

Department of Planning, Housing and Infrastructure

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Finalisation Report

Bella Vista and Kellyville

Transport Oriented Development Precincts



November 2024



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Executive Summary

This Finalisation Report provides an assessment of the State-led Bella Vista and Kellyville Transport Oriented Development (TOD) Rezoning Proposal. The Bella Vista and Kellyville Rezoning Proposal (the Rezoning Proposal) seeks to:

- focus new development on land closest to the stations to maximise the number of residents and workers within an easy walk of the stations and shops
- locate the highest buildings around the stations
- provide for taller buildings with smaller footprints so that a better public domain, more public open space and high quality streetscapes can be delivered
- transition heights down to areas with stand-alone houses
- plan for a mix of building heights to provide variety and interest and increase housing choice.

The Rezoning Proposal was exhibited from 9 July to 23 August 2024 and received a total of 5,390 submissions from individual community members, community groups, landowners, State Government agencies, Blacktown and The Hills Shire Council (Councils). The issues raised in submission have been considered by the Department of Planning, Housing and Infrastructure (the Department) in finalisation of the Rezoning Proposal.

The Hills Local Environmental Plan 2019 (The Hills LEP 2019) will be amended through a self-repealing State Environmental Planning Policy (SEPP) to align existing instruments with the objectives and controls of the rezoning proposal.

This Finalisation Report has been drafted by the Department. The Department has worked in collaboration and consultation with the Councils and State Government agencies to prepare the Rezoning Proposal.

1 Introduction

This report presents the Department's assessment and finalisation of the proposed planning amendments to deliver the Bella Vista and Kellyville Precincts.

The objectives for the TOD Accelerated Precincts build upon previous work, including the North West Rail Link Corridor Strategy, state-led rezonings from 2015-2017, and the State Significant Development applications approved in 2022. This work is further outlined in **Section 2.2**.

The plan envisions well-designed station precincts (see **Figure 1**) where:

- **Bella Vista** will become The Hills' premier living and business district, fulfilling its role as a place of innovation within the Norwest strategic centre.
- **Kellyville** will be centred around a vibrant and attractive hub that includes a mix of retail, commercial, and residential spaces near the Metro station.

The purpose of this report is to provide an overview of:

- the planning context for the Precincts
- the exhibited proposal and supporting documents
- consultation and public exhibition
- matters arising from public exhibition and resolution in the final plan.

New pathways will connect residents to public open space and the Metro Station, including a potential shared path along Caddies Creek, complementing east-west paths connecting to Elizabeth Macarthur Creek.

Amendments to The Hills LEP 2019 will enable the delivery of:

- approximately 4,600 new homes
- total commercial and retail capacity of 177,000m²
- new and improved public open spaces
- 3-10% affordable housing where land is zoned for residential use and between 5-10% for key sites
- supporting social infrastructure including:
 - community and recreational facilities
 - streetscape and other embellishments
 - improved public and active transport, shared pathways, pedestrian through-site links and cycleways.

Amendments are also proposed to Part 8 of The Hills LEP 2019, which contains additional provisions for development within the Bella Vista and Kellyville Precincts.

The assessment of the Rezoning Proposal is based upon the draft Rezoning Proposal exhibited by the Department from 9 July to 23 August 2024, additional studies undertaken, and consideration of comments and feedback obtained during exhibition of the Rezoning Proposal.

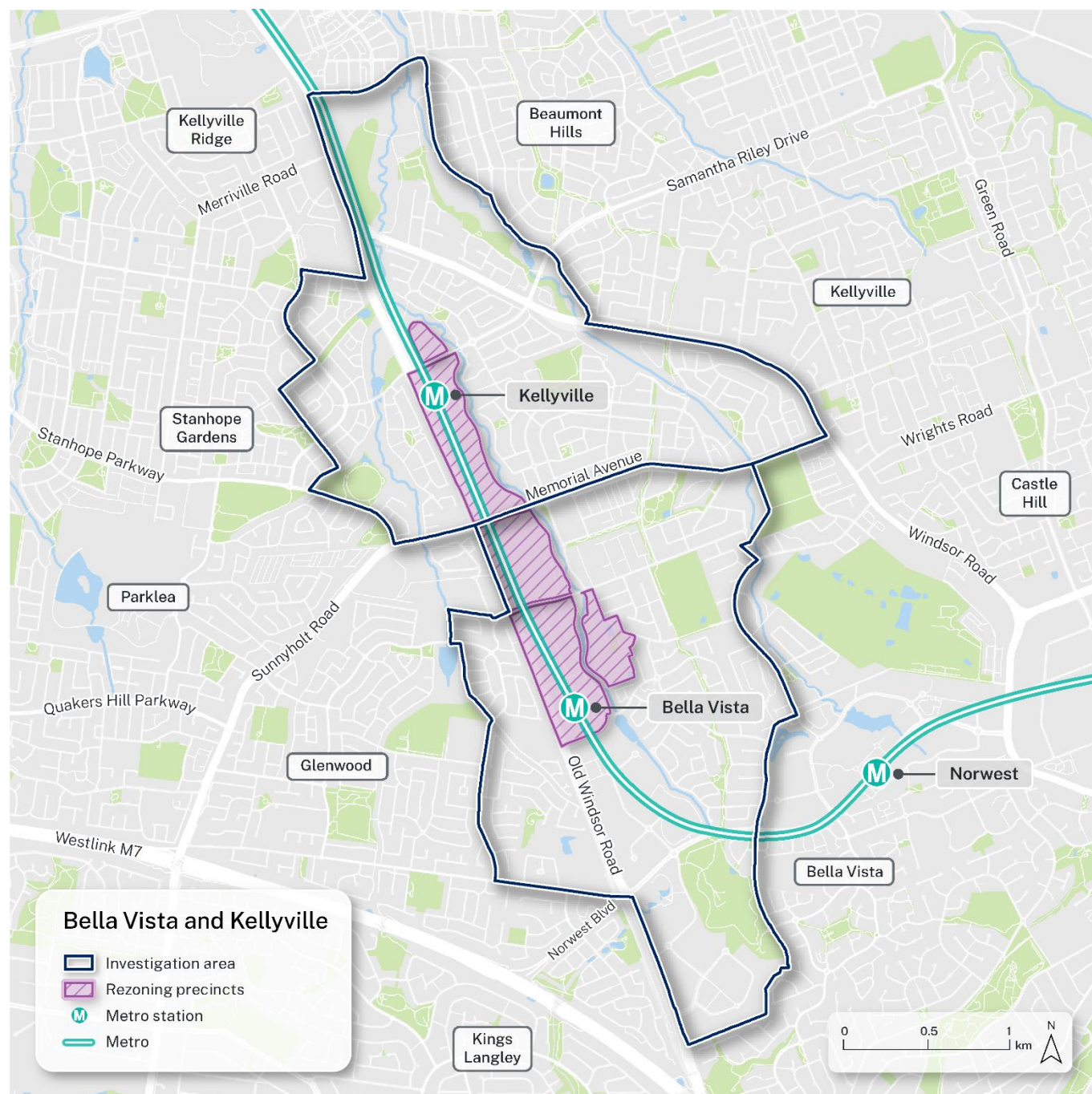


Figure 1: The Bella Vista and Kellyville Transport Oriented Development Rezoning Precincts and investigation area
(Source: Department of Planning, Housing and Infrastructure)

2 Context

The Department is responsible for undertaking a comprehensive assessment of the Rezoning Proposal to determine its appropriateness, carefully considering environmental and social factors, and identifying the infrastructure needs of the future population. The Department has undertaken this assessment, taking into consideration feedback from the public and other stakeholders, in collaboration with relevant State agencies and local Government and makes a recommendation to the Minister for Planning and Public Spaces for determination.

