

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Proposed The Hills Local Environmental Plan 2012 (Amendment No (#)) – to include a new clause in Schedule 1 – Additional Permitted Uses in LEP 2012 to permit 'residential flat buildings; to increase the maximum building height to 14 metres for the portion of the land where residential flat buildings will be permitted and inclusion of a new local provision that applies to land at 4 McCausland Place, Kellyville (4/2016/PLP)

ADDRESS OF LAND: 4 McCausland Place, Kellyville (Lot 1001, DP 1172742).

SUMMARY OF HOUSING AND EMPLOYMENT YIELD:

	EXISTING	PROPOSED	TOTAL YIELD
Dwellings	1	35	34
Jobs	Nil	Nil	Nil

SUPPORTING MATERIAL:

Attachment A	Assessment against State Environment Planning Policies
Attachment B	Assessment against Section 117 Local Planning Directions
Attachment C	Council Report and Minute 26 April 2016
Attachment D	Proponent's Application (Amended Planning Report, May 2016)
Attachment E	Proponent's Application (Amended Planning Report, April 2016)
Attachment F	Proponent's Application (Original Planning Report, December 2015)
Attachment G	Draft Local Incentives Provision

THE SITE:

The site was previously known as 1 Arnold Avenue, Kellyville, but following the road renaming to facilitate the realignment of Arnold Avenue, the site is now identified as 4 McCausland Place, Kellyville. The site is irregular in shape and has an area of 5,670m². The site has frontage to McCausland Place (38 metres), Memorial Avenue (112 metres) and the realigned Arnold Avenue (53 metres). The land is currently occupied by an uninhabited fibro single storey dwelling house.

Approximately 1,315m² (23.2%) of the site is required to construct the Arnold Avenue realignment, the intersection of Arnold Avenue and Memorial Avenue and McCausland Place turning circle.

The site is surrounded by a townhouse development to the north, The Hills Clinic to the west and stormwater management land to the east. To the south of the site, across Memorial Avenue, there is vacant land zoned B2 Local Centre and R4 High Density Residential, which is expected to be developed as a local centre (refer to Figures 1 and 2). A strategic bus route runs adjacent to the site on Memorial Avenue, which provides high frequency bus services to Parramatta, Macquarie Park and the city.

The site is identified in the North West Rail Link Corridor Strategy Kellyville Station Structure Plan, but it is not earmarked for increased density as part of the Department of Planning and Environment's Priority Precinct Proposal that was exhibited December 2015.

