

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: Draft The Hills Local Environmental Plan 2019 (Amendment No (#)) – Proposed amendments to increase the maximum building height from 20m to RL 140.5m and increase the maximum floor space ratio from 1:1 to 2.3:1 for land at 21-23 Victoria Avenue, Castle Hill.

STATUS: Public Exhibition

ADDRESS OF LAND: 21-23 Victoria Avenue, Castle Hill (Lot 1 DP 657013 and Lot 1 DP 660382)

SUMMARY OF EMPLOYMENT YIELD:

| | EXISTING | PROPOSED | TOTAL YIELD |
|------|----------|----------|-------------|
| Jobs | 570 | 1,273 | +703 |

SUPPORTING MATERIAL:

| | |
|---------------------|--|
| Attachment A | Assessment against State Environment Planning Policies |
| Attachment B | Assessment against Section 9.1 Local Planning Directions |
| Attachment C | Council Report and Minute, 10 October 2023 |
| Attachment D | Further Council Report and Minute, 14 May 2024 |
| Attachment E | VPA Council Report and Minute, 25 June 2024 |
| Attachment F | Local Planning Panel Report and Advice, 16 November 2022 |
| Attachment G | Draft The Hills DCP Part D Section X – 21-23 Victoria Avenue, Castle Hill |
| Attachment H | Draft Voluntary Planning Agreement and Explanatory Note |
| Attachment I | Gateway Determination, 17 October 2024 and alteration, 23 June 2025 and DPHI Gateway Assessment Report |
| Attachment J | Public Authority Pre-Gateway Submission – Transport for NSW, 10 January 2024 |
| Attachment K | Public Authority Gateway Submission – Transport for NSW, 24 February 2025 |
| Attachment L | Proponent's Planning Proposal Report, June 2025 |
| Attachment M | Urban Design Report, May 2025 |
| Attachment N | Concept Design Report, June 2025 |
| Attachment O | Landscape Concept Design Report, July 2023 |
| Attachment P | Council Prelodgement Feedback Letter, 23 September 2020 |
| Attachment Q | Traffic and Transport Report, June 2025 |
| Attachment R | Economic Impact Assessment, 10 June 2025 |
| Attachment S | Flood Impact Assessment Report, 27 July 2023 |
| Attachment T | Stormwater Assessment, 27 July 2023 |
| Attachment U | Tree Assessment, 19 February 2013 |
| Attachment V | Preliminary Site Investigation, 10 December 2020 |
| Attachment W | Build Over Rail Assessment, 17 December 2020 |

BACKGROUND:

At its Ordinary Meeting of 10 October 2023, Council considered the planning proposal applicable to land at 21-23 Victoria Avenue, Castle Hill and resolved that:

The matter be deferred to allow further consultation between Council and the Applicant and the matter be the subject of a future report to Council.

A copy of the Council Report and Minute is provided as Attachment C.

Between October 2023 and April 2024, further consultation was undertaken between Council and the Proponent in the form of further information submitted by the Proponent, written feedback letters provided by Council and meetings between Council officers and the Proponent Group.

The outcomes of this further consultation were subsequently reported back to Council at its Ordinary Meeting of 14 May 2024, where it was resolved that:

1. *The planning proposal applicable to land at 21-23 Victoria Avenue, Castle Hill (Lot 1 DP 657013 and Lot 1 DP 660382) proceed to Gateway Determination to amend LEP 2019 as follows:*
 - a) *Increase the maximum height of buildings from 20 metres to RL140.5.*
 - b) *Increase the maximum floor space ratio from 1:1 to 2.3:1.*
2. *Draft The Hills Development Control Plan 2012 Part D Section X – 21-23 Victoria Avenue, Castle Hill (Attachment 8) be publicly exhibited concurrently with the planning proposal.*
3. *Council and the Proponent continue discussions with respect to an appropriate mechanism to secure public benefits, including the dedication of the land necessary for the intersection upgrade at Victoria Avenue and Carrington Road, at no cost to Council, with Council to receive a further Report on this matter prior to commencement of any public exhibition of the planning proposal.*

A copy of the Council Report and Minute is provided as Attachment D.

A Gateway Determination was issued by the Department of Planning, Housing and Infrastructure on 17 October 2024 authorising the planning proposal to proceed to public exhibition, subject to the planning proposal being updated prior to public exhibition as follows:

- *Update documents within the planning proposal package that will be placed on exhibition so it is consistent with the planning proposal submitted by Council to the Department for Gateway determination. This includes removing reference to 'shops' in any documentation.*
- *Update how the planning proposal addresses the Section 9.1 Direction 4.1 Flooding, specifically (1)(a)-(d) of the Direction.*
- *Update how the planning proposal addresses SEPP (Biodiversity and Conservation 2021), Part 6 Water Catchments.*
- *Update the Traffic and Transport report to address Transport for NSW's submission dated 10 January 2024.*

The Proponent has provided updated material in accordance with dot points 1 and 4 above. This planning proposal has been updated to address Ministerial Direction 4.1 and SEPP (Biodiversity and Conservation) 2021 within Part 3 Section B(5) and (6) of this document.

Delegation for making the LEP has been issued to Council under the Gateway Determination.

On 23 June 2025 the Department of Planning, Housing and Infrastructure issued an extension to the Gateway Determination timeframe to 27 February 2026.

THE SITE:

The site is known as 21-23 Victoria Avenue, Castle Hill. It has an area of approximately 21,048m² and comprises two separate lots bound by Carrington Road to the south, Salisbury Road to the north and Victoria Avenue to the west. The site is currently occupied by specialised retail establishments with large floor plates and adjoining at-grade car parking. It is located approximately 700 metres walking distance from Showground Metro Station. The location of the site is shown in Figure 1 below.