2.1 Site Context

The Bella Vista and Kellyville Precincts are located approximately 35 kilometres northwest of Sydney CBD and 14.5 kilometres north of Parramatta CBD (see Figure 2). Positioned along the Sydney Metro North West line, which opened in 2019, these areas have seen significant transformation due to improved public transport connectivity. This has spurred renewal opportunities.

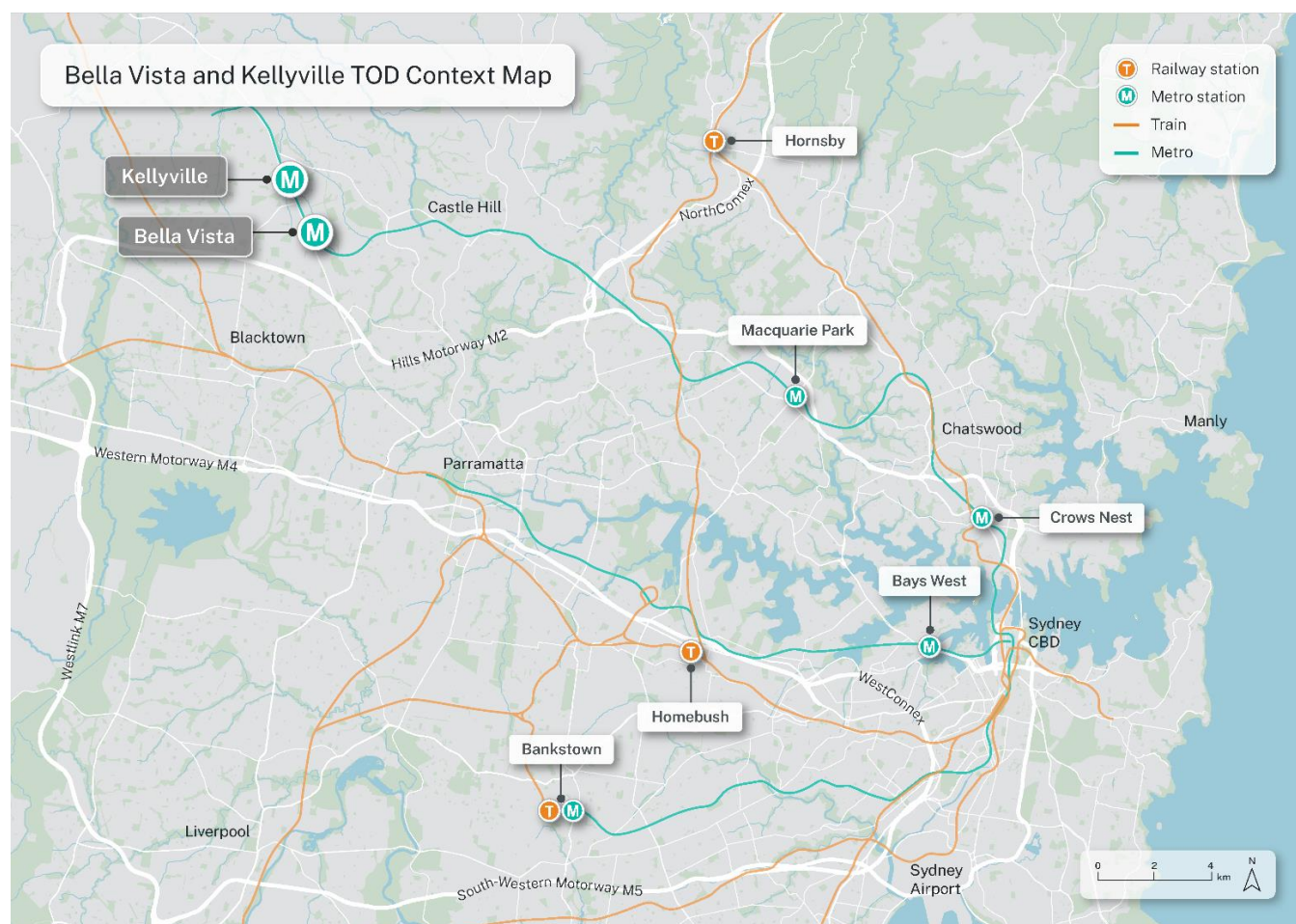


Figure 2: Bella Vista and Kellyville's regional context (Source: Department of Planning, Housing and Infrastructure)

Bella Vista and Kellyville are characterised by riparian corridors, dense bushland, and gentle hills, with street and subdivision patterns designed around natural creek corridors. Key features include the Norwest Business Park, which provides local jobs and services, and the enhanced connectivity offered by the Bella Vista and Kellyville metro stations.

Old Windsor Road and the Metro line form barriers to east-west pedestrian movement, but the area has seen substantial housing growth, particularly between Elizabeth Macarthur Creek and Strangers Creek. This includes low to medium density housing, townhouse precincts, and some higher density apartments. The predominantly undeveloped land between Old Windsor Road and Elizabeth Macarthur Creek, largely Government-owned, offers potential for landmark development.

2.2 Strategic Context

2.2.1 Transport Oriented Development Program (2024)

On 7 December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program to create more well-located homes close to transport, jobs, and services. As part of the TOD Program, the NSW Government identified eight Sydney transport hubs (TOD Accelerated Precincts) for state-led accelerated rezoning to deliver up to 47,800 new, well-located, high and mid-rise homes over the next 15 years.

The TOD Program has stemmed from the National Housing Accord announced by the Australian Government in October 2022 as part of the Federal Budget to address the supply and affordability of housing. The Accord includes an initial aspirational target to build 1.2 million new well-located homes over five years from July 2024. NSW has been tasked to provide 377,000 new homes by June 2029.

The Bella Vista and Kellyville Precincts combined are two of the 8 priority high growth areas near transport hubs in Greater Sydney for accelerated rezoning.

2.2.2 Greater Sydney Region Plan

The Greater Sydney Region Plan establishes directions, objectives and actions to achieve the 40-year vision which are focused on infrastructure and collaboration, liveability, productivity and sustainability.