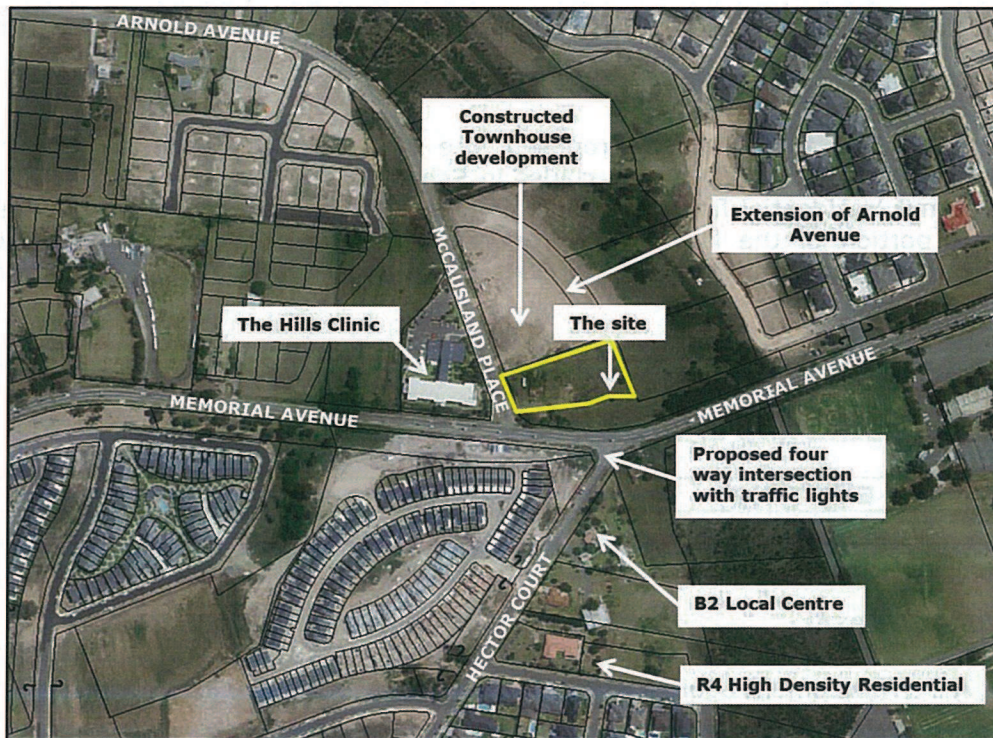


Figure 1
Aerial view of the site and surrounding locality

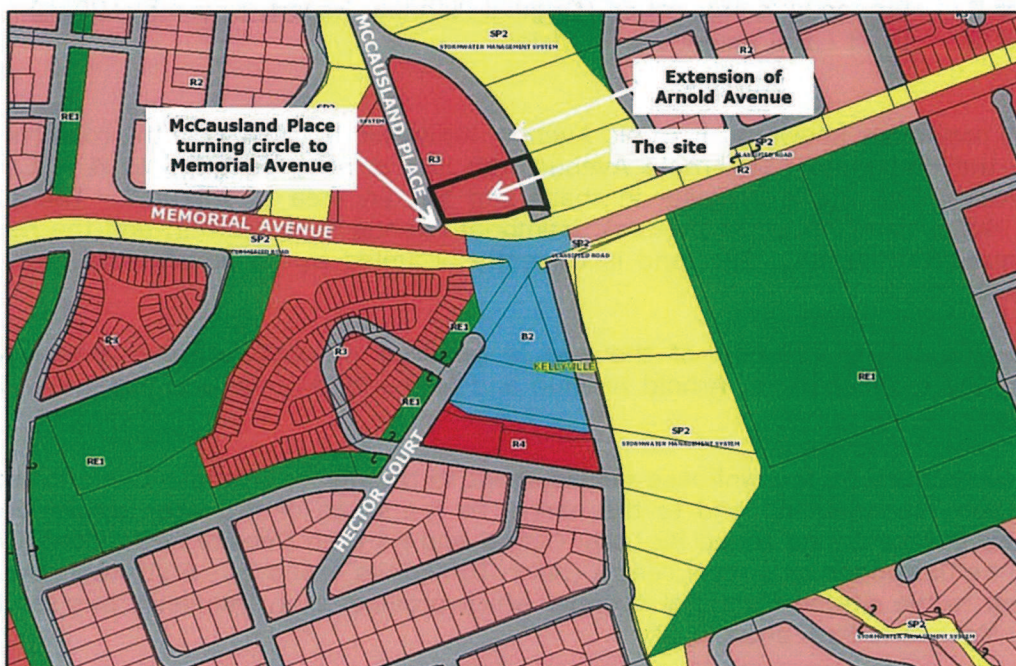


Figure 2
Existing Land Zoning and Proposed Road Layout

PART 1 OBJECTIVES OR INTENDED OUTCOME

The planning proposal seeks to facilitate a residential flat building and townhouse development on the site. The planning proposal does not seek to amend the existing zoning in order to facilitate the desired development outcome. Instead it is proposed to amend Schedule 1 – Additional Permitted Uses in LEP 2012 to permit 'residential flat buildings' and to retain the R3 Medium Density Residential zone on the site.

In support of the planning proposal, the applicant has submitted a design concept showing a total yield of 35 dwellings. The design concept includes 15 townhouses and 20 apartments comprising of 6 x 1 bedroom units, 9 x 2 bed units and 5 x 3 bedroom units. The design concept provides sufficient land for the Arnold Avenue realignment, the intersection between Arnold Avenue and Memorial Avenue and the McCausland Place turning circle is available.

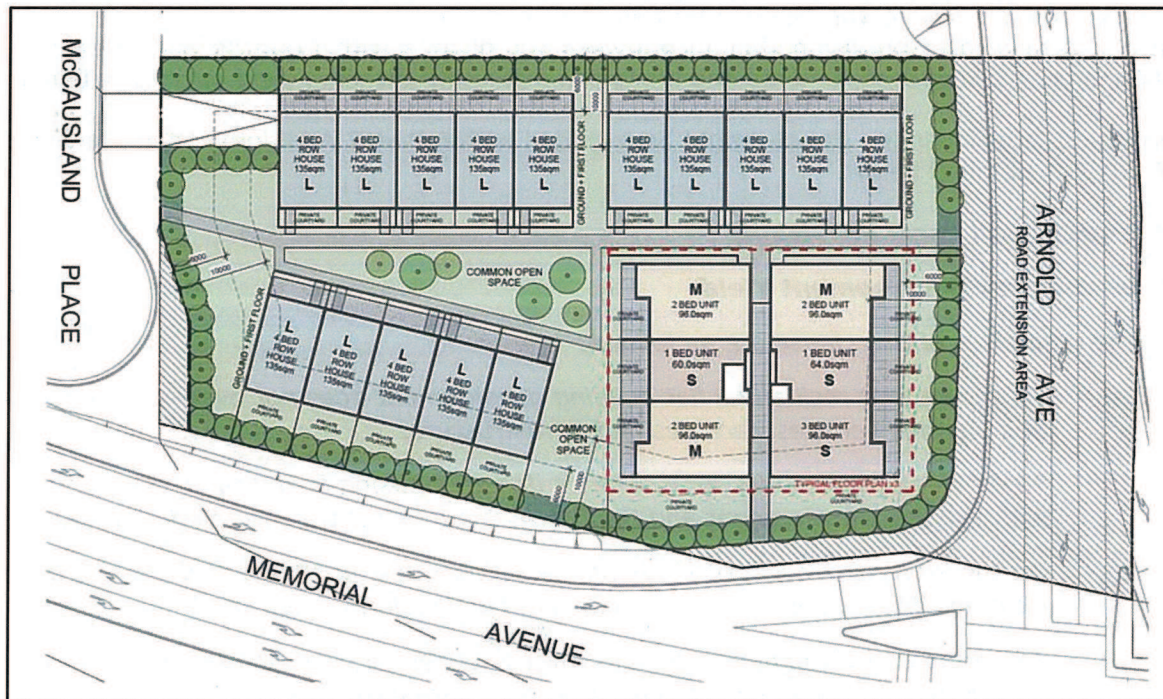


Figure 3
Proposed development concept site plan



Figure 4
Proposed development concept perspective

PART 2 EXPLANATION OF THE PROVISIONS

The planning proposal seeks to amend LEP 2012 to:

1. Include a new clause in Schedule 1 - Additional Permitted Uses in LEP 2012 to permit 'residential flat buildings';
2. Increase the maximum building height to 14 metres for the portion of land where residential flat buildings will be located; and
3. Include a new local provision that incentivises compliance with Councils apartment size, mix and car parking requirements and limits the maximum dwelling yield to 35 dwellings.

The proposed local incentive clause would be included within Part 7 Additional Local Provisions of LEP 2012 as detailed below.

Part 7 Additional Local Provisions

7.10 Residential Development Yield

(1) *The objectives of this clause are as follows:*

- (a) *To ensure that residential flat building development does not over-tax existing and planned services, facilities and infrastructure;*
- (b) *To provide opportunities for a suitable density housing form that is compatible with existing development and the future character of the surrounding area;*
- (c) *To ensure the provision of a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets; and*
- (d) *To promote development that suits larger household sizes and family household structures which are expected for The Hills Shire into the future.*

(2) *This clause applies to land identified as "Area N" on the Key Sites Map.*

(3) *Development on the whole of the land specified in Column 1 of the Table is not to exceed the criteria and standards specified in Column 2.*

or

(4) *Development on the whole of the land specified in Column 1 of the Table may be less or equal to that specified in Column 3, where the development complies with all criteria and standards specified in Column 4.*

Column 1	Column 2	Column 3	Column 4
Lot 1001, DP1172742	15 dwellings	35 dwellings	Apartment development No more than 25% of the dwelling yield is to comprise either studio or one bedroom units. No less than 10% of the dwelling yield is to comprise units with three or more bedrooms. Internal floor areas The minimum internal floor area for each unit, excluding common passageways, car parking spaces and balconies shall not be less than the following: 1 bedroom unit 75m² 2 bedroom unit 110m²

			3 bedroom unit 135m² Car parking <i>The provision of car parking shall not be less than the following:</i> 1 space per 1 bedroom unit 2 spaces per 2 or 3 bedroom unit 2 visitor spaces per 5 units
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PART 3 JUSTIFICATION

SECTION A - NEED FOR THE PLANNING PROPOSAL

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

No, the planning proposal is not a result of any strategic study or report.