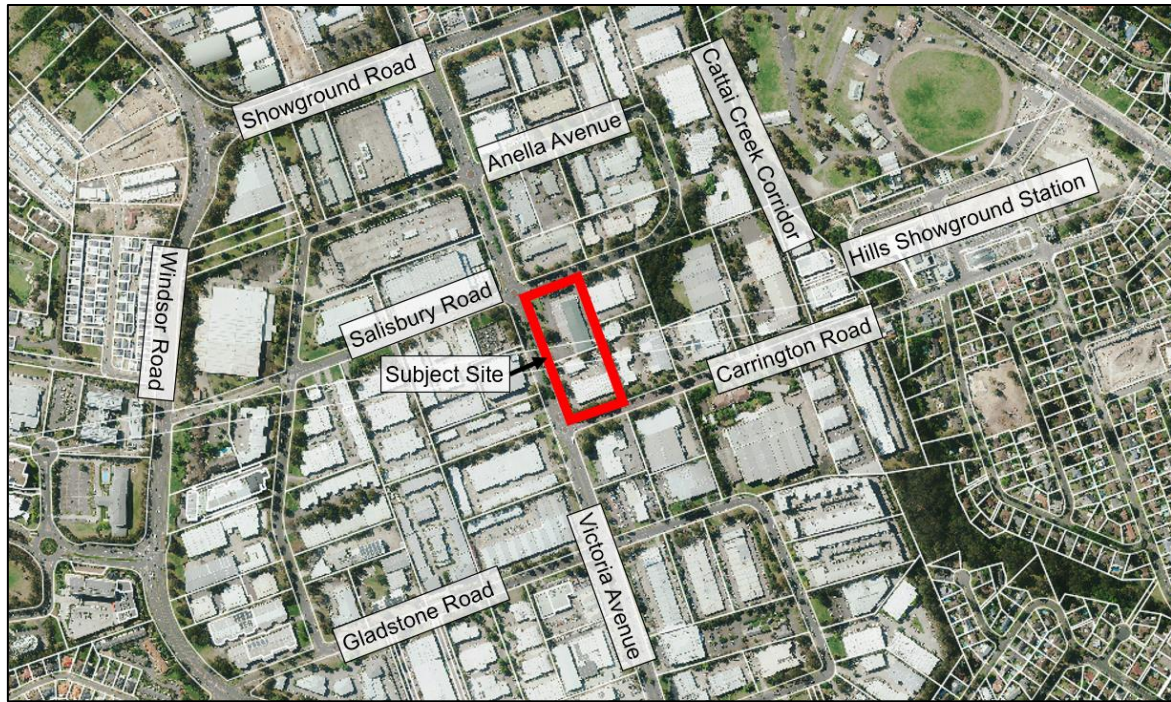


Figure 1
Aerial view of subject site and surrounding locality

The site generally falls from west (front) to east (rear), however there is also a fall to the centre of the site where an overland flow path traverses the site, illustrated in Figure 2 below. The Sydney Metro Northwest tunnel and Council stormwater assets pass directly through the centre of the site below ground level.