The Region Plan aims to enable a continuous supply of housing and a variety of housing types in strategic locations to foster more liveable neighbourhoods and accommodate Sydney's growing population.

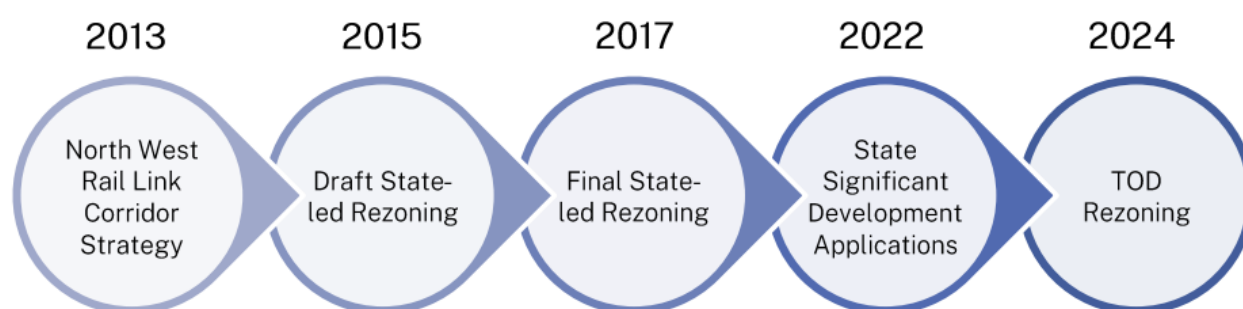
The plan recognizes that the Sydney Metro Northwest rail link will enhance growth prospects in the north-west of the city by improving job access. It identifies Bella Vista and Kellyville as key areas for growth and urban renewal through transport-oriented development.

2.2.3 Central City District Plan

The Central City District Plan highlights that Sydney Metro Northwest, will drive housing and job growth in the northern part of the District, particularly around new stations such as Bella Vista and Kellyville. These areas are recognised as key initiatives and opportunities for increasing housing capacity. The Plan notes that additional capacity for housing supply is well advanced across much of the District, with current State-led initiatives like the Sydney Metro Northwest Urban Renewal Corridor and Planned Precincts at Bella Vista and Kellyville offering significant revitalisation potential.

2.2.4 Development and Planning Initiatives for Bella Vista and Kellyville

Below is a summary of the strategic work that has been underway since 2013, including the North West Rail Link Corridor Strategy, State-led Rezoning, and State Significant Development applications.



2.2.5 North West Rail Link Corridor Strategy (2013)

A Corridor Strategy, including Structure Plans for the eight train stations along the North West Rail Link, to guide development over the next 20-25 years, including Bella Vista and Kellyville stations.

2.2.6 Previous State-led Rezoning (2015-2017)

Approved in 2017, included mixed-use centres, parks, employment zones, and diverse housing types for up to 8,400 new homes, aligned with available infrastructure.

2.2.7 State Significant Development Applications (2022)

Landcom's SSD Applications: Submitted on behalf of Sydney Metro for Government-owned land, approved in December 2022, including 5,700 homes, 25,700m² of retail, 151,000m² of commercial space, 15,000m² of community facilities and 85,500m² of parks, plazas, and pedestrian and cycling connections.

2.2.8 Governance

A Governance framework has been implemented to enable NSW Government agencies work collaboratively to deliver the precinct. These governance arrangements include the:

- Executive Advisory Group (EAG) – Senior Executive level representatives from the Department, State agencies and the Councils. Provides oversight and direction for the planning activities in the TOD Accelerated Precincts, including matters identified by the Project Working Group (PWG).
- PWG – Executive and Officer level representatives from the Department, State agencies, and the Councils. A forum for discussion and resolution of strategic matters, facilitating an opportunity for comments and advice on the rezoning proposal, and related technical studies for the TOD Accelerated Precincts by relevant state and local Government agencies.

3 Exhibited Rezoning Proposal

3.1 Amendments to Land Use Zoning

The Rezoning Proposal (see Figures 3 and 4) was exhibited to seek public feedback. The exhibited Rezoning Proposal identified areas of the investigation area that could support new homes and proposed amendments to land use zoning and other planning controls for future development.