The planning proposal is the result of an application made to Council that seeks to increase the yield opportunities, to facilitate a viable development outcome on the land, given the land take needed for construction of adjacent roads.

The planning proposal is considered a practical solution to facilitate the development of a hybrid townhouse and apartment development outcome and will enable the delivery of Arnold Avenue realignment and connection to the planned signalised intersection within Memorial Avenue.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the planning proposal is considered to be the best way to achieve the intended outcomes for the site.

The planning proposal will facilitate a 'hybrid' innovative mixture of townhouses and apartments on site, provision of housing adjacent to a local centre and existing transport route along Memorial Avenue. The proposal will also contribute to the delivery of a number of road projects that form part of the Memorial Road upgrade.

The proposal seeks to retain the R3 Medium Density zone whilst providing mix of medium and high density housing. Townhouses a permissible on the site under the current planning framework and no change is recommended to the Local Environmental Plan in relation to that component of the site. However, the planning proposal that development controls clear direction in relation to the location of the apartments on site, population density and common open space and height in storeys.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Plan for Growing Sydney)?

Yes, a discussion of consistency is provided below.

- **A Plan for Growing Sydney**

On 14 December 2014, the NSW Minister for Planning released 'A Plan for Growing Sydney'. The Plan is intended to guide land use planning decisions for the next 20 years and presents a

strategy for accommodating Sydney's forecast population growth over this time. To achieve the Government's vision for Sydney as a "strong global City and a great place to live", the Plan sets out four (4) main goals, for Sydney to be:

- A competitive economy with world-class services and transport,
- A City of housing choice with homes that meet our needs and lifestyles,
- A great place to live with strong, healthy and well-connected communities, and
- A sustainable and resilient City that protects the natural environment and has a balanced approach to the use of land and resources.

A key principle for growth includes increasing the housing choice around centres by accelerating the housing supply and renewal and improving housing choice. Directions 2.1, 2.2 and 2.3 relate to housing supply, urban renewal, providing jobs closer to home and improving housing choice to suit different needs and lifestyles. The planning proposal is consistent with these Directions since it will facilitate new housing opportunities close to existing public transport and a planned local centre.

- **North West Rail Link Corridor Strategy**

The NSW Government Corridor Strategy provides a vision for how the areas surrounding the eight (8) new stations of the Sydney Metro Northwest could be developed to integrate new homes and jobs.

The Kellyville Station Structure Plan establishes a vision for Kellyville as major residential area for Sydney's North West. The future train station is set to provide further impetus for Kellyville to evolve as a transit oriented, predominately residential area offering high, medium and low density housing options as well as a local shopping centre. It includes a target of 4,400 additional dwellings and 800 additional jobs within the precinct.

The subject site falls within the boundaries of the Kellyville Station Precinct and is identified for low density detached house living and low/medium density townhouse living (refer to Figure 7). The Structure Plan envisages a low to medium density townhouse outcome on the site, with a potential yield of 15 townhouses. The recently exhibited Priority Precinct Proposal for the Kellyville Precinct did not indicate any change to zone, floor space ratio or height for this location.

It is noted that the subject site is located approximately 1.9 km from the Kellyville Station and the planning proposal does not seek the increase in density based on proximity to the future Station. Rather the strategic justification is based on the site's proximity to a local centre and strategic bus route as well as the site specific circumstances related to land taken for road construction.



Figure 5

Kellyville Structure Plan locations for low/medium density townhouse living

4. *Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?*

- **The Hills Future Community Strategic Plan**

The Hills Future Community Strategic Direction articulates The Hills Shire community's and Council's shared vision, values, aspirations and priorities with reference to other local government plans, information and resourcing capabilities. It is a direction that creates a picture of where the Hills would like to be in the future. The direction is based on community aspirations gathered throughout months of community engagement and consultation with members of the community.

The planning proposal will assist in the realisation of The Hills Future outcome of balanced urban growth through the provision of well-located housing, employment and facilities to serve existing and future Hills Shire residents.

- **Local Strategy**

Council's Local Strategy was adopted in 2008. It is the principal document for communicating the future planning of the Shire and includes the objectives of longer term planning projects of the State Government as well as responding to, and planning for, local needs such as employment, housing and transport. The Strategy identifies a demand for an additional 36,000 dwellings and 47,000 jobs to meet the Shire's needs by 2031.

The Local Strategy is supported by seven Strategic Directions, those of relevance to this proposal being the Residential Direction, Centres Direction and Integrated Transport Direction. A summary of the consistency of the planning proposal with these Directions is provided below.

- *Residential Direction*

The Residential Direction was adopted in 2008 to guide the planning, protection and management of the Shire's residential development and growth to 2031. A key focus of the Strategy is the location of higher densities close to centres and associated jobs, transport and services.

Council has maintained a planned and deliberate approach to managing urban growth within the Shire by ensuring high residential density land uses are strategically located close to centres and public transport. This approach focuses on the management of potential conflicts between more intense land uses and the amenity of low density residential environments.

The development concept is consistent with this Direction as it concentrates high density development adjacent to the planned local centre. Locating the residential flat building outcome on the south east corner of the site responds to the future expected local centre activity to the south of the site and the sensitive interface of the adjoining townhouse development to the north.

- *Integrated Transport Direction*

A key objective of the Integrated Transport Direction is to ensure that planning and future development supports the provision of an efficient transport network. A relevant action includes planning for a concentration of land use activities around major public transport nodes and higher order centres.

The subject site is located adjacent to a planned local centre and is serviced by the existing bus routes operating along Memorial Avenue. The proposal to increase the residential density of the site is consistent with this Direction given the sites location adjacent to a planned centre and public transport.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

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

- **State Environmental Planning Policy No. 32 – Urban Consolidation (Redevelopment of Urban Land)**

The planning proposal is consistent with the aims and objectives of this SEPP given it will facilitate the redevelopment of existing urban land for 'hybrid' development with a mix of townhouses and apartments. The proposal will also ensure additional housing provision close to an existing local centre, transport corridor and will increase opportunities for people to live in a locality which is close to employment, leisure and other opportunities.