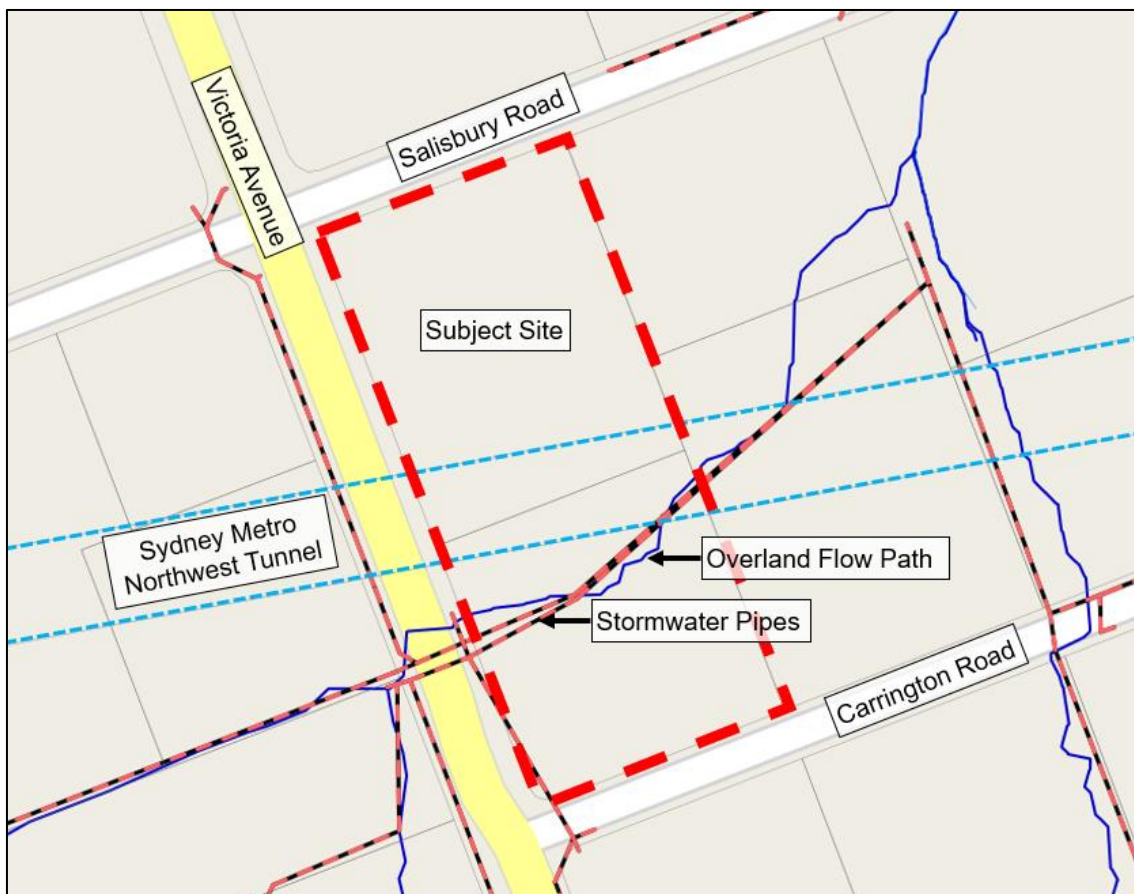


Figure 2

Subject Site and the Sydney Metro Northwest Tunnel, Stormwater Pipes and Overland Flow Path

The site is currently subject to a maximum Floor Space Ratio control of 1:1, which would permit a maximum of approximately 21,048m² of gross floor area on the site. The site is also subject to a maximum building height of 20 metres (approximately 5 storeys). It is noted that while the current building height limit is expressed in terms of metres above ground level, the Proponent's application seeks to express the maximum building height limit as an RL ('reduced level'), which is effectively a distance measured from the Australian Height Datum (mean sea level). This is discussed further in Section 4 – Built Form of this report however for reference, the current 20 metre height limit applicable to the land would generally equate to a maximum RL of 110 metres on this particular site.

There are three existing commercial buildings on the site ranging from 1-2 storeys that comprise light industrial uses such as homemaker stores, retail and a car servicing business. Combined, these buildings comprise approximately 10,200m² of gross floor area, which equates to an FSR of 0.48:1. There is therefore approximately 11,200m² of remaining development potential that could theoretically be achieved under the current planning controls, however the viability of redeveloping the existing buildings to achieve this additional extent of floor area may be questionable.

PART 1 OBJECTIVES OR INTENDED OUTCOME

The planning proposal seeks to facilitate redevelopment of the site to accommodate a commercial and retail development including specialised retail, commercial offices, medical suites, a child care centre, business premises and gym, within a built form up to 12 storeys.

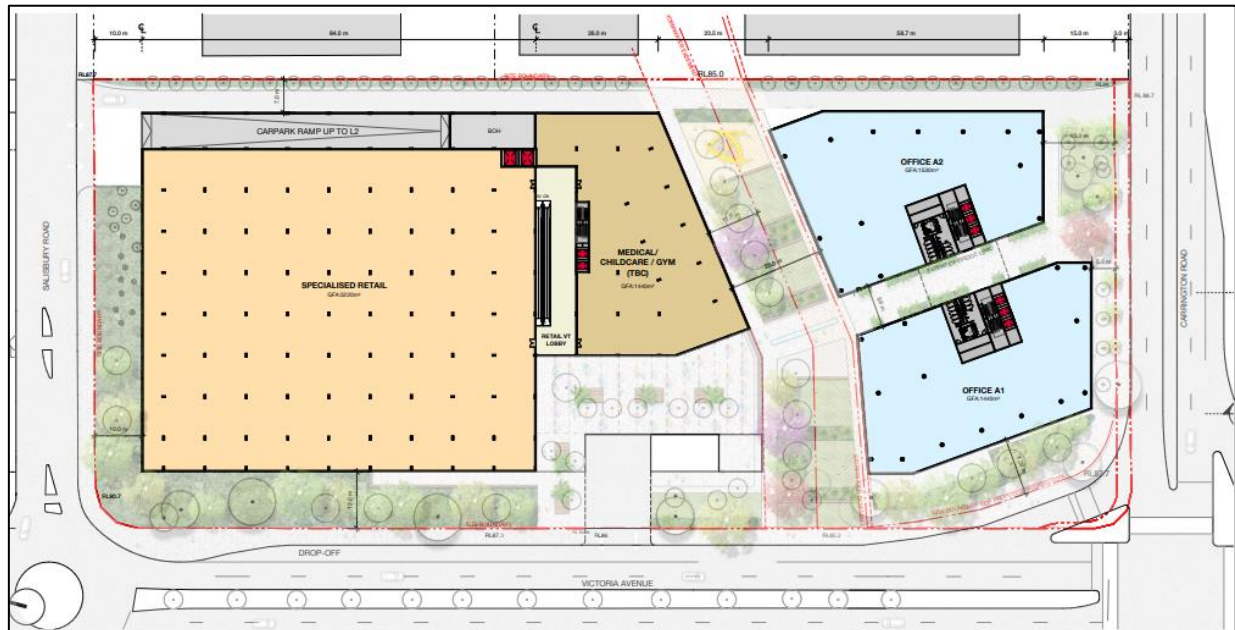


Figure 3
Indicative Site Plan



Figure 4
Perspectives / Photomontages of development concept and through-site link (from Victoria Ave)

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcome will be achieved by amending The Hills Local Environmental Plan 2019 as follows:

1. Increase the maximum height of buildings from 20 metres to RL 140.5m (allowing heights up to 12 storeys on the land); and
2. Increase the maximum floor space ratio from 1:1 to 2.3:1.

The planning proposal is also accompanied by a draft site specific Development Control Plan (DCP) to guide built form outcomes on the site, as well as a draft Voluntary Planning Agreement (VPA) which secures local infrastructure contributions to be delivered in association with the site's redevelopment.