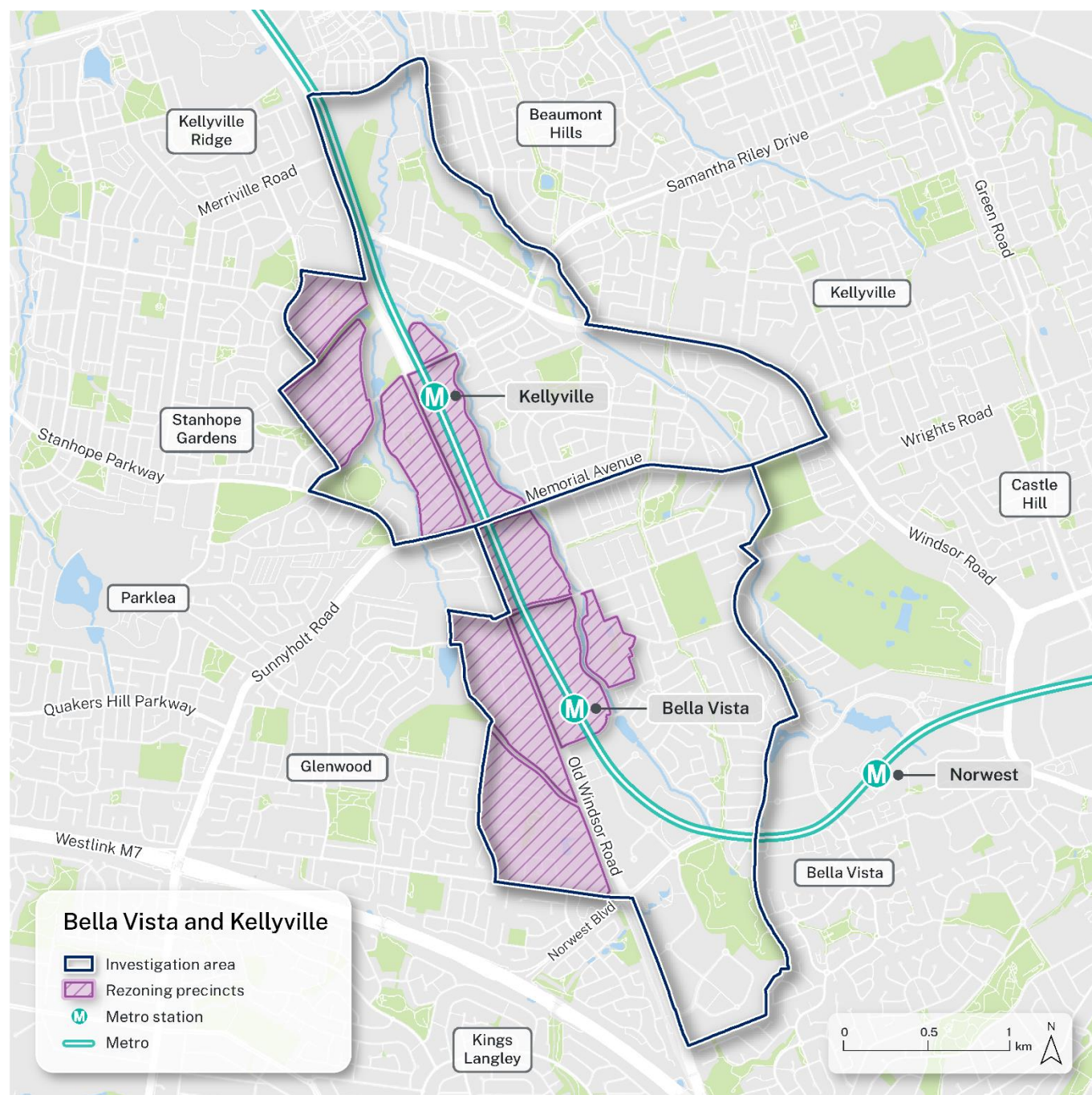


Figure 3: The Bella Vista and Kellyville Transport Oriented Development Rezoning Precincts subject to the draft Rezoning Proposal shown in purple (Source: Department of Planning, Housing and Infrastructure)



Figure 4: Exhibited renders of the concept plan (Source: Architectus)

4 Community Engagement

The Rezoning Proposal was publicly exhibited on the NSW Planning Portal for from 9 July to 23 August 2024. A total of 5,390 submissions were received during the exhibition period.

Consideration of the issues raised in submissions is presented in **Section 5** of this report. All submissions have been published on the Planning Portal. In addition, the Department held meeting with landowners and other key stakeholders during the exhibition period, including continuing to collaborate with other State Government agencies and technical specialist in finalising the Rezoning Proposal.

We would like to take this opportunity to thank the community and other key stakeholders for their ongoing interest, feedback, and support.

4.1 How we consulted



6,618 letters issued to landowners



1,544 emails to contacts who opted in for project updates



574 people attended 9 in-person community sessions



542 people engaged via an online information session



95,490 website visits via digital channels



513,522 ads displayed via targeted digital and social media advertising campaigns



Advertisements in the Hills to Hawksbury, Australian Chinese Daily and Sydney Korean Herald



One on one meetings with landowners and other key stakeholders

4.2 Who we heard from



5,357 submissions were from community members



16 submissions were from community organisations



12 submissions were from Government agencies



5 submissions were from industry

5 Assessment of Key Issues

The Department has considered the issues raised in submissions during the exhibition of the Rezoning Proposal and prepared revisions to the draft planning controls in response to submissions. The following key assessment issues have been identified:

1. Traffic and Transport
2. Infrastructure
3. Affordable Housing
4. Flooding and Stormwater
5. Biodiversity
6. Stanhope Gardens Sub-Precinct
7. Glenwood Sub-Precinct
8. Town Centres Sub-Precinct
9. 301 Samantha Riley Drive Sub-Precinct
10. Waddell Road Sub-Precinct
11. Other Sites Outside Study Area
12. Design Guide

Where necessary, further amendments to the exhibited planning framework have been introduced to address submission issues. These amendments form part of the Department's assessment.

5.1 Traffic and Transport

5.1.1 Road Congestion

Submission points	Response
<ul style="list-style-type: none">Submissions from the public and The Hills Shire Council and Blacktown City Council were concerned with the current levels of road congestion and capacity to support increased growth.	<ul style="list-style-type: none">The Department has integrated land use and transport planning by locating new homes close to areas that will be well serviced by public transport, amenities, parks and schools. This gives people more travel choices to their destinations, with infrastructure improvements to facilitate more trips that can be made by walking, cycling and catching public transport services, this reduces the reliance on car use especially for short local trips that will help moderate congestion on the road network.The Public Transport Statement has also been amended to identify the progressive widening of Old Windsor Road to three lanes in each direction between Norwest Boulevard and Windsor Road. Transport for NSW would need to seek funding through its normal budget process.The proposed approach has been developed in consultation with and is supported by Transport for NSW.

5.1.2 Car Parking

Submission points	Response
<ul style="list-style-type: none">Submissions from the public and The Hills Shire Council raised concerns regarding insufficient car parking at the Metro stations and bus interchanges.Submissions from the public requested additional car parking at sporting grounds, shopping centres and on local streets.	<ul style="list-style-type: none">To balance the concerns and to reinforce the rates set in existing approvals, a tiered system of parking rates is proposed that sets lower parking rates for higher-density development nearest to the Metro stations, while keeping the higher rates exhibited with the draft rezoning for areas situated further away. The car parking rates are included in the Design Guide.

5.1.3 Public Transport

Submission points	Response
<ul style="list-style-type: none">Submissions from the public, The Hills Shire Council and Blacktown City Council, requested additional public transport connections to address the growth, including increased Metro frequency, additional and increased bus network and on demand bus services to be reinstated.	<ul style="list-style-type: none">The Metro currently provides a train service every four minutes during the peak, five minutes in the interpeak period and every ten minutes off-peak. In the future, there may be capacity for services to increase up to every two minutes in each direction.While the Metro provides a high-quality service to destinations across the north-west and into Sydney CBD, integration with the Precincts' active and bus network needs further enhancement to encourage a mode shift and ease the road congestion experienced in the area.The NSW Government is preparing a 10 year roadmap to outline bus service improvements across NSW, including restructuring the bus network, increasing service frequency and expanding network coverage. TfNSW continues to monitor bus service provision by analysing travel data and working with bus operators and planning authorities to help identify when and where passengers travel and how their future needs may evolve.

5.1.4 Active Transport

Submission points	Response
<ul style="list-style-type: none">Submissions from the public, The Hills Shire Council and Blacktown City Council request better active transport in the area including separated cycle lanes, raised pedestrian crossings, and increased walkability infrastructure within the TOD Accelerated Precincts.	<ul style="list-style-type: none">Precinct Transport Statement identifies new walking and cycling routes to provide better connectivity across Elizabeth Macarthur Creek and Old Windsor Road, and enhancing connectivity to public transport, destinations and public open space.

5.1.5 Transport Infrastructure

Transport infrastructure, including roads, public transit, and pedestrian pathways, is crucial for connecting communities and supporting economic growth. The Urban Development Program (UDP) is the NSW Government's program for monitoring and coordinating housing supply and infrastructure delivery.

The UDP coordinates NSW Government agencies, local councils, and industry to build consensus on priorities, align plans for housing and infrastructure, coordinate delivery and investment, and resolve major issues impacting housing supply.