- **State Environmental Planning Policy No. 55 – Remediation of Land**

There may be potential for land contamination on the subject site due to previous agricultural land uses. The proponent has submitted a Contamination Report for the site and concluded natural soils are to free of contamination, however also suggests that it may be possible contaminated soils may be present between sampling locations. and do not present a risk to human health or the environment. However, the Gateway Determination may require that a further report be prepared to ensure that the site is suitable for the proposed increased residential uses. Accordingly the proposal is considered to be satisfactory with respect to this SEPP.

- **State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development**

The planning proposal is considered to be consistent with SEPP No. 65 given it will facilitate a high quality development on the site with positive design and amenity outcomes. The proposal provides a maximum dwelling yield if the developer complies with Council's apartment size/mix and car parking controls given these controls are considered by Council to better suit the family demographic expected for the Shire into the future. However, the proposal does not prevent future development from utilising the mandatory controls under the SEPP and therefore is not considered to conflict with the SEPP.

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

The consistency of the planning proposal with the s.117 Ministerial Directions is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

• **Direction 3.1 Residential Zones**

This Direction applies when a planning proposal will affect land within any zone in which significant residential development is proposed to be permitted. This Ministerial Direction is applicable in this instance as it proposes an intensification of residential densities within an existing residential zone (and the facilitation of residential development on land not previously identified for residential development). The objectives of the Direction are:

- *to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- *to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- *to minimise the impact of residential development on the environment and resource lands.*

The planning proposal is considered to be consistent with this Direction as it will broaden the choice of building types and locations available in the housing market such as townhouses and apartments. The provision of townhouses and apartments capitalises on the existing local centre and transport corridor on Memorial Avenue.

The proposed local provision is entirely consistent with this Direction as it responds to the expected future demographics of The Hills Shire and aims to ensure housing product is provided which is appropriate for this demographic to meet the specific future housing needs of the area.

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

This Direction aims to ensure that development improves access to housing, jobs and services, increase choice of available transport, reduce travel demand, and provide for the efficient movement of freight. A planning proposal must locate zones for urban purposes and include provisions that are consistent with the aims, objectives and principles of *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001) and *The Right Place for Business and Services – Planning Policy* (DUAP 2001).

The proposal is considered to be consistent with this Direction as it will facilitate development which meets the following key objectives:

- a) Improve access to housing, jobs and services by walking, cycling and public transport; and
- b) Increase the choice of available transport and reducing dependence on cars; and
- c) Reduce travel demand including the number of trips generated by development and the distances travelled, especially by car; and
- d) Support the efficient and viable operation of public transport services including the North West Transitway and the North West Rail Link.

The proposal is considered to be consistent with this Direction given it will provide both housing nearby public transport including the existing North West Transitway and the future Sydney Metro Northwest currently under construction. The proposal will contribute to the growth and development of the Kellyville Hill Station Precinct and the viability of the future railway.

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

The objectives of Direction 5.9 – North West Rail Link Corridor Strategy are to promote transit-oriented development, manage growth around the eight train stations of the North West Rail

Link (NWRL) and ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans. The Direction requires that a planning proposal that applies to land located within the NWRL corridor must:

- a) *give effect to the objectives of this direction;*
- b) *be consistent with the proposals of the NWRL Corridor Strategy, including the growth projections and proposed future character for each of the NWRL precincts; and*
- c) *promote the principles of transit-oriented development (TOD) of the NWRL Corridor Strategy.*

The subject site falls within the boundaries of the Kellyville Station Precinct and is identified for low density detached house living and low/medium density townhouse living, with a potential yield of 15-17 townhouses. This is based on that the Corridor Strategy assumption and variables assuming a 250 sqm lot size for townhouse developments. The recently exhibited Priority Precinct Proposal for the Kellyville Precinct did not indicate any change to zone, floor space ratio or height for this location.

In August 2014, Council previously granted development consent for the construction of fifteen (15) Multi Dwelling Housing Units comprising 4 x 3 bedroom and 11 x 4 bedroom dwellings at the subject site. This development outcome was consistent with the Kellyville Structure Plan. In February 2015 Roads and Maritime Services informed the applicant they would require an additional 181m² of land for the Arnold Avenue and Memorial Avenue intersection. Given the additional land required for the Memorial Avenue intersection and the McCausland Place turning circle the development it is recognised no longer viable and is unable to be delivered.

Additionally, it is considered that the inconsistency of the proposal is justified and appropriate on the basis that:

- The Structure Plan did not account for site specific circumstances and the applicant has sought an increase in development yield, beyond that envisioned in the Structure Plan, to facilitate a viable development outcome on the land, given the land take needed for construction of adjacent roads, facilitate local road network and access to arterial road network.
- The site's location adjacent to a planned local centre and an existing public transport route, warrant an increase in density consistent with the principles of transit-oriented development.
- It is noted that the subject site is located approximately 1.9 km from the Kellyville Station and the planning proposal does not seek the increase in density based on proximity to the future Station. Rather the strategic justification is based on the site's proximity to a local centre and strategic bus route.

While the planning proposal does not deliver the specific outcomes envisaged for the site under the Corridor Strategy, it does facilitate the redevelopment of a short term opportunity site with site specific constraints, is nearby Kellyville Rail Station and promotes transit-oriented development in a manner consistent with the Corridor Strategy.

Accordingly, the inconsistency with the Direction is considered justified.

• **Direction 6.1 Approval and Referral Requirements**

The purpose of this Direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development by minimising the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. The proposal is considered to be consistent with this Direction as it does not include any concurrence, consultation or referral provisions and does not identify any development as designated development.

- **Direction 6.3 Site Specific Provisions**

This Direction applies *"when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out"* and requires that a planning proposal must either:

- a) allow that land use to be carried out in the zone the land is situated on, or
- b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or
- c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.

The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls. To enable higher density residential development to occur on the site, a planning proposal is required to amend Local Environmental Plan 2012. The purpose of the proposed amendment is to facilitate a 'hybrid' innovative mixture of townhouses and apartments that have a population density greater than that permitted for apartments. Given this outcome, it was expected that full compliance with relevant requirements under the Development Control Plan may be difficult as this type of mixed development was not anticipated. In this circumstance it is considered the maximum dwelling number contained within the Local Environmental Plan, containing apartment size and mix controls, is required to provide sufficient certainty as to the yield of the site.