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 the result of any strategic study or report. The application has been initiated by the Proponent acting on behalf of the landowner.

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 the best means of achieving the intended outcomes for the site. The proposed floor space ratio and building height will regulate an appropriate built form outcome and facilitate an increase in employment opportunities, consistent with Council's strategic vision for this land.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

3. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes, a discussion of consistency is provided below.

▪ **Greater Sydney Region Plan and Central City District Plan**

The planning proposal is consistent with objectives and priorities of the Greater Sydney Region Plan and Central City District Plan, as they relate to the provision of employment floorspace and supporting the realisation of a 30-minute city. The proposal would facilitate 48,410m² of additional commercial and retail floorspace and provide an additional 703 jobs more than what can be delivered under current planning controls. The planning proposal capitalises on the government investment in the Sydney Metro Northwest, by increasing density within the walkable catchment of the station and improving access to jobs and specialised retail.

The land use outcomes (being employment only) on the site align with TOD principles, as applied in the North West Rail Link Corridor Strategy, The Hills Corridor Strategy and the Norwest Precinct Plan. The site's location, at the corner of Carrington Road and Victoria Avenue, forms a transition between industrial and commercial uses in this locality, whilst increasing density in proximity to the Hills Showground Metro Station. Land uses identified for the site are in accordance with what is envisioned under each of these strategic plans.

- **The Hills Shire Council Norwest Precinct Plan**

The Norwest Precinct Plan identifies the site for commercial uses and employment outcomes that will be a key contributor to increased jobs within the Strategic Centre. The site is identified for high density employment, with active ground floor uses that contribute to a vibrant ground plane. The FSR and height envisioned for the site under the Precinct Plan are 2.3:1 and 6-12 storeys respectively. The outcomes sought through the planning proposal are aligned with Council's vision for the land, as articulated within the Norwest Precinct Plan.

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

Yes, a discussion of consistency is provided below.

- **The Hills Local Strategic Planning Statement**

The key planning priorities from the LSPS are *Planning Priority 1 – Plan for sufficient jobs, targeted to suit the skills of the workforce, Planning Priority 2 – Build strategic centres to realise their potential, Planning Priority 10 – Provide social infrastructure and retail services to meet residents needs and Planning Priority 12 – Influence travel behaviour to promote sustainable choices*. The proposal is consistent with these Planning Priorities, especially in that it would increase the quantum of employment floor space and extent of floor space for specialised retail in this location, which will assist in reducing a shortfall in the short to medium term and delivering commercial development, consistent with the outcomes envisaged in the Norwest Precinct Plan. It will also promote sustainable travel choices through the application of reduced car parking rates on the site.

- **The Hills Future Community Strategic Plan**

The Hills Future Community Strategic Plan aims to manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations. The planning proposal seeks to better utilise the existing site to provide for additional employment opportunities, consistent with the Strategic Plan. The proposed floor space ratio and building height provisions will contribute to the realisation of Norwest as a strategic centre whilst achieving an appropriate built form outcome on the site.

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

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

- *State Environmental Planning Policy (Biodiversity and Conservation) 2021*

The site is located within the Hawkesbury-Nepean Catchment and as such, Part 6 of the SEPP comprises specific controls that must be considered prior to granting development consent. A consent authority must consider whether the development will minimise human interference with the condition of the sub-catchment, maintain and enhance the scenic quality of the locality and the structure and floristics of native vegetation, and whether development has previously been carried out on the development site.

The SEPP also comprises controls for development generally, which relate to water quality and quantity, aquatic ecology, flooding, recreation and public access and total catchment management.

The development outcome depicts no development within the overland flow path, which will ensure the effective flow of stormwater and will enable access to Council's stormwater infrastructure for repair and maintenance as needed. The site is also free of any vegetation. Previous development

has been carried out on the site and the surrounding land has long been an established part of the urban footprint of the Shire.

The Department's Gateway Assessment Report states that "*the proposal is consistent with the SEPP as it includes stormwater management measures to mitigate impacts of the future development on the land.*" The draft site specific Development Control Plan that accompanies this proposal includes a section comprising stormwater development controls. These controls seek to protect existing stormwater infrastructure and ensure appropriate access is maintained for inspection and maintenance. They will also ensure adequate flood emergency response from the development where necessary.

Additionally, a future development application will also be subject to stormwater management controls under Part B Section 6 – Business, Part B Section 7 – Industrial and Appendix B Water Sensitive Urban Design of The Hills Development Control Plan 2012. The objectives of these development controls seek to ensure that development does not impact on the water quality of adjacent properties or creeks, to provide for efficient and environmentally sensible disposal of stormwater from the site and to encourage the re-use of stormwater within landscaped areas.

Given the above, the planning proposal appropriately addresses the SEPP controls that will be applicable to the site at the development application stage.

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

Yes. The consistency of the planning proposal with the Section 9.1 Ministerial Directions is detailed within Attachment B. A discussion on the consistency of the proposal with each relevant Direction is provided below.

- *1.1 Implementation of Regional Plans*

The objective of this Direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans. As discussed in Section 3(B), the planning proposal is consistent with the Greater Sydney Region Plan and supporting Central City District Plan as it will deliver increased employment opportunities in the Norwest Strategic Centre.

- *1.16 North West Rail Link Corridor Strategy*

The North West Rail Link Corridor Strategy provides a structure plan for the Castle Hill Metro Station Precinct and envisages that the subject site will be utilised for bulky goods premises. It is noted that this Corridor Strategy was released by the NSW Government in 2013 and since this time, substantial reforms have been undertaken to employment zones in NSW, with the intent of merging employment zones to provide greater flexibility in the types of employment generating uses on a site. Further detailed strategic planning work has also been undertaken for the site as part of The Hills Norwest Strategic Centre Precinct Plan.