The UDP leads the preparation of Infrastructure Opportunities Plans (IOPs) to identify infrastructure opportunities eligible to be considered for funding under the Housing and Productivity Contribution (HPC). The HPC is a development charge that will help fund the delivery of State and regional infrastructure in high-growth areas.

The IOPs will guide the allocation of HPC funds and alignment of State agency investment in infrastructure to support housing targets and the development of transport infrastructure, ensuring communities are well-connected and accessible.

Some potential transport infrastructure projects which may be able to be provided from future HPC funds in the TOD Accelerated Precincts could include:

- New pedestrian bridge across Old Windsor Road near Burns T-way station
- Access ramp (west) on the Bella Vista pedestrian bridge across Old Windsor Road
- Progressive widening of Old Windsor Road between Norwest Boulevard and Windsor Road in conjunction with intersection upgrades.

Examples of other infrastructure projects which may be able to be delivered as part of private landowner incentives and Council's s 7.11 local contributions could be a new pedestrian bridge across Elizabeth Macarthur Creek near the intersection of Byles Place and Celebration Drive.

5.2 Infrastructure

5.2.1 Education Facilities

Submission points	Response
<ul style="list-style-type: none">Submissions from the public, The Hills Shire Council and Blacktown City Council noted that existing schools are currently overpopulated and suggested that additional schools are required to support the rezoning.	<ul style="list-style-type: none">The Department has been working collaboratively with School Infrastructure (Department of Education (DoE)) throughout the preparation of the Rezoning Proposal.School Infrastructure (DoE) has analysed the likely number of student places required to support the additional population due to the Rezoning Proposal.In addition to a planned primary school in the Precincts, more public school capacity will be required for the Precincts.School Infrastructure (DoE) is undertaking further investigations to identify suitable solutions that can be delivered in line with the delivery of new homes in the Precincts.Suitability of new school sites will be subject to due diligence and School Infrastructure (DoE)'s Site Selection and Development Guidelines.

5.2.2 Open Space

Submission points	Response
<ul style="list-style-type: none">Submissions from the public, The Hills Shire Council and Blacktown City Council requested increased open space provision, with a particular focus on sports playing fields.	<ul style="list-style-type: none">The Rezoning Proposal has been informed by an Open Space Needs Assessment which examined the potential additional population resulting from the rezoning and calculated the demand for open space including local parks and playing fields. <p>Local parks</p> <ul style="list-style-type: none">The assessment found the Rezoning Proposal will generate demand for 5 hectares of parks by 2041 and an additional one hectare by ultimate population. This demand can be met by existing and already planned for open space.Despite the satisfactory quantum of open space, an analysis of the accessibility indicated some residents will not be within 200-400m of open space. In particular, homes within proximity of Memorial Avenue at the border of the Bella Vista and Kellyville Precincts.

Submission points	Response
	<ul style="list-style-type: none"> The Department has recommended the provision of an additional local park within this location. The Rezoning Proposal also includes a potential option to expand the district park planned within the Bella Vista town centre, subject to agreement by the landowner. <p>Playing fields</p> <ul style="list-style-type: none"> The assessment found that the Rezoning Proposal will generate demand for one field by 2041 and an additional one field by the ultimate population. This demand can be met by existing and already planned for playing fields. Despite this, the Department has acknowledged the strong community sentiment and advice from The Hills Shire Council that existing fields are nearing capacity due to the popularity of football and other outdoor sports in the local community. Therefore, the Department has recommended providing one to two playing fields on Government owned land within 400m of the Bella Vista Metro Station and town centre.

5.2.3 Community Facilities

Submission points	Response
<ul style="list-style-type: none"> Submissions from the public, Blacktown City Council and The Hills Shire Council requesting provision of additional community facilities. 	<ul style="list-style-type: none"> Previous planning recommended a combined community centre and library with an area of 1,650m². The Hills Shire Council and Sydney Metro / Landcom have identified land within the Bella Vista town centre to accommodate the facility. Funding of the centre will be from a combination of <i>The Hills Contributions Plan No. 18 – Bella Vista and Kellyville Station Precincts</i> (land component) and the NSW Government's Precinct Support Scheme (capital costs). The Rezoning Proposal generates demand for an additional 480m². The Department recommends accommodating the additional floorspace within the existing planned facility at Bella Vista town centre. A range of potential funding sources are being investigated to provide this additional floorspace.

5.2.4 Health Facilities

Submission points	Response
<ul style="list-style-type: none">Submissions from the public raised concern over insufficient health facilities to support the increased population.	<ul style="list-style-type: none">The Precincts are currently serviced by Blacktown, Mount Druitt, and Westmead hospitals, all of which have recently undergone upgrades. Additionally, a new hospital is planned at Rouse Hill, which the NSW Government has made a commitment of \$700 million to deliver. The new hospital will have a capacity for 300 beds and be within a 10-minute drive of the Precincts.

5.2.5 Emergency Service Facilities

Submission points	Response
<ul style="list-style-type: none">Submissions from the public and The Hills Shire Council raised concerns regarding insufficient emergency service staff and facilities to manage the proposed growth in residents. Concerns were also raised regarding a site to relocate the NSW State Emergency Service (SES) Headquarters to.	<ul style="list-style-type: none">The NSW Government continues to monitor population growth and service demand levels. When needs are identified, the Government invests funds in emergency services facilities, and the recruitment of additional police, firefighters, paramedics, and support staff.The NSW Government has been working with The Hills Shire Council and the SES to investigate potential sites for the SES Unit on Government land along the Metro Northwest corridor. The Department will continue to work with Council, the SES and Government landowners.

5.2.6 Public Open Space and Community Facility Infrastructure

Public open space and community facilities are essential components of urban infrastructure, providing recreational areas, social hubs, and essential services for communities. Community facilities are local infrastructure and open space can be local or state infrastructure, therefore local infrastructure contributions may help funding the delivery of these items.

Under the UDP, IOPs will guide the allocation of HPC funds and alignment of State agency investment in infrastructure to support housing targets and the development of infrastructure, including open spaces and community facilities.

Public open space and community facility infrastructure in the Precincts can be delivered through a range of mechanisms, such as delivery by a landowner if developed under incentive controls; delivered as part of Council's s 7.11 local contributions; delivered from the HPC fund; or delivered through a Voluntary Planning Agreement.