A draft amendment to the Development Control Plan has been prepared to address the following key issues surrounding site layout, population density, common open space and maximum height of buildings.

A new clause is proposed to encourage the delivery of residential development which is consistent with the needs of expected future residents (Attachment F). It relates to the maximum dwelling yield of the site and allows for development for the purpose of a residential flat building to occur in the south east corner of the site and townhouses. The provision ensures the development does not exceed the recommended yield and encourages compliance with Council's standard's for apartment mix, apartment size and car parking.

The clause is not unnecessarily restrictive and provides an incentive to developers, rather than imposing standards or requirements on the key land use proposed for the site (residential flat buildings). Accordingly, the planning proposal is consistent with Direction 6.3 Site Specific Provisions.

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

No, the land that is subject to the planning proposal is generally void of any significant vegetation or trees. Therefore the planning proposal is unlikely to create any adverse impacts on critical habitat or threatened species, populations or environmental communities and their habitats.

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

Other likely environmental impacts of the proposal relate to density/built form, site contamination, traffic and access which are considered below.

- Density and Character

The subject site is currently zoned part R3 Medium Density Residential and as such, development for the purpose of townhouses as is already permissible under the current controls.

The design concept submitted includes a four (4) storey residential flat building at the south east corner of the site and two (2) storey townhouses located adjacent to the north and west boundaries. The proposal facilitates an increase in residential yield from 15 townhouses to 35 dwellings in total, comprising 15 townhouses and 20 apartments.

The planning proposal would allow for increased intensity of development of a future residential flat building on a selected portion of the site (by way of applying the additional permitted use) however it is considered that the site is appropriately located and is capable of accommodating a higher density form of development without any unacceptable environmental effects (subject to further investigations through the Gateway Process as well as any subsequent Development Assessment process). The proposed character of development on the site is consistent with the adjacent local centre and transport corridor along Memorial Avenue.

It is considered the proposed amendments to *The Hills Local Environmental Plan 2012* do not result in any additional likely environment effects that would not already be anticipated under the current controls applicable to the site.

Any future development application for the site would be assessed against the LEP provisions and the Hills Development Control Plan having regard to potential impacts of the development on adjoining and surrounding property owners.

- Traffic and Delivery of Memorial Avenue Upgrade

A traffic assessment was submitted in support of the original application, where the concept indicated a dwelling yield of 50 apartments. The report concluded that the proposed traffic volumes would not affect the level of service on Memorial Avenue and nearby intersections. Given the revised dwelling of 35 dwellings is less than that included in the of traffic report, the traffic impacts on the surrounding road network are unlikely to be significant. It is recommended that a revised traffic assessment based on the current concept be prepared prior to public exhibition.

The site is located within the Balmoral Road Release Area. A number of road projects require land from the subject site in order to be completed. In particular, the realignment of Arnold Avenue, the intersection connecting Arnold Avenue to Memorial Avenue, the McCausland Place turning circle and associated road closure, and the widening of Memorial Avenue by Roads and Maritime Services all require land from the subject site.

Memorial Avenue is a classified road that provides direct access to bus stops and the local centre. It is a main link that connects Windsor Road to Old Windsor Road. The Memorial Avenue upgrade by Roads and Maritime Services will increase the capacity of the road to manage the expected increases in traffic due to development in the Balmoral Road Release Area as well as through traffic.

Arnold Avenue is a two lane road that provides access to the surrounding residential release area development. The realignment of Arnold Avenue to meet the future extension of Severn Vale Drive at Memorial Avenue is identified in DCP 2012 and will result in a four-way signalised intersection, following the upgrade of Memorial Avenue by Roads and Maritime Services.

The provision of these road works are crucial to ensure that connectivity in the Balmoral Road Release Area is delivered as expected. These road works will link new development north of Memorial Avenue to the arterial road network, planned local centre and Kellyville Park. The planning proposal and development of the subject site will facilitate the delivery of these projects and contribute to the wider transport network in the Balmoral Road Release Area.

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

Future development on the site would need to be supported by the necessary services including electricity, telecommunication, gas, water, sewer and stormwater drainage. These services are currently available to the site. Should the proposal warrant any upgrade to the existing services it is envisaged this would be identified through the consultation process with the relevant public authorities.

The developer will also be required to pay Section 94 Contributions under Contributions Plan No. 12 which will contribute to the provision of open space and community facilities within the Balmoral Road East Precinct.

10. 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.)

A list of relevant agencies would be determined as part of the Gateway Determination. Following the Gateway determination, all relevant agencies will be consulted.

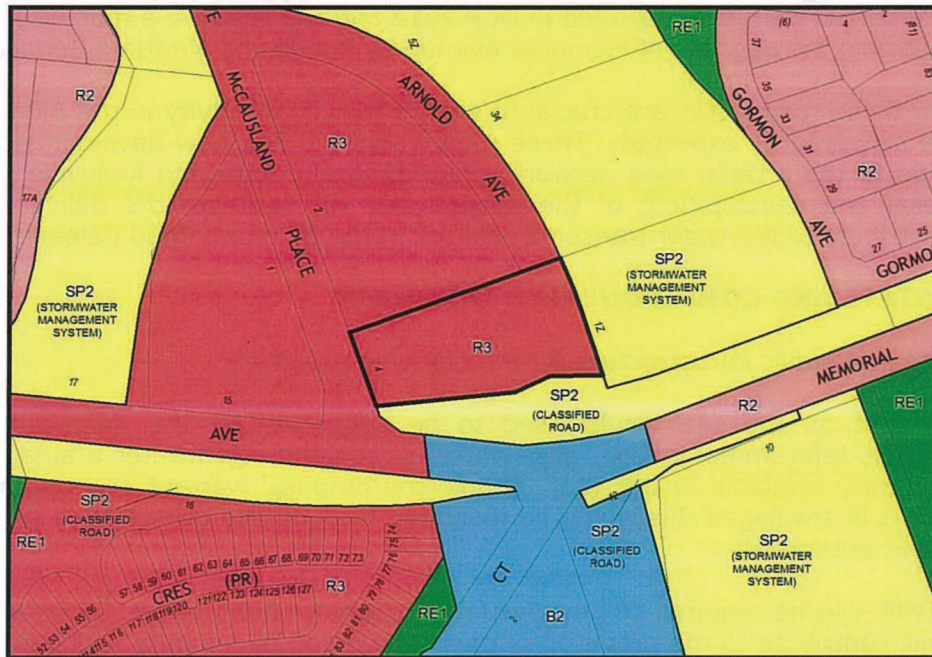
A preliminary list of public agencies which could be consulted is included below.