Notwithstanding this, the subject planning proposal is consistent with the Corridor Strategy as it will provide increased specialised retail (bulky goods) floor space on the site, as well as a range of other employment generating uses that are already permitted in the E3 Productivity zone.

- *3.10 Water Catchment Protection*

This Direction seeks to maintain and improve the water quality (including ground water) and flows of natural water bodies, reduce urban run-off and stormwater pollution, protect and improve the processes of natural waterbodies, enhance the environmental quality of water catchments through

ecologically sustainable practices and protect watercourses, wetlands, riparian lands and their connectivity.

The planning proposal is consistent with this Direction. As discussed under Section B(5), the development outcome depicts no development within the overland flow path, which will ensure the effective flow of stormwater and will enable access to Council's stormwater infrastructure for repair and maintenance as needed. The site is also free of any vegetation and will not impact on environmental values or the scenic qualities of natural waterbodies.

Future development applications on the land will also be subject to stormwater management controls under Part B Section 6 – Business, Part B Section 7 – Industrial and Appendix B Water Sensitive Urban Design of The Hills Development Control Plan 2012. The objectives of these development controls seek to ensure that development does not impact on the water quality of adjacent properties or creeks, to provide for efficient and environmentally sensible disposal of stormwater from the site and to encourage the re-use of stormwater within landscaped areas.

▪ 4.1 Flooding

This Direction seeks to ensure that the provisions of an LEP that applies to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land. The Direction includes the following:

1. *A planning proposal must include provisions that give effect to and are consistent with:*
 - a. *The NSW Flood Prone Land Policy,*
 - b. *The principles of the Floodplain Development Manual 2005,*
 - c. *The Considering Flooding in Land Use Planning Guideline 2021, and*
 - d. *Any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant Council.*

The subject site is identified as a flood control lot under the Hills DCP 2012. The Department's Gateway Determination requires that the planning proposal be updated to address these provisions 1(a)-(d) of the Ministerial Direction. As the proposal permits an increase in development on land within the flood planning area, the proposal is technically inconsistent with the Direction on this basis.

In 2023, the NSW Government released the Flood Risk Management Manual, which incorporates the NSW Flood Prone Land Policy and replaces the Floodplain Development Manual 2005. The wording of points 1(b) and (d) of Ministerial Direction 4.1 above has not been updated to reflect these policy changes.

The primary objective of the NSW Flood Prone Land Policy is to reduce the impact of flooding and flood liability on communities and individual owners and occupiers of flood prone property and reduce losses resulting from floods. The policy achieves this through implementation of flood risk management plans, flood mitigation works, emergency management procedures, consideration of social, economic and ecological factors, and adopting development controls for flooding in areas proposed for development.

The Flood Risk Management Manual 2023 provides the basis for managing the use of flood prone land and includes details on how to consider flooding in decision managing, how to collect flood data, prepare flood studies and prepare flood risk management plans.

The Considering Flooding in Land Use Planning Guideline 2021 provides guidance on where and how flood-related development controls may be applied by Council. The planning proposal does not seek to amend existing or implement new controls related to flooding. Rather, the planning proposal

is consistent with existing practices implemented by Council with respect to the management of development on flood prone land. The draft site specific DCP also comprises development controls for the management of stormwater flows and stormwater infrastructure on the site.

The Hills DCP 2012 Part C Section 6 – Flood Controlled Land will apply to the site. This section of Council's DCP gives effect to the objectives of the NSW Flood Prone Land Policy, the Flood Risk Management Manual 2023 and the Considering Flooding in Land Use Planning Guideline 2021. The subject proposal has been assessed against this section of the DCP and is considered capable of complying with the provisions of this section.

The site is located at the lowest point of a 71 Ha highly impervious stormwater catchment. Stormwater from this catchment flows either through pipes or above ground (overland flow) which is concentrated at the subject site.

The subject site is burdened by an overland flow path and supporting information submitted with the planning proposal indicates that there is potential for flash flooding to occur on the site. The Proponent's development concept layout utilises the overland flow path for a 20-25m pedestrian through site link. This resolves the issues previously raised relating to stormwater management and overland flooding however there is still potential for minor flood impact to neighbouring properties to occur and overland flows potentially entering below ground carparking levels.

However, it is acknowledged that this is a conceptual design for the planning proposal phase and would need to be subject to further work and design at the Development Application stage. Based on the information submitted to date, it is considered that these remaining issues would be readily resolvable as part of these later phases of more detailed design and assessment, if the planning proposal was ultimately to proceed to finalisation.

Active uses are proposed to sleeve the pedestrian link to activate the ground floor plane. No building encroachment on the Stormwater Easement occurs as a result of the development and access to the pipes in the event that repair, or replacement is needed is maintained. Any minor works in the easement, such as street furniture, will be required to comply with Council's Design Guidelines for Subdivision and Development, and must not impact upon flood behaviour as it passes through the site. It is therefore considered that there are sufficient protections demonstrated within the Proponent's proposal to mitigate any flood risk and the proposal is consistent with Ministerial Direction 4.1. Flooding impacts are further discussed within the Council Officer Technical Assessment Report to the Local Planning Panel (Attachment E) and the Council Report from 10 October 2023 (Attachment C).