Some examples of these projects in the Bella Vista and Kellyville Precincts could include:

- Local park located within Waddell Road Precinct
- Embellishment of the local park located within the Waddell Road Precinct
- One to two playing fields south of Waddell Road extension
- Local open space on Balmoral Road, Bella Vista
- Embellishment of district public open space on Balmoral Road, Bella Vista
- Expansion of existing planning community facility within the Sydney Metro / Landcom development at Bella Vista
- Viaduct park on Old Windsor Road, Kellyville

5.3 Affordable Housing

Submission points	Response
<ul style="list-style-type: none"> • Submissions from the public raised concerns over the affordability of new homes. • Broad support was received from the community and organisations for maximising the potential for affordable housing provision. • Submissions from industry raised concerns that affordable housing was required to be held 'in perpetuity'. 	<ul style="list-style-type: none"> • The Department had suggested affordable housing contribution rates in the exhibition for Bella Vista and Kellyville of between 3% and 8% to be provided in perpetuity across all sites in the Precinct. • During exhibition, concerns were raised about the rate at which affordable housing contributions are being enforced and whether they were feasible enough to let development to occur. • The Department has sought to strike a balance between the need for affordable homes in Greater Sydney and the feasibility barriers occurring to delivering market and affordable homes within the National Housing Accord period. • In response to submissions, feasibility testing has been undertaken to determine evidence based affordable housing contribution rates within the Precincts. • As a result, a contribution rate of 3% applies, to be provided in perpetuity across all sites and higher percentages between 5% and 10% on key sites in in the Rezoning Proposal. • Key sites which will receive the greatest amount of uplift will be required to provide higher rates of affordable housing, based on feasibility testing which has been done. The following sites have been determined to deliver the higher rate of Affordable Housing Contribution: <ul style="list-style-type: none"> ○ 88 Balmoral Road, Bella Vista – 5% ○ 88a Balmoral Road, Bella Vista – 6% ○ 42 Balmoral Road, Bella Vista – 7% ○ 91 Balmoral Road, Bella Vista – 7% ○ 92 Balmoral Road, Bella Vista – 7% ○ 40 Memorial Avenue, Bella Vista – 7% ○ 1Z Free Settlers Drive, Bella Vista – 7% ○ 301 Samantha Riley Drive, Kellyville – 10% • The contribution will be administered through The Hills LEP 2019. The clause will include an affordable housing contribution scheme that allows Council or the consent authority to impose as a condition of consent for development applications, to collect an affordable housing contribution on floor space in the form of

Submission points	Response
	<p>homes with a minimum of 50 sqm and/or a monetary contribution equivalent to the floor space.</p> <ul style="list-style-type: none"> • Complying Development Certificate and Exempt Development is exempt from Affordable Housing Contributions. • All development that results in at least an additional 200sqm of residential accommodation floor space within the Rezoning Proposal will be required to pay contributions. • An affordable housing contribution rate of 5% for 10 years will apply to land subject of the 2022 State Significant Development approvals.

5.4 Flooding and Stormwater

Submission points	Response
<ul style="list-style-type: none"> • Submissions from the public raised concerns regarding flooding. • The Hills Shire Council, NSW SES, DCCEEW, and Sydney Water made comments to inform the Stormwater and Flooding Report. 	<ul style="list-style-type: none"> • The Department prepared a revised flood impact and risk assessment to understand the full range of flood events within the Precincts, including pre and post development conditions. • The flood assessment found that flood levels from Elizabeth Macarthur Creek will remain approximately similar to baseline conditions for the 5%, 1%, 0.5% and 0.2% events. • In a PMF event, flood levels are predicted to increase approximately by 0.1m. These impacts are considered marginal and most flood prone land will remain outside areas zoned for development. • The Stormwater and Flooding report concludes that stormwater and flood risks can be effectively managed within the TOD Accelerated Precincts, provided that recommended management strategies, including consideration of flood planning levels at the development application stage and introduction of water-sensitive urban design measures, are implemented. Controls have been included in the Bella Vista and Kellyville Transport Oriented Development Precincts Design Guide to require new developments to address these matters.

5.5 Biodiversity

Submission points	Response
<ul style="list-style-type: none">Submissions from the public, The Hills Shire Council and Department of Climate Change, the Environment, Energy and Water (DCCEE) raised concerns about the impact of new development and increased population on surrounding wildlife and ecology.	<ul style="list-style-type: none">Significant biodiversity studies and assessments accompanied the 2017 rezoning and 2022 SSD approvals. Many of the land use changes in this Rezoning Proposal are aligned with the land uses in 2017 and only intensify development.In response to submissions, the Department commissioned a biodiversity vegetation assessment to inform the final rezoning. The report made recommendations to manage biodiversity impacts that could result from the proposed land use intensification.Recommendations relating to avoiding biodiversity impacts and improving biodiversity outcomes through design have been incorporated into the Bella Vista and Kellyville Transport Oriented Development Precincts Design Guide.Recommendations to avoid impacts to high biodiversity areas will be implemented as part of future development applications where more detailed environmental assessments will be undertaken, and the ecological footprint of proposed activities would be quantified.Recommendations to minimise biodiversity impacts by protecting creek corridors can be further investigated with Sydney Water who is looking at revitalising part of Elizabeth Macarthur Creek in Kellyville to protect flood-prone land, rehabilitate the creek and protect the environment.

5.6 Stanhope Gardens Sub-Precinct

Submission points	Response
<ul style="list-style-type: none"> Some landowners within Stanhope Gardens supported rezoning to enable redevelopment. Other landowners raised concerns that rezoning would lead to increased council rates without certainty of being able to redevelop. Blacktown City Council raised concerns over the feasibility of achieving uplift in areas constrained by Community Title. 	<ul style="list-style-type: none"> The area in the draft rezoning within Stanhope Gardens has strategic merit as it is within 1,200m of the Bella Vista Metro station, with access to the station and town centre via a footbridge over Old Windsor Road. The area comprises three community title associations of 245, 779 and 290 lots respectively. Within each community association there are subsidiary neighbourhood associations that are responsible for distinct parts of common property. Despite the tiered schemes, the <i>Community Land Development Act 2021</i> requires all landowners (i.e., 245, 779 and 290) to agree to any redevelopment or extinguishment proposal. This high threshold it is likely to limit future housing opportunities even if the land is rezoned. Concern was also raised regarding potential increased rates resulting from the rezoning. Rates are levied based on land valuations supplied by the NSW Valuer General to Councils. Property sales are the most important factor valuers consider when determining land values. In areas where a rezoning has occurred, or is proposed, there may be changes to property sale prices which is then reflected in land values. It is important to note that regardless of changes in land valuations, the total amount of rates income a council may levy is limited by rate pegging determined by the Independent Pricing and Regulatory Tribunal. Despite the area's strategic merit, the Department acknowledges that more detailed studies are required to be undertaken to assess potential impacts, including traffic and open space. It is also likely that reforms to legislation governing Community Title schemes may be necessary to enable redevelopment. Based on this further detailed analysis the Department has decided not to pursue the rezoning of Stanhope Gardens. This decision was informed by stakeholder feedback and further investigations of ownership arrangements that limit opportunities for redevelopment even if the land is rezoned.