- Transport for NSW
- Roads and Maritime Services
- Sydney Water
- Endeavour Energy

PART 4 MAPPING

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

Existing Land Zoning Map (no change)

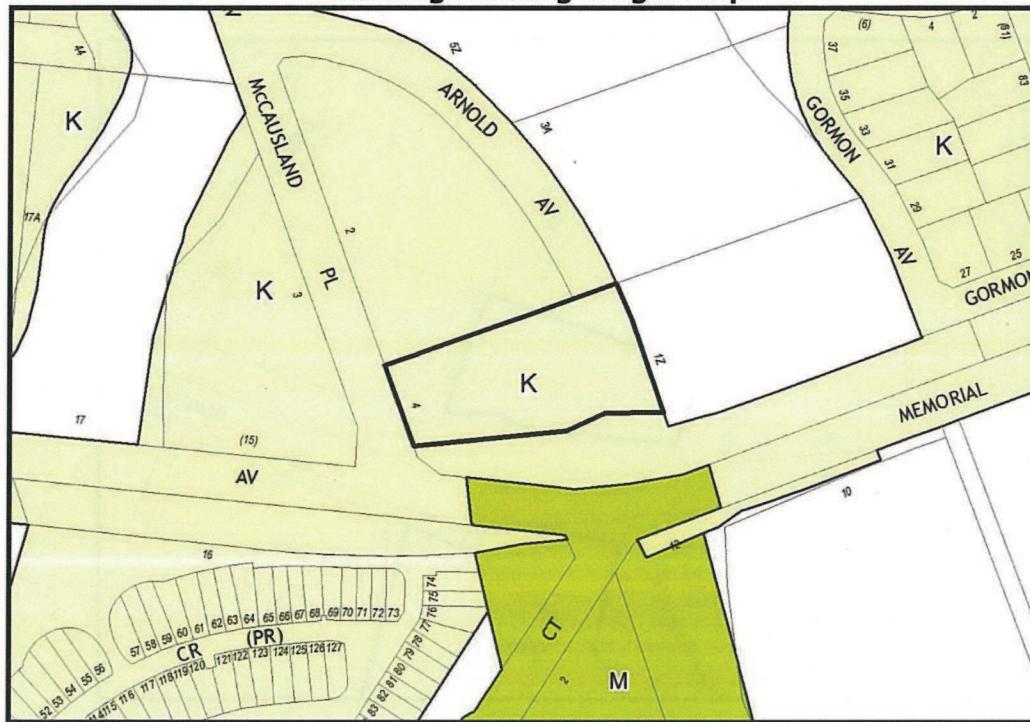


Land Zoning (LZN)

B2	Local Centre	R3	Medium Density Residential	SP2	Infrastructure
R2	Low Density Residential	RE1	Public Recreation		

The planning proposal seeks to amend the Maximum Building Height Map of *The Hills Local Environmental Plan 2012*.

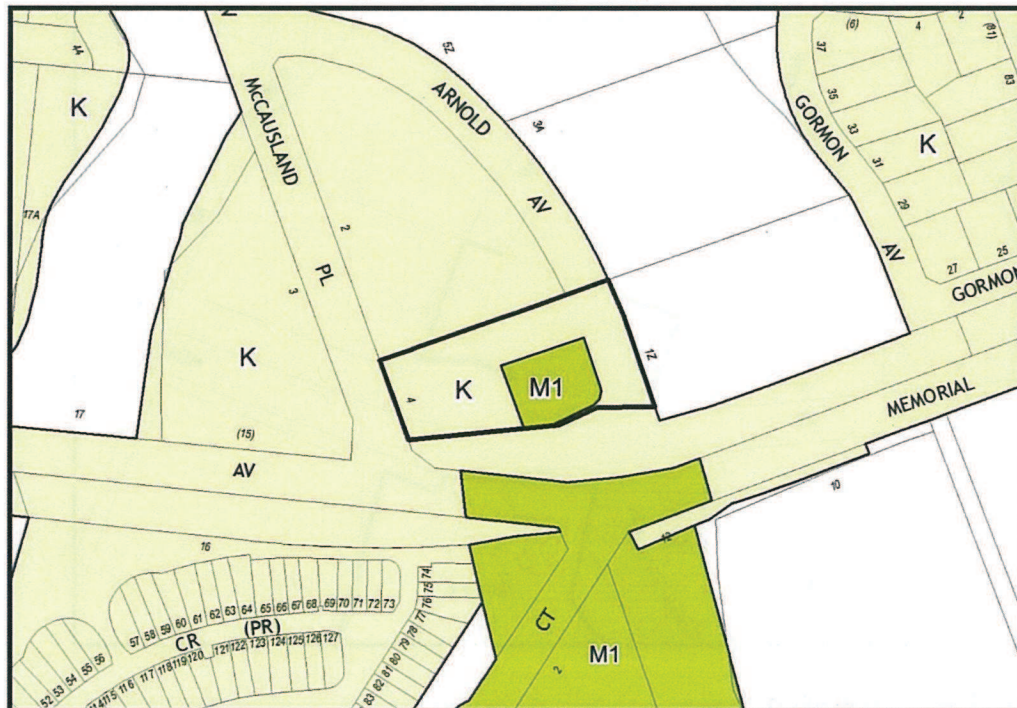
Existing Building Height Map



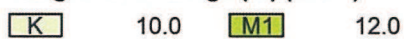
Height of Buildings (m) (HOB)



