are achieved at the development application stage, and to allow for some flexibility in the overall design, it is proposed to insert a provision within the Local Environmental Plan, consistent with that recently proposed for the site at Spurway Drive, Baulkham Hills to cap the overall number of apartments on the site to 80 consistent with the outcome proposed by the applicant. The clause will ensure that future apartment development proposed on the site is either:

- Limited to the yield achievable under current controls (being 30 dwellings under a height of buildings of 10 metres and floor space ratio of 0.75:1); or
- A maximum of 80 dwellings and the maximum height and floor space ratio where the dwellings are compliant with Council's standards for apartment mix, size and car parking.

By way of comparison, a development compliant with SEPP 65 apartment sizes within the same floor area as the proposal could potentially yield between 90 - 100 dwellings.

The inclusion of local provision relating to the density of development on the site will ensure that future development on the site can only reach 80 dwellings where Council's controls relating to apartment mix, apartment size and car parking will be met. This will promote housing development that suits the family demographic expected for the Shire into the future and will also ensure the development is adequately supported by planned services, facilities and infrastructure.

- **Proposed Land Use and Built Form**

The revised proposal locates the core retail components of the development at the northern end of the site, adjacent to the existing commercial centre. This provides for an improved outcome over the previous proposal as it will contribute to a more consolidated and accessible retail offering across the town centre, particularly for pedestrians.

The proposed residential flat building on the southern end of the site will provide the opportunity for a unique gateway marker for the entrance to the town centre and deliver increased housing diversity and choice for the locality. The increased residential population will have positive benefits in supporting and activating the town centre, particularly out of normal business hours. Whilst it will reach five (5) storeys at its highest point, this portion of the development is adjacent to the commercial area and will not impact on adjoining residential amenity.

For the part of the site adjacent to rural zoned land, a four storey building element is proposed. The impacts of this will however be mitigated by existing controls within the Development Control Plan that provide for the retention and enhancement of the existing mature native vegetation and landscaping along this site boundary.

The concept, submitted by the proponent, indicates that the commercial/retail building (located in the northern portion of land zoned B2 Local Centre) would exceed the existing 10 metre height restriction. The slope of the site impacts on the ability for future development to comply with the existing height plane. A cross section of the commercial building is included in the following figure.

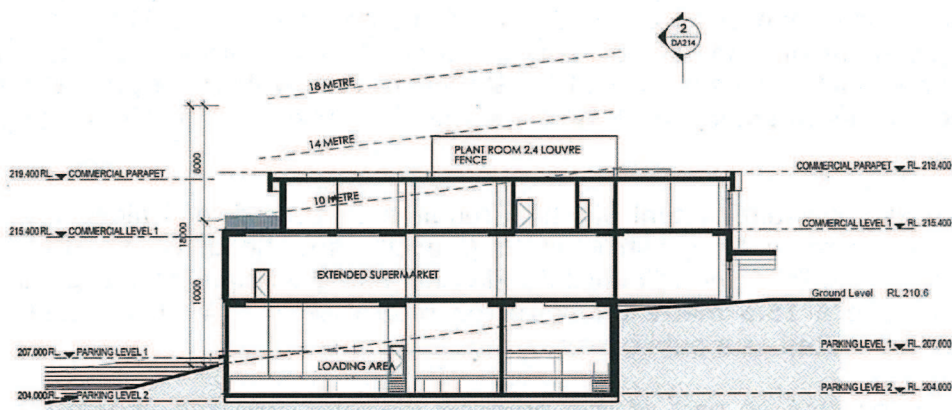


Figure 9
Commercial Cross Section

To reflect the new concept the proposal seeks to increase the height restriction to 14 metres at this location. The higher elements of the commercial building are primarily located to the rear of the B2 Local Centre zone. This will ensure that the commercial element will appear at 10 metres when viewed from Old Northern Road.

It is recognised that 14 metres along the northern portion of the B2 Local Centre zoned land will increase the prominence of the development. Due to the significance of the site, being an entry/gateway point to the centre, additional height is considered to be appropriate as it will be seen in the context of the broader commercial/residential development. Existing development controls relating to overshadowing and privacy are in place to ensure that the amenity of the adjoining residential uses is appropriately maintained.