5.7 Glenwood Sub-Precinct

Submission points	Response
<ul style="list-style-type: none">• Submissions received raised concerns that the road network and other infrastructure would be insufficient to cater for growth.• Submissions raised concerns about the lack a transition of heights across Glenwood.• Blacktown City Council's submission emphasised the need for infrastructure to match the proposed growth, while also raising concerns about the proposed density.	<ul style="list-style-type: none">• The area in the draft rezoning within Glenwood has strategic merit as parts of it are within 1,200m of the Bella Vista Metro station, with access to the station and town centre via a footbridge over Old Windsor Road.• The Caddies Creek corridor also provides a buffer between this site and most of the remainder of Glenwood.• However, the Department acknowledges that more detailed studies are required to be undertaken to assess potential impacts, including traffic and open space.• The studies should account for any potential plans to redevelop Parklea Markets, including the potential number of dwellings, mix of land uses and opportunities to integrate new public open spaces and community facilities on the site.• Feasibility analysis also informed the inability to transition heights across the parts of Glenwood included in the draft rezoning, as a minimum of eight storeys was needed for feasible development.• Based on this further detailed analysis the proposal to rezone part of Glenwood will not progress as part of the Rezoning Proposal.• This decision was informed by stakeholder feedback and the need for further investigations that respond to community and council concerns regarding infrastructure provision and urban design.

Sub-Precincts

To deliver appropriate controls which respond to their local context, the Rezoning Proposal area has been divided into sub-precincts. The sub-precincts of Stanhope Gardens and Glenwood, which are being removed, are discussed before this sub-section.

The following report sections discuss the sub-precincts on The Hills LGA side, which are being retained in this Rezoning Proposal.

Each of these sub-precincts received landowner submissions that are addressed in the following sections.

The following map shows these sub-precincts.

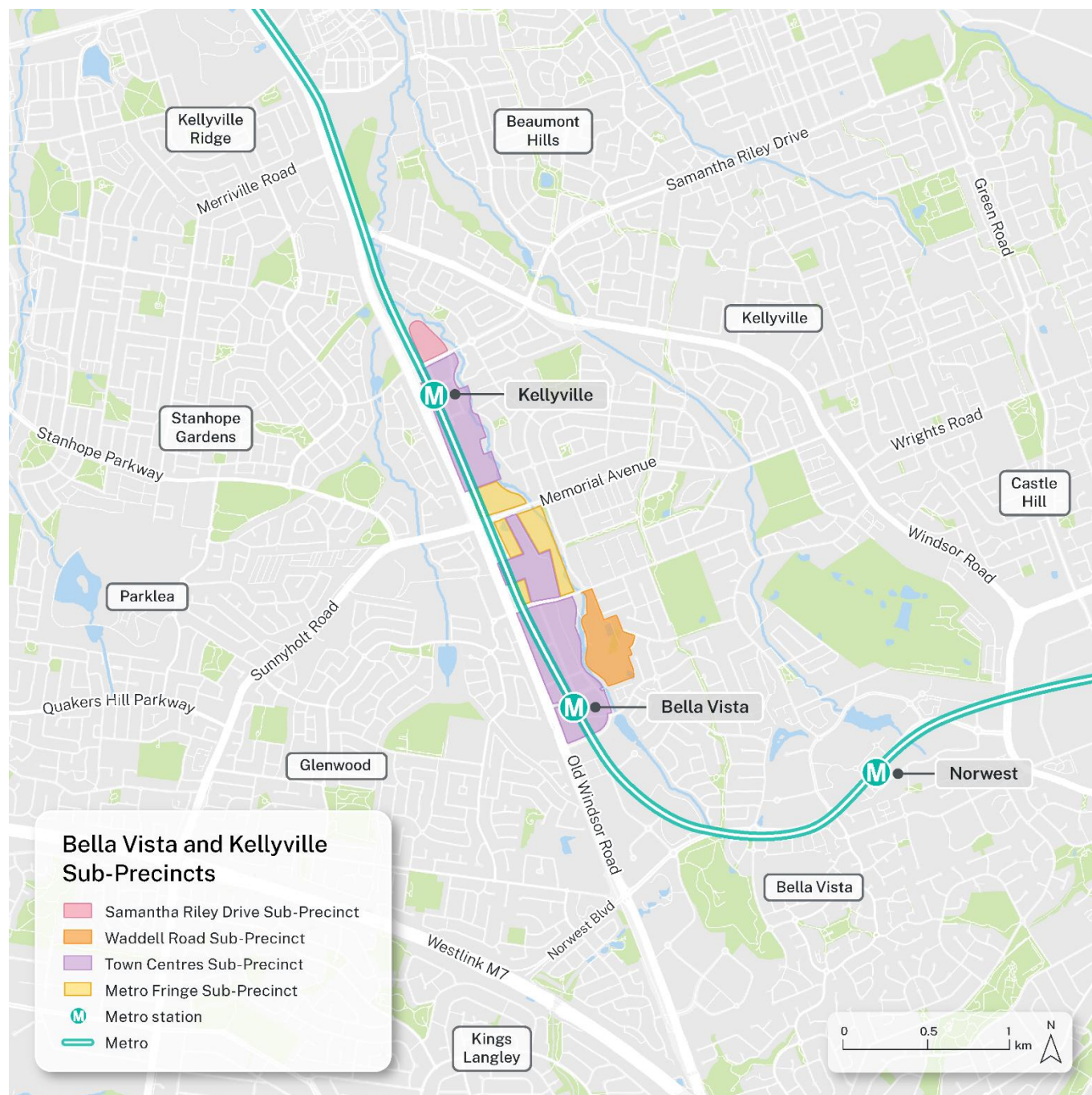


Figure 5: The Sub-Precincts within the overall Bella Vista and Kellyville Transport Oriented Development Precincts
(Source: Department of Planning, Housing and Infrastructure)

5.8 Town Centres Sub-Precinct

5.8.1 Density and Building Heights

Submission points	Response
<ul style="list-style-type: none">Landowner submissions was received requesting additional development capacity on specific sites.Landowner submissions raised concerns regarding built form assumptions, including apartment sizes, floor to ceiling heights, and Gross Building Area (GBA) to Gross Floor Area (GFA) efficiency used to inform modelling.	<ul style="list-style-type: none">The sub-precinct includes several landholdings that have received development approvals under existing planning controls.The draft Rezoning Proposal was informed by an assumption that average apartment sizes would be 90m² in accordance with The Hills Development Control Plan (THDCP).This approach did not reflect existing approvals that adopted an 80m² average apartment size.The Department has amended built form modelling to reflect existing approvals and to align future growth forecasts with likely development outcomes.Floor-to-ceiling height and Gross Building Area (GBA) to Gross Floor Area (GFA) efficiency assumptions were considered by the Department and the Government Architect's Office.The Department has recommended that the assumptions used in the draft Urban Design Report be maintained, as they are accepted industry standard assumptions.The Floor Space Ratio (FSR) to Height of Building (HOB) controls were re-examined, and the FSR has been adjusted for sites where the prescribed HOB limit was not previously fulfilled.