▪ *5.1 Integrating Land Use and Transport*

This Direction seeks to integrate land use and infrastructure to improve access to housing, jobs and services, reduce dependency on cars, reduce travel time, support the efficient operation of public transport and provide for the efficient movement of freight. The proposal is generally consistent with this direction, as the site is located in close proximity to the Hills Showground Metro Station which may encourage walking, cycling and public transport use for workers in the building. It is anticipated that the specialised retail uses on the site will continue to be accessed primarily via car.

▪ *7.1 Business and Industrial Zones*

This Direction aims to encourage employment growth in suitable locations, protect employment land and support the viability of identified centres. It requires that planning proposals must not reduce the total potential floor space area for employment uses and related public services in business zones. The planning proposal is consistent with this direction as it will facilitate a commercial and retail

outcome. The proposal will increase the availability of commercial floor space in an area which is intended to support the viability of specialised retail, business and warehouse uses.

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?

There is little to no likelihood of the planning proposal impacting on threatened species, populations or ecological communities and their habitats. The site is located in a highly urbanised location and is largely cleared of vegetation.

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

The planning proposal has appropriately responded to the environmental constraints present on the site. The development concept proposes the co-location of the through site link, overland flow path and stormwater easement, which will ensure that no buildings or structures will be located in this area. In addition to mitigating local flooding impacts, this outcome ensures that Council can retain access to its stormwater pits for ongoing maintenance of stormwater infrastructure.

There is still some potential for localised flooding impacts on the site, however preliminary flood modelling undertaken by the Proponent in association with their development concept indicates that this matter is readily resolvable through more detailed design that is most appropriately undertaken at the development application stage.

The Sydney Metro Northwest tunnel traverses under the centre of the site. The development concept has responded to this constraint through basement parking design and the provision of a portion of the required car parking spaces being located within aboveground parking levels within the development.

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

The planning proposal will have positive economic benefits by contributing towards increased employment opportunities and local businesses in an area strategically identified for employment growth to support the local population. The development concept comprises public spaces such as an urban plaza and through site links for social gathering and pedestrian connectivity to the Metro Station.

SECTION D - STATE AND COMMONWEALTH INTERESTS

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

Yes, the planning proposal will be levied under Contributions Plan No. 19 – Showground Station Precinct. At the time of preparing and adopting CP19, the strategically identified employment outcomes within this area of the Norwest Strategic Centre were known and as such, CP19 generally accounts for the uplift and extent of growth proposed on the site through the planning proposal. The payment of contributions under CP19 is therefore appropriate in this instance to address the local infrastructure demands associated with development of the land.

The planning proposal is also accompanied by a draft Voluntary Planning Agreement, which includes the dedication of land to Council for the purpose of widening Carrington Road and the associated provision of a signalised intersection upgrade at the intersection of Carrington Road and Victoria Avenue.

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?

As part of the assessment of the planning proposal, Council consulted with Transport for NSW (TfNSW) and received a submission on 10 January 2024 (Attachment J). Council also consulted further with TfNSW in accordance with the Gateway Determination and received a further submission on 24 February 2025 (Attachment K).

TfNSW provided recommendations for the Proponent to prepare an updated Traffic and Transport Study, including the findings of the recently completed regional traffic modelling, SIDRA analysis at key intersections, traffic generation and queuing impacts. The submission also included commentary with respect to intersection design and land acquisition, site access, support for the parking rates proposed within the site specific DCP, and future requirements with respect to the Sydney Metro Underground Corridor and Transit Oriented Development outcomes.

The planning proposal will be publicly exhibited in accordance with the Gateway Determination received. This includes public agency consultation with the Department of Climate Change, Energy, the Environment and Water, Sydney Water and Endeavour Energy. Further consultation will also be undertaken with TfNSW during the public exhibition period.

PART 4 MAPPING

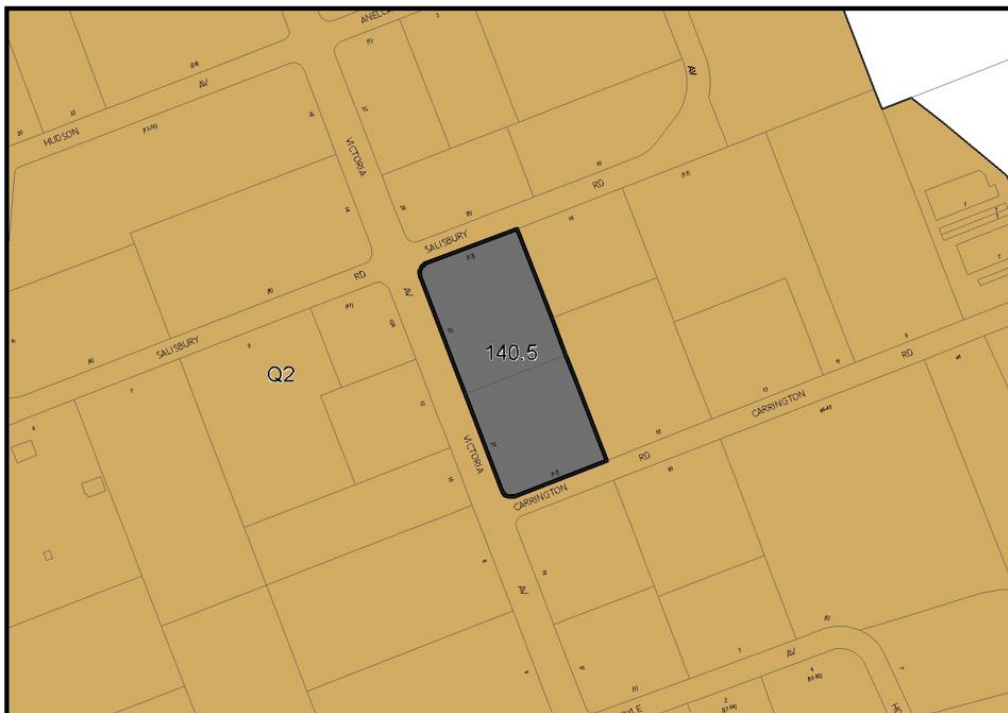


Height of Buildings (m) (HOB)