- **Traffic Generation**

The site specific development controls prepared for the site as part of the previous proposal require a future developer to enter into a Deed of Agreement with NSW Roads and Maritime Services for the provision of four way traffic signals at the intersection of Old Northern Road and Franlee Road prior to the issuing of development consent. The Deed of Agreement would detail the works to be carried out in relation to the proposed traffic signals and identify timing and funding requirements. The provision of signals at this location would address the impacts of the proposal on Old Northern Road and maintain the functioning of surrounding intersections.

It is noted however that the revised concept decreases the scale of commercial development on the site from 6,500m² to approximately 4,500m². Based on RMS traffic generation guidelines, this would reduce the expected traffic impacts of the proposal during the peak shopping times of Thursday evening and Saturday morning by approximately 553 and 733 trips respectively. For the proposed residential apartments, the total weekday peak trips generation would be approximately 40 each morning and afternoon. This level of trips would have reduced impact on the wider road network and is likely to be further reduced given the close proximity of the site to the Old Northern Road bus corridor.

Despite the total number of trips arising from the development is likely to be reduced, the control relating to the provision of traffic signals is still warranted to ensure safe and efficient access is provided to and from the development.

- **Western Road Connection**

As part of the previous proposal for this site one of the key design principles was the provision of a road connection along the southern boundary to facilitate efficient and orderly development of land to the west (including 4 and 6 Stonlea Court). The only alternative access to these sites would be Stonelea Court which is a private road. Any intensification of development on these sites would be restricted by the existing access entitlements.

The DCP currently contains a control which requires an access road along the southern boundary of the site to be constructed to Council's specifications for local roads as contained within The Hills Shire Council Subdivision and Development Design Guidelines. This would require a 15.5 metre unobstructed road reserve. At this specification the road could be dedicated as a public road.

The concept submitted as part of this proposal indicates that the access road will be under community title arrangement. This will impact on the potential for the future road connection as the adjoining sites will be relying on a private community title road for vehicular access to Old Northern Road which would not be a desirable outcome. In order to ensure that future redevelopment of this site does not impact on the development potential of 4 and 6 Stonlea Court, it is considered appropriate that the control requiring this road connection be retained and that the key principles figures within the DCP be updated. This figure will retain the future road connection through the site in a more

central location that has regard to topographic constraints along the southern boundary. The existing and proposed key principles figures from the DCP are included below.