Proposed Building Height Map

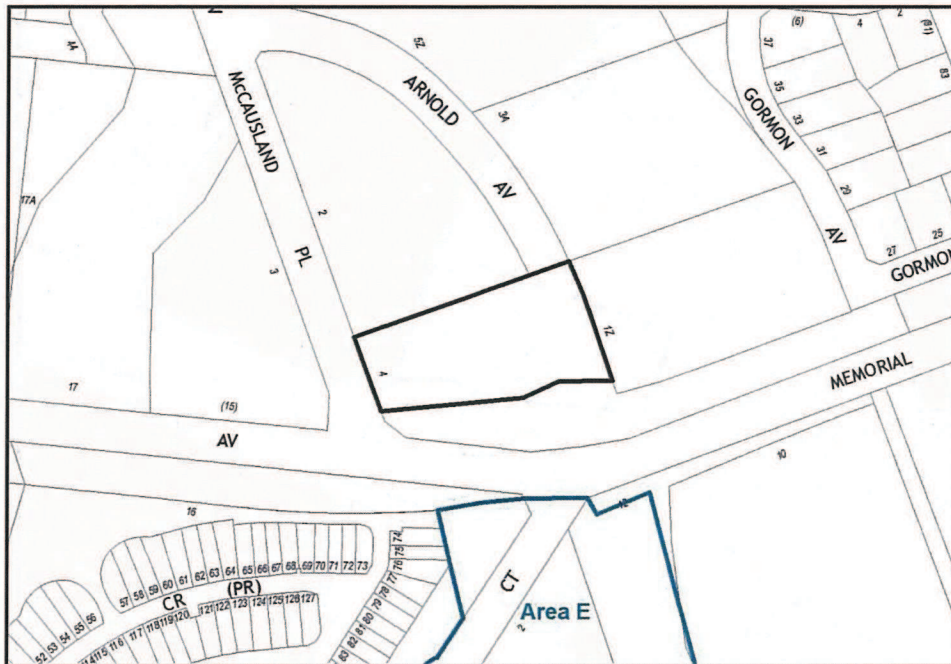


Height of Buildings (m) (HOB)



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

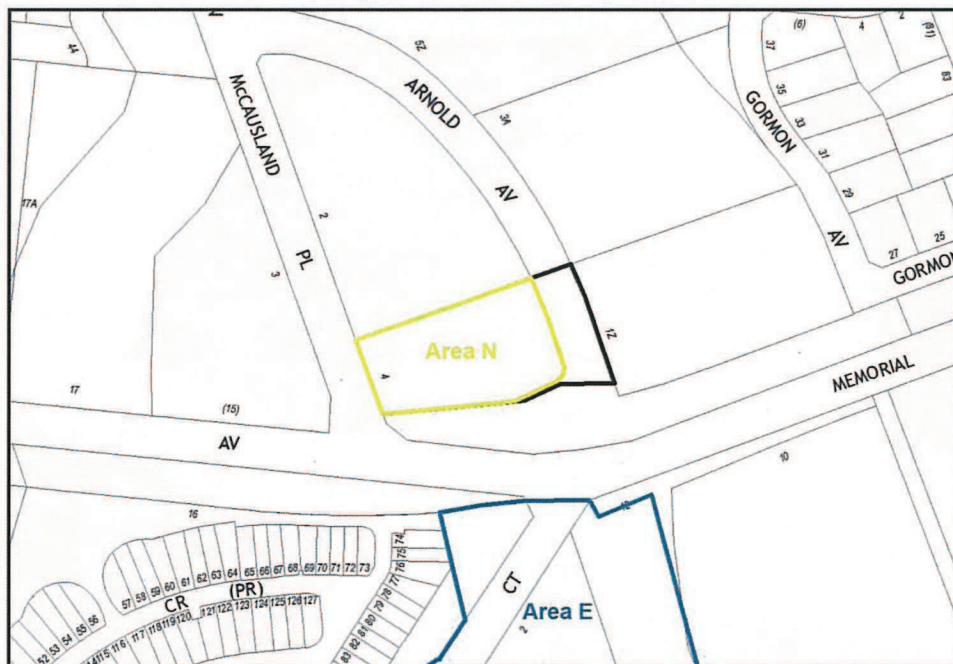
Existing Key Sites Map



Key Sites Map



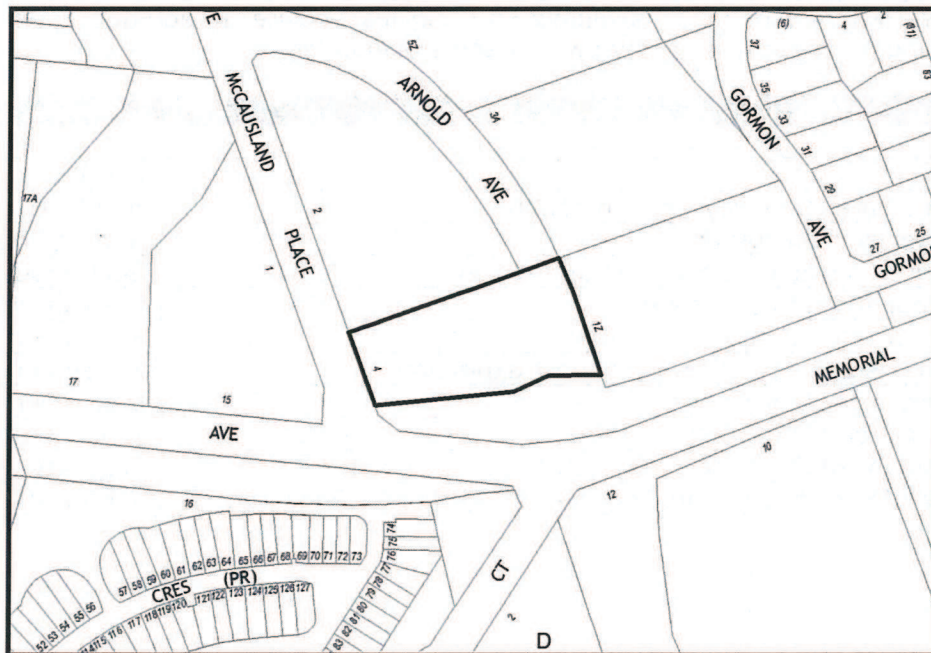
Proposed Key Sites Map



Key Sites Map



Existing Additional Permitted Uses Map



 refer to schedule 1

The map shows a street grid with the following streets:

- E. McAuland Place** (running north-south)
- Arnold Ave** (running north-south)
- Gormon Ave** (running north-south)
- Memorial Ave** (running east-west)
- D St** (running east-west)

A parcel labeled **Item 10** is highlighted in pink. It is located between E. McAuland Place and Arnold Ave, and between Memorial Ave and D St. The parcel is bounded by E. McAuland Place to the west, Arnold Ave to the north, and Memorial Ave to the east. The parcel is labeled with the number 10.