Q2 20.0

Heights Shown on Map in RL (m)

Existing Height of Buildings Map



Height of Buildings (m) (HOB)

Q2 20.0

Heights Shown on Map in RL (m)

140.5

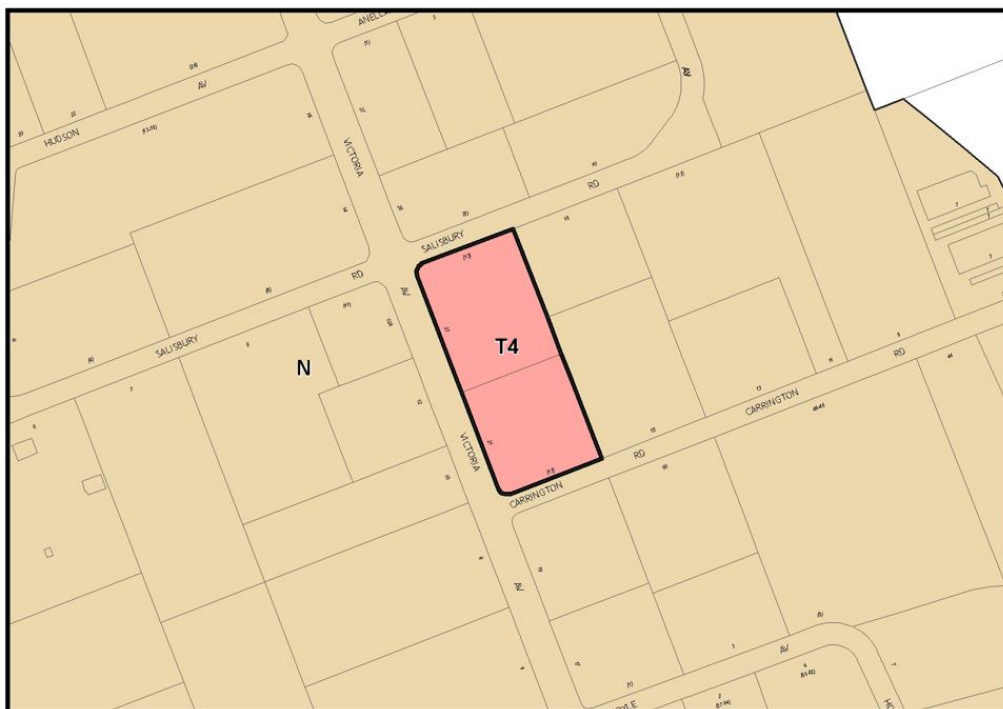
Proposed Height of Buildings Map



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

N 1.0

Existing Floor Space Ratio Map



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

N 1.0 T4 2.3

Proposed Floor Space Ratio Map

Note: No instrument changes are proposed as part of the planning proposal. The amendments to the LEP relate to mapping changes only.

PART 5 COMMUNITY CONSULTATION

The planning proposal will be advertised in accordance with Council's Community Participation Plan and the requirements of the Gateway Determination. Adjoining landowners will be directly notified of the public exhibition period and will be invited to comment on the planning proposal, draft VPA and draft DCP.

PART 6 PROJECT TIMELINE

| STAGE | DATE |
|---|--------------------------------|
| Council consideration of the Voluntary Planning Agreement Offer | June 2024 |
| Commencement Date (Gateway Determination) | October 2024 |
| Completion of legal review of Voluntary Planning Agreement | February 2025 |
| Compliance with pre-exhibition Gateway Determination conditions | June 2025 |
| Government agency consultation | February 2025 & June-July 2025 |
| Commencement of public exhibition period (28 days) | June 2025 |
| Completion of public exhibition period | July 2025 |
| Timeframe for consideration of submissions | August 2025 |
| Timeframe for consideration of proposal post exhibition | September 2025 |
| Report to Council post exhibition | October 2025 |
| Planning Proposal to DPHI for review (map only amendment) | November 2025 |
| Execution and registration of associated Voluntary Planning Agreement | December 2025 |
| Date Council will make the plan | January 2026 |

ATTACHMENT A: LIST OF STATE ENVIRONMENTAL PLANNING POLICIES

| STATE ENVIRONMENTAL PLANNING POLICY (SEPP) | APPLICABLE TO THSC | RELEVANT? (YES/NO) | (IF RELEVANT) INCONSISTENT/CONSISTENT |
|---|---------------------------|---------------------------|--|
| Biodiversity and Conservation (2021) | YES | YES | CONSISTENT |
| Exempt and Complying Development Codes (2008) | YES | NO | - |
| Housing (2021) | YES | NO | - |
| Industry and Employment (2021) | YES | NO | - |
| Planning Systems (2021) | YES | NO | - |
| Precincts – Central River City (2021) | YES | NO | - |
| Precincts – Eastern Harbour City (2021) | NO | - | - |
| Precincts – Regional (2021) | NO | - | - |
| Precincts – Western Parkland City (2021) | NO | - | - |
| Primary Production (2021) | YES | NO | - |
| Resilience and Hazards (2021) | YES | NO | - |
| Resources and Energy (2021) | YES | NO | - |
| Sustainable Buildings (2022) | YES | NO | - |
| Transport and Infrastructure (2021) | YES | NO | - |