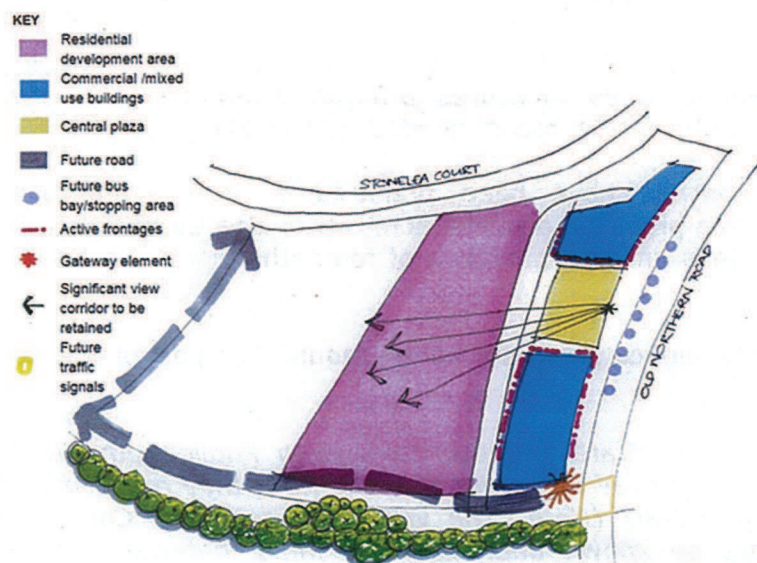


Figure 10
Existing – Key Principles for Development

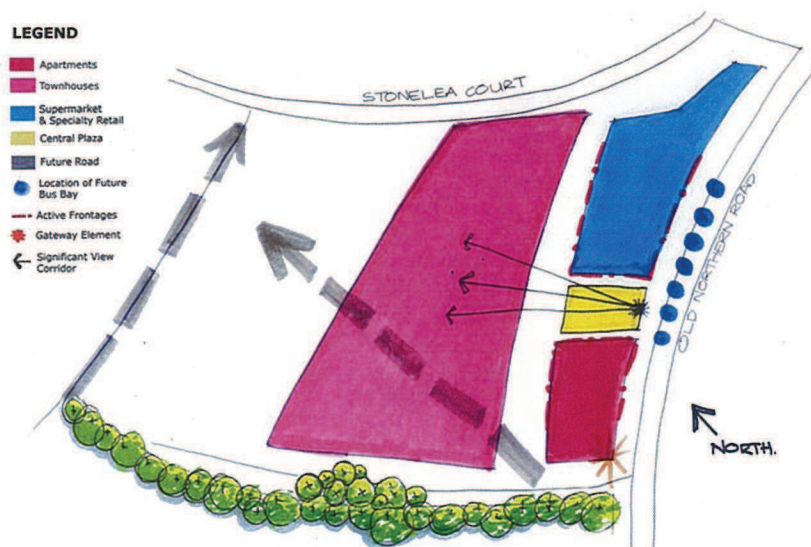


Figure 11
Proposed – Key Principles for Development

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

The development concept for the site proposes that principal access to the site will be by way of a new intersection at Old Northern Road and Franlee Road. This will ensure any existing issues relating to access within the Town Centre are not exacerbated by the proposal. However, it is noted that the amended development concept identifies the southern intersection for residential and retail use (including customer parking) and a separate loading dock access off Stonelea Court for delivery and waste trucks. The

relocation of the loading dock would include a turntable within the loading dock which was not possible with the previous design. The turntable ensures that all reversing movements are contained within the building which will assist in alleviating any acoustic impact on adjoining residential uses.