Other features on the map include:

- CRES (PR)** (Public Recreation area) located south of Memorial Ave, containing lots numbered 57 through 127.
- Lot numbers** are shown throughout the map, including 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127.

 refer to schedule 1

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in local newspapers and on display at Council's administration building, Baulkham Hills Library, Castle Hill Library and Rouse Hill Library. The planning proposal will also be made available on Council's website. In addition, letters will be issued to adjoining and nearby property owners and stakeholders.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	July 2016
Government agency consultation	August 2016
Commencement of public exhibition period (28 days)	September 2016
Completion of public exhibition period	October 2016
Timeframe for consideration of submissions	November 2016
Timeframe for consideration of proposal post exhibition	November 2016
Report to Council on submissions	December 2016
Planning Proposal to PCO for opinion	January 2017
Date Council will make the plan (if delegated)	February 2017
Date Council will forward to department for notification (if delegated)	February 2017

ATTACHMENT A: LIST OF STATE ENVIRONMENTAL PLANNING POLICIES

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/CONSISTENT
No. 1	Development Standards	NO	-	-
No. 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	YES	CONSISTENT
No. 33	Hazardous and Offensive Development	YES	NO	-
No. 36	Manufactured Home Estates	NO	-	-
No. 39	Spit Island Bird Habitat	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	YES	CONSISTENT
No. 59	Central Western Sydney Regional Open Space and Residential	NO	-	-
No. 62	Sustainable Aquaculture	YES	NO	-
No. 64	Advertising and Signage	YES	NO	-
No. 65	Design Quality of Residential Apartment Development	YES	YES	CONSISTENT
No. 70	Affordable Housing (Revised Schemes)	YES	NO	-
No. 71	Coastal Protection	NO	-	-
Affordable Rental Housing (2009)		YES	NO	-
Building Sustainability Index: BASIX 2004		YES	NO	-
Exempt and Complying Development Codes (2008)		YES	NO	-
Housing for Seniors or People with a Disability (2004)		YES	NO	-
Infrastructure (2007)		YES	NO	-
Kosciuszko National Park – Alpine Resorts (2007)		NO	-	-
Kurnell Peninsula (1989)		NO	-	-
Major Development (2005)		YES	NO	-
Mining, Petroleum Production and Extractive Industries (2007)		YES	NO	-
Miscellaneous Consent Provisions (2007)		YES	NO	-
Penrith Lakes Scheme (1989)		NO	-	-
Port Botany and Port Kembla (2013)		NO	-	-
Rural Lands (2008)		NO	-	-

STATE ENVIRONMENTAL PLANNING POLICY (SEPP)	APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
SEPP 53 Transitional Provisions (2011)	NO	-	-
State and Regional Development (2011)	YES	NO	-
Sydney Drinking Water Catchment (2011)	NO	-	-
Sydney Region Growth Centres (2006)	NO	-	-
Three Ports (2013)	NO	-	-
Urban Renewal (2010)	NO	-	-
Western Sydney Employment Area (2009)	NO	-	-
Deemed SEPPs			
SREP No. 8 (Central Coast Plateau Areas)	NO	-	-
SREP No. 9 – Extractive Industry (No. 2 – 1995)	YES	NO	-
SREP No. 16 – Walsh Bay	NO	-	-
SREP No. 18 – Public Transport Corridors	NO	-	-
SREP No. 19 – Rouse Hill Development Area	NO	-	-
SREP No. 20 – Hawkesbury – Nepean River (No 2 – 1997)	YES	NO	-
SREP No. 24 – Homebush Bay Area	NO	-	-
SREP No. 25 – Orchard Hills	NO	-	-
SREP No. 26 – City West	NO	-	-
SREP No. 30 – St Marys	NO	-	-
SREP No. 33 – Cooks Cove	NO	-	-
SREP (Sydney Harbour Catchment) 2005	NO	-	-

ATTACHMENT B: ASSESSMENT AGAINST SECTION 117 MINISTERIAL DIRECTIONS

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
1. Employment and Resources				
1.1	Business and Industrial Zones	NO	-	-
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	NO	-	-
2.4	Recreation Vehicle Area	NO	-	-
2.5	Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	NO	-	-
3. Housing, Infrastructure and Urban Development				
3.1	Residential Zones	YES	YES	CONSISTENT See Section B Question 6
3.2	Caravan Parks and Manufactured Home Estates	YES	NO	-
3.3	Home Occupations	YES	NO	-
3.4	Integrating Land Use and Transport	YES	YES	CONSISTENT See Section B Question 6
3.5	Development Near Licensed Aerodomes	NO	-	-
3.6	Shooting Ranges	NO	-	-
4. Hazard and Risk				
4.1	Acid Sulfate Soils	YES	NO	-
4.2	Mine Subsidence and Unstable Land	NO	-	-
4.3	Flood Prone Land	YES	NO	-
4.4	Planning for Bushfire Protection	NO	NO	-
5. Regional Planning				
5.1	Implementation of Regional Strategies	NO	-	-
5.2	Sydney Drinking Water Catchment	NO	-	-
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	NO	-	-
5.4	Commercial and Retail Development along the Pacific	NO	-	-

DIRECTION		APPLICABLE	RELEVANT? (YES/NO)	(IF RELEVANT) INCONSISTENT/ CONSISTENT
	Highway, North Coast			
5.8	Second Sydney Airport: Badgerys Creek	NO	-	-
5.9	North West Rail Link Corridor Strategy	YES	YES	INCONSISTENT See Section B Question 6
6. Local Plan Making				
6.1	Approval and Referral Requirements	YES	YES	CONSISTENT See Section B Question 6
6.2	Reserving Land for Public Purposes	YES	NO	-
6.3	Site Specific Provisions	YES	YES	CONSISTENT See Section B Question 6
7. Metropolitan Planning				
7.1	Implementation of the Metropolitan Plan for Sydney 2036	YES	YES	CONSISTENT
7.2	Implementation of Greater Macarthur Land Release Investigation	NO	-	-