ATTACHMENT B: ASSESSMENT AGAINST SECTION 9.1 MINISTERIAL DIRECTIONS

| DIRECTION | | APPLICABLE TO THSC | RELEVANT? (YES/NO) | (IF RELEVANT) INCONSISTENT/CONSISTENT |
|--|---|--------------------|--------------------|---------------------------------------|
| 1. Planning Systems | | | | |
| 1.1 | Implementation of Regional Plans | YES | YES | CONSISTENT |
| 1.2 | Development of Aboriginal Land Council land | NO | - | - |
| 1.3 | Approval and Referral Requirements | YES | NO | - |
| 1.4 | Site Specific Provisions | YES | NO | - |
| 1.4A | Exclusion of Development Standards from Variation | NO | - | - |
| 1. Planning Systems – Place-based | | | | |
| 1.5 | Parramatta Road Corridor Urban Transformation Strategy | NO | - | - |
| 1.6 | Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan | YES | NO | - |
| 1.7 | Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | NO | - | - |
| 1.8 | Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan | NO | - | - |
| 1.9 | Implementation of Glenfield to Macarthur Urban Renewal Corridor | NO | - | - |
| 1.10 | Implementation of the Western Sydney Aerotropolis Plan | NO | - | - |
| 1.11 | Implementation of Bayside West Precincts 2036 Plan | NO | - | - |
| 1.12 | Implementation of Planning Principles for the Cooks Cove Precinct | NO | - | - |
| 1.13 | Implementation of St Leonards and Crow Nest 2036 Plan | NO | - | - |
| 1.14 | Implementation of Greater Macarthur 2040 | NO | - | - |
| 1.15 | Implementation of Pyrmont Peninsula Place Strategy | NO | - | - |
| 1.16 | North West Rail Link Corridor Strategy | YES | YES | CONSISTENT |
| 1.17 | Implementation of the Bays West Place Strategy | NO | - | - |
| 1.18 | Implementation of the Macquarie Park Innovation Precinct | NO | - | - |
| 1.19 | Implementation of the Westmead Place Strategy | NO | - | - |
| 1.20 | Implementation of the Camellia-Rosehill Place Strategy | NO | - | - |
| 1.21 | Implementation of South West Growth Area Structure Plan | NO | - | - |
| 1.22 | Implementation of the Cherrybrook Station Place Strategy | YES | NO | - |

| DIRECTION | | APPLICABLE TO THSC | RELEVANT? (YES/NO) | (IF RELEVANT) INCONSISTENT/CONSISTENT |
|---|--|--------------------|--------------------|---------------------------------------|
| 2. Design and Place | | | | |
| 3. Biodiversity and Conservation | | | | |
| 3.1 | Conservation Zones | YES | NO | - |
| 3.2 | Heritage Conservation | YES | NO | - |
| 3.3 | Sydney Drinking Water Catchments | NO | - | - |
| 3.4 | Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs 26 | NO | - | - |
| 3.5 | Recreation Vehicle Areas | YES | NO | - |
| 3.6 | Strategic Conservation Planning | NO | - | - |
| 3.7 | Public Bushland | YES | NO | - |
| 3.8 | Willandra Lakes Region | NO | - | - |
| 3.9 | Sydney Harbour Foreshores and Waterways Area | NO | - | - |
| 3.10 | Water Catchment Protection | YES | YES | CONSISTENT |
| 4. Resilience and Hazards | | | | |
| 4.1 | Flooding | YES | YES | JUSTIFIABLY INCONSISTENT |
| 4.2 | Coastal Management | NO | - | - |
| 4.3 | Planning for Bushfire Protection | YES | NO | - |
| 4.4 | Remediation of Contaminated Land | YES | NO | - |
| 4.5 | Acid Sulfate Soils | YES | NO | - |
| 4.6 | Mine Subsidence and Unstable Land | YES | NO | - |
| 5. Transport and Infrastructure | | | | |
| 5.1 | Integrating Land Use and Transport | YES | YES | CONSISTENT |
| 5.2 | Reserving Land for Public Purposes | YES | NO | - |
| 5.3 | Development Near Regulated Airports and Defence Airfields | YES | NO | - |
| 5.4 | Shooting Ranges | NO | - | - |
| 5.5 | High Pressure Dangerous Goods Pipeline | YES | NO | - |
| 6. Housing | | | | |
| 6.1 | Residential Zones | YES | NO | - |
| 6.2 | Caravan Parks and Manufactured Home Estates | YES | NO | - |
| 7. Industry and Employment | | | | |
| 7.1 | Business and Industrial Zones | YES | YES | CONSISTENT |
| 7.2 | Reduction in non-hosted short-term rental accommodation period | NO | - | - |
| 7.3 | Commercial and Retail Development along the Pacific Highway, North Coast | NO | - | - |
| 8. Resources and Energy | | | | |

| DIRECTION | | APPLICABLE TO THSC | RELEVANT? (YES/NO) | (IF RELEVANT) INCONSISTENT/CONSISTENT |
|------------------------------|--|--------------------|--------------------|---------------------------------------|
| 8.1 | Mining, Petroleum Production and Extractive Industries | YES | NO | - |
| 9. Primary Production | | | | |
| 9.1 | Rural Zones | YES | NO | - |
| 9.2 | Rural Lands | YES | NO | - |
| 9.3 | Oyster Aquaculture | YES | NO | - |
| 9.4 | Farmland of State and Regional Significance on the NSW Far North Coast | NO | - | - |