An expanded bus stopping bay and bus stop will also assist in improving northbound traffic flow on Old Northern Road. Measures to facilitate both forms of infrastructure will form part of the draft DCP controls recommended for the site.

Draft development controls have been prepared to ensure improved pedestrian accessibility including the provision of a link across Stonelea Court between the new and existing commercial areas and the provision of footpaths along Old Northern Road and Stonelea Court.

Consultation with utility service providers will be required as part of the exhibition of the planning proposal.

11. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal? (Note: The views of State and Commonwealth Public Authorities will not be known until after the initial gateway determination. This section of the planning proposal is completed following consultation with those public authorities identified in the gateway determination.)

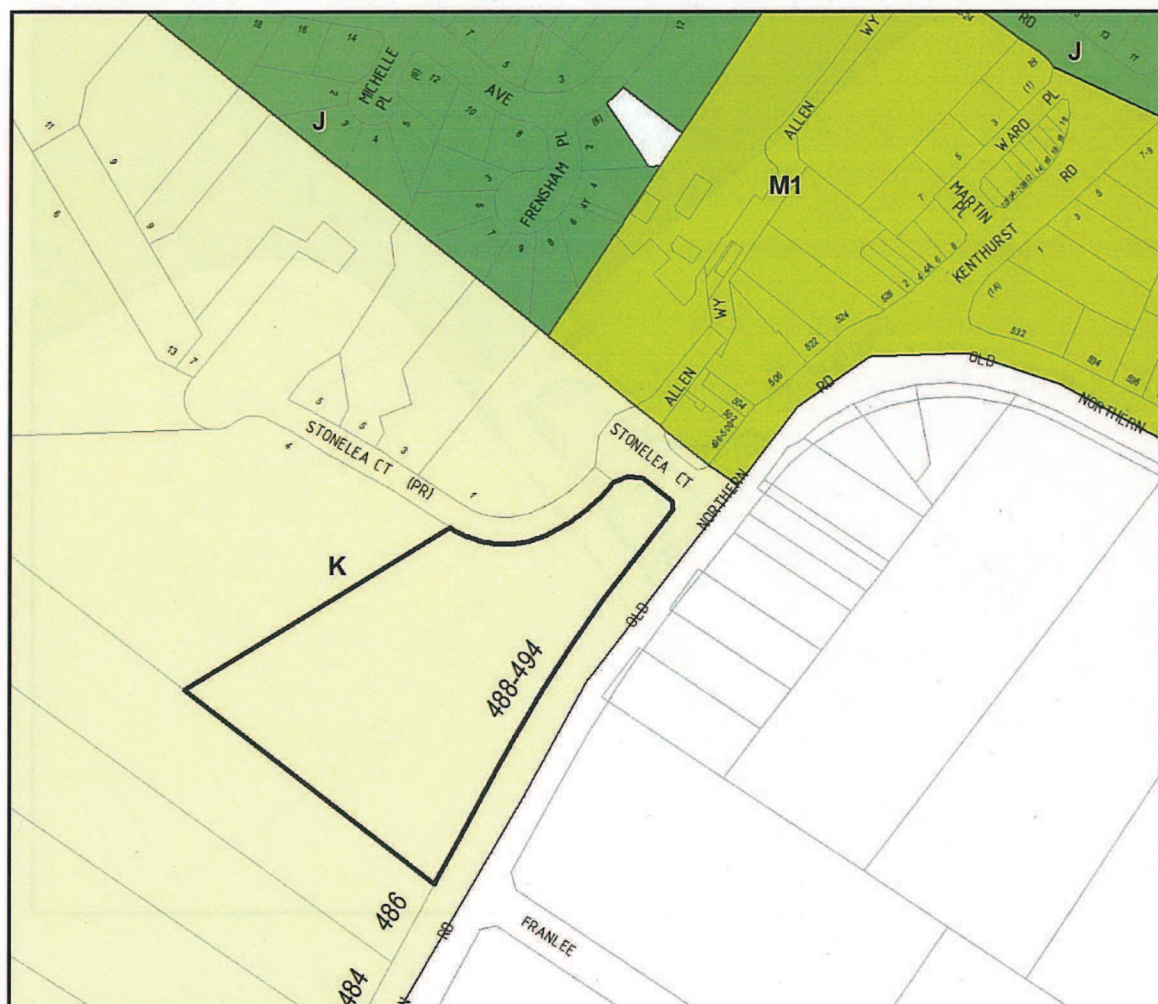
The views of the State and Commonwealth Public Authorities will not be known until after the Gateway Determination.

PART 4 MAPPING

The planning proposal seeks to amend the Height of Buildings Map, Floor Space Ratio and Key Sites Maps of *The Hills Local Environmental Plan 2012*.

Existing Height of Buildings Map

The site currently has a maximum permissible building height of 10 metres.



Height of Buildings (HOB) m

J	9.0	K	10.0	M1	12.0
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Proposed Height of Buildings Map

The planning proposal seeks to apply 18 metres for the southern portion of the land zoned B2 Local Centre and 14 metres for the northern portion of the land zoned B2 Local Centre.



Height of Buildings (HOB) m



Existing Floor Space Ratio Map

The portion of the site zoned B2 Local Centre currently has a Floor Space Ratio of 0.75:1.

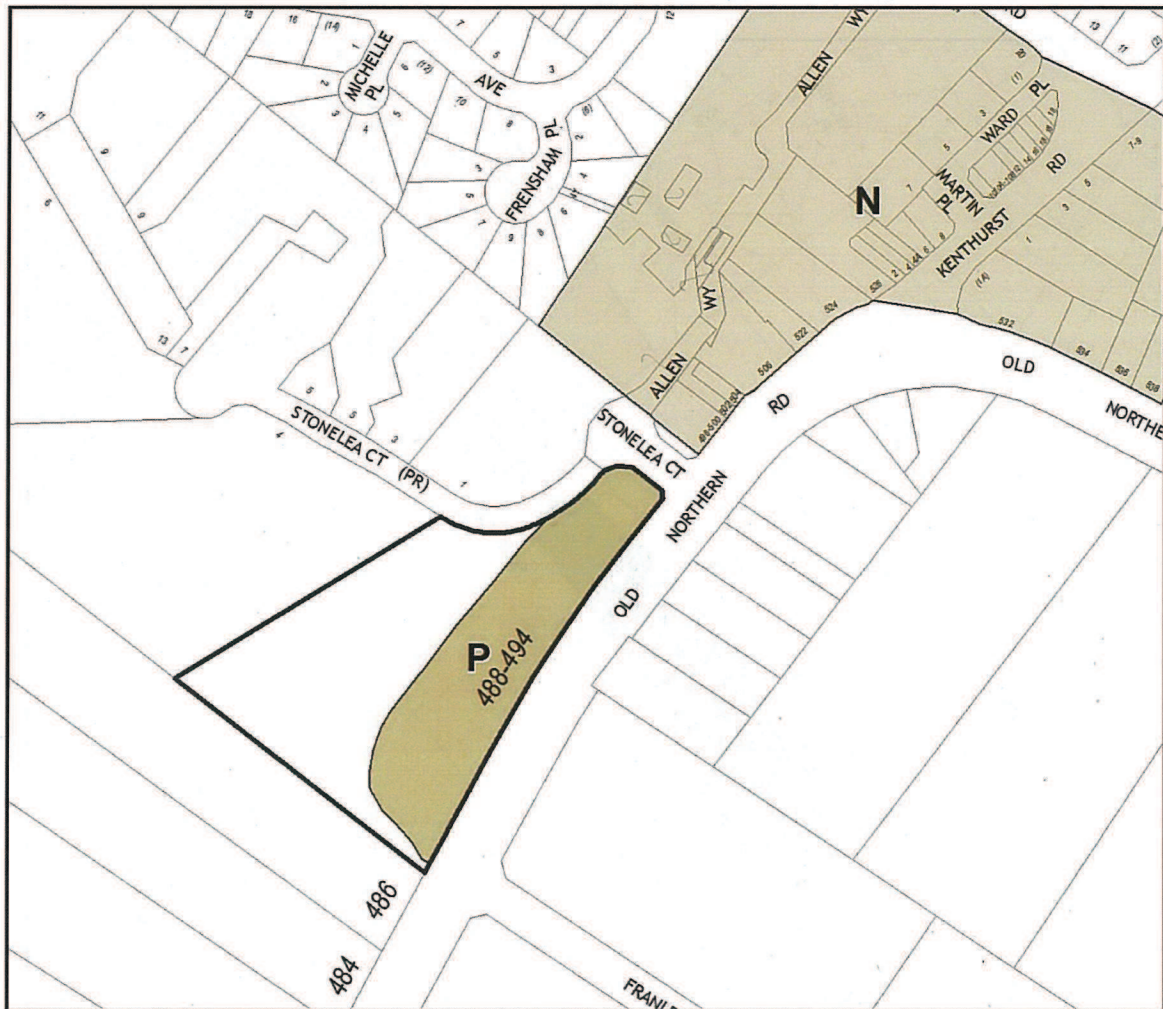


Maximum Floor Space Ratio (FSR) (n:1)



Proposed Floor Space Ratio Map

The planning proposal seeks to increase the Floor Space Ratio from 0.75:1 to 1.22:1.

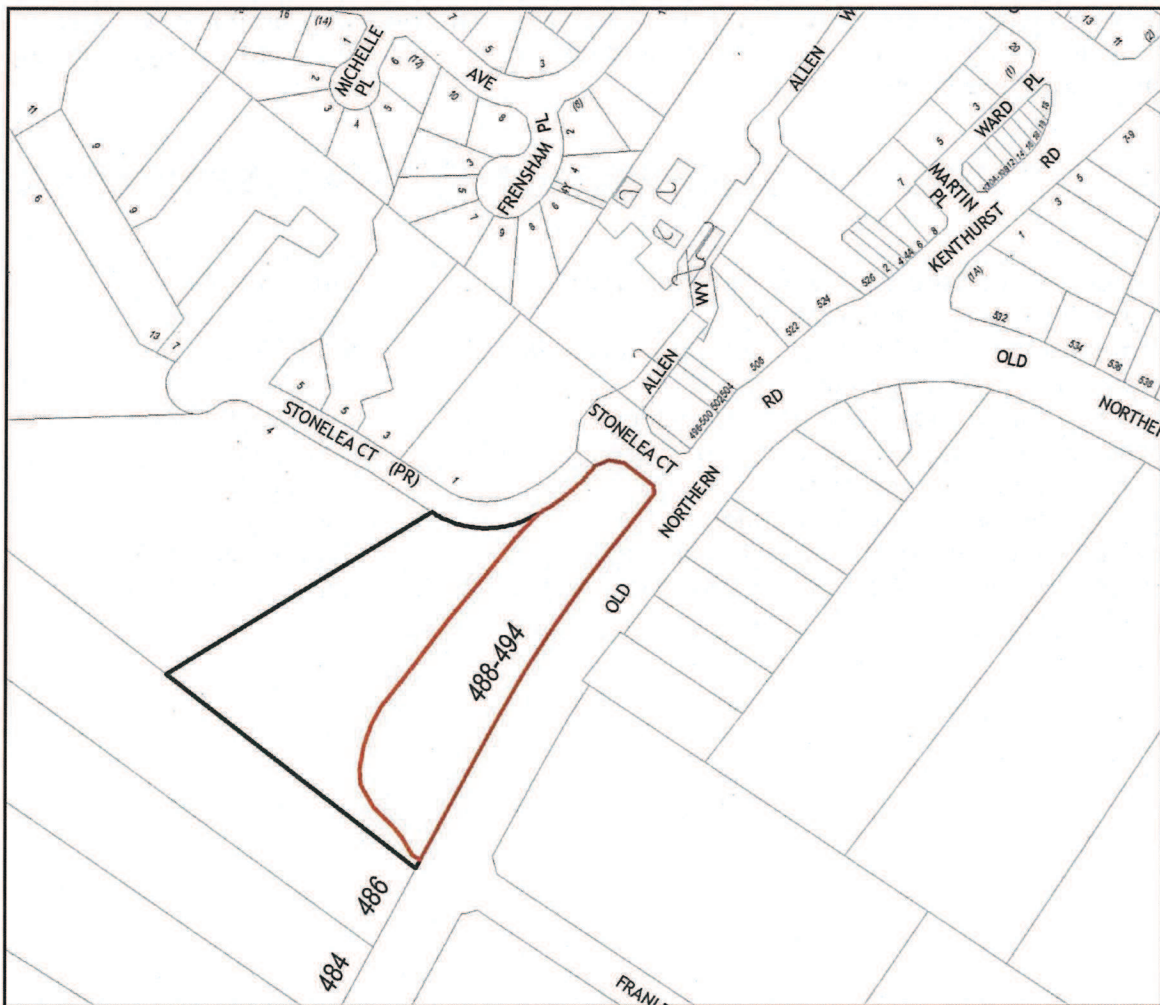


Maximum Floor Space Ratio (FSR) (n:1)

P 1:22 N 1.0

Proposed Key Sites Map

The planning proposal seeks to identify the site as "Area C" within the Key Sites Map.



Key Sites Map

 Area C

PART 5 COMMUNITY CONSULTATION

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

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	January 2016
Government agency consultation	February 2016
Commencement of public exhibition period (28 days)	April 2016
Completion of public exhibition period	May 2016
Timeframe for consideration of submissions	June 2016
Timeframe for consideration of proposal post exhibition	June 2016
Report to Council on submissions	July 2016
Planning Proposal to PCO for opinion	August 2016
Date Council will make the plan (if delegated)	September 2016
Date Council will forward to department for notification (if not delegated)	September 2016

ATTACHMENT A: STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE	RELEVANT ? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
No. 1	Development Standards	NO	-	-
No. 4	Development without Consent and Miscellaneous Exempt & Complying Development	NO	-	-
No. 6	Number of Storeys in a Building	YES	NO	-
No. 14	Coastal Wetlands	NO	-	-
No. 15	Rural Landsharing Communities	NO	-	-
No. 19	Bushland in Urban Areas	YES	NO	-
No. 21	Caravan Parks	YES	NO	-
No. 26	Littoral Rainforests	NO	-	-
No. 29	Western Sydney Recreation Area	NO	-	-
No. 30	Intensive Agriculture	YES	NO	-
No. 32	Urban Consolidation (Redevelopment of Urban Land)	YES	NO	-
No. 33	Hazardous and Offensive Development	YES	NO	-
No. 36	Manufactured Home Estates	NO	-	-
No. 39	Spit Island Bird Habitat	NO	-	-
No. 41	Casino Entertainment Complex	NO	-	-
No. 44	Koala Habitat Protection	NO	-	-
No. 47	Moore Park Showground	NO	-	-
No. 50	Canal Estate Development	YES	NO	-
No. 52	Farm Dams and Other Works in Land and Water Management Plan Areas	NO	-	-
No. 55	Remediation of Land	YES	NO	-
No. 59	Central Western Sydney Regional Open Space and Residential	NO	-	-
No. 60	Exempt and Complying	NO	-	-
No. 62	Sustainable Aquaculture	YES	NO	-
No. 64	Advertising and Signage	YES	NO	-
No. 65	Design Quality of Residential Flat Development	YES	YES	CONSISTENT
No. 70	Affordable Housing (Revised Schemes)	YES	NO	-
Affordable Rental Housing (2009)		YES	NO	-
Building Sustainability Index: BASIX 2004		YES	NO	-
Exempt and Complying Development Codes (2008)		YES	NO	-

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

ATTACHMENT B: SECTION 117 DIRECTIONS

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

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