5.8.2 SP4 Enterprise Land Adjoining Bella Vista Station

Submission points	Response
<ul style="list-style-type: none">The Hills Shire Council raised concern over the potential loss of employment land resulting from the rezoning.A landowner submission advised that there is limited demand for commercial floorspace and most of the land would	<ul style="list-style-type: none">Land containing and immediately surrounding the Metro station at Bella Vista is currently zoned SP4 Enterprise, which permits a range of commercial/business uses, including hotel and serviced apartments.The draft Rezoning Proposal proposed to retain the current SP4 zone and permit residential accommodation as an Additional Permitted Use (APU) within the increased heights.Following consideration of feedback, the Department recommends that the SP4-zoned land to the east of the Metro train line should

Submission points	Response
likely remain vacant for many years.	<p>be rezoned to E1 Local Centre, permitting a range of retail, business and community uses, plus residential in the form of shop top housing.</p> <ul style="list-style-type: none"> The Metro station lands and the lands between the Metro line and Old Windsor Road would be retained as SP4. This approach increases the likelihood that the land is developed in the short term to contribute to a vibrant town centre with ground floor retail services while providing opportunities for additional housing supply. This Rezoning Proposal increases the TOD Accelerated Precincts' employment capacity by an estimated 50,000m² of GFA.

5.9 301 Samantha Riley Drive Sub-Precinct

Submission points	Response
<ul style="list-style-type: none"> Various submissions suggested alternate built form and street layouts, and increased density controls. Submission from The Hills Shire Council raised concerns regarding overshadowing on communal open space. Submission from The Hills Shire Council requested the State Government assist with a land swap that would facilitate orderly development. 	<ul style="list-style-type: none"> The Department has considered submission feedback together with consideration for the TOD Accelerated Precincts' urban design principles. Given the sub-precinct's proximity to the Kellyville Metro station, largely unencumbered nature, and its ability to contain additional density while delivering good amenity, the site has been identified for increased density. To support the delivery of high-amenity development on the site, a Design Guide has been prepared to inform the future urban structure, street network, approaches to building height, setbacks, street wall heights and upper level setbacks, building design, management of overshadowing and the interface to the adjoining Elizabeth Macarthur Creek. The Department notes the irregular lot pattern limits the delivery of orderly development as a holistic site that optimises public benefits, urban design outcomes and dwelling yield. To incentivise this outcome, the Department has recommended 'base' and 'bonus' planning controls. The Hills LEP 2019 will be amended to permit the bonus planning controls if all lots within the sub-precinct are amalgamated.

Submission points	Response
	<ul style="list-style-type: none"> • The Rezoning Proposal includes the delivery of: <ul style="list-style-type: none"> ◦ A local park of at least 3,000m² with solar access provisions. ◦ One to two playing fields located on mostly non-developable flood-affected land. ◦ An additional pedestrian bridge of a minimum 3.5m wide, providing connection to the Bella Vista Station Sub-Precinct. • The revised layout increases development capacity, while providing large areas of new open space and management of transitions to low-density adjoining development. • The Design Guide contains further built form provisions that aim to address the transition between homes, including a minimum setback of 10m between low-and high-density development.

5.11 Other Sites Outside Study Area

Submission points	Response
<ul style="list-style-type: none"> • Some landowners requested that additional sites be included in the Rezoning Proposal. 	<ul style="list-style-type: none"> • Some submissions requested the inclusion of general vacant land near Bella Vista and Kellyville stations. These sites are already included in the Rezoning Proposal. • The focus areas for accelerated rezoning included in the draft Rezoning Proposal were informed by feasibility, urban design testing, previous strategic planning for the area and the objectives of the TOD Accelerated Precincts program. • These principles have been retained in the final Rezoning Proposal and therefore no additional sites have been included.

5.12 Design Guide

Submission points	Response
<ul style="list-style-type: none">Public submissions raised concerns about the proposed densities and building heights, design, sustainability and the urban heat island effect.The Councils requested a design guide that would inform future development outcomes.Submissions from several State agencies and public authorities, including Sydney Water and DCCEEW, recommended the preparation of a design guide or similar.	<ul style="list-style-type: none">The draft Rezoning Proposal noted that the Department may prepare an Interim Design Guide to apply until councils had the opportunity to amend their development control plans.In response to feedback received during exhibition, the Department has prepared and published a Design Guide.The Design Guide will supplement existing general and site-specific DCPs that apply to the TOD Accelerated Precincts, ensuring that appropriate guidance is available to a consent authority in the assessment of any development.The Design Guide addresses future character, Country, green infrastructure, transport and traffic, parking, biodiversity, water sustainable urban design, urban heat island, arts and culture and sub-precinct specific built form controls.

6 Post-Exhibition Amendments

In response to the issues raised by the community, landowners and other stakeholders', further refinements to aspects of the plan and additional testing were conducted by the Department. This has resulted in several refinements to the Rezoning Proposal.

6.1 Environmental Planning Instrument Planning Framework

6.1.1 Town Centres and Metro Fringe Sub-Precincts

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> Planning controls: <ul style="list-style-type: none"> Zone: Combination of R1 General Residential, R4 High Density Residential, E1 Local Centre, and SP4 Enterprise. FSR: Varies, between 1:1 to 4.9:1 HOB: Varies, between 29m to 99.5m 	<ul style="list-style-type: none"> Planning controls: <ul style="list-style-type: none"> Zone: A section of SP4 Enterprise zoned land to the east and north of Bella Vista Metro station has been rezoned to E1 Local Centre. Sections throughout the sub-precinct rezoned to RE1 Public Recreation. No changes to other land use zoning. FSR: Varies, between 1:1 to 6.1:1 HOB: Varies, between 22.5m to 99.5m
Public Benefits	
<ul style="list-style-type: none"> Affordable Housing contribution: <ul style="list-style-type: none"> Levy rate: 3%, except for <ul style="list-style-type: none"> 5% for 10 years-Land subject to the 2022 State Significant Development applications 7%-91 Balmoral Road, Bella Vista 7%-40 Memorial Avenue, Bella Vista 7%-1Z Free Settlers Drive, Bella Vista Infrastructure to be delivered <ul style="list-style-type: none"> Public open spaces, public roads, and sites for a public school and a community facility as planned under the Bella Vista and Kellyville SSDs Additional 1,500m² of public open space Expansion of the planned community facility 	

6.1.2 301 Samantha Riley Drive Sub-Precinct

Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> Planning controls: <ul style="list-style-type: none"> Zone: R1 General Residential FSR: 4:1 HOB: Varies, between 10m to 46m 	<ul style="list-style-type: none"> Planning controls: <ul style="list-style-type: none"> Zone: No change FSR: 4:1 Base HOB: Varies, between 10m to 46m Bonus HOB: Part 99.5m, part 80m
Public Benefits	
<ul style="list-style-type: none"> Affordable Housing contribution: <ul style="list-style-type: none"> Levy rate: 10% Infrastructure to be delivered <ul style="list-style-type: none"> Public road with walking, shared paths, parking and trees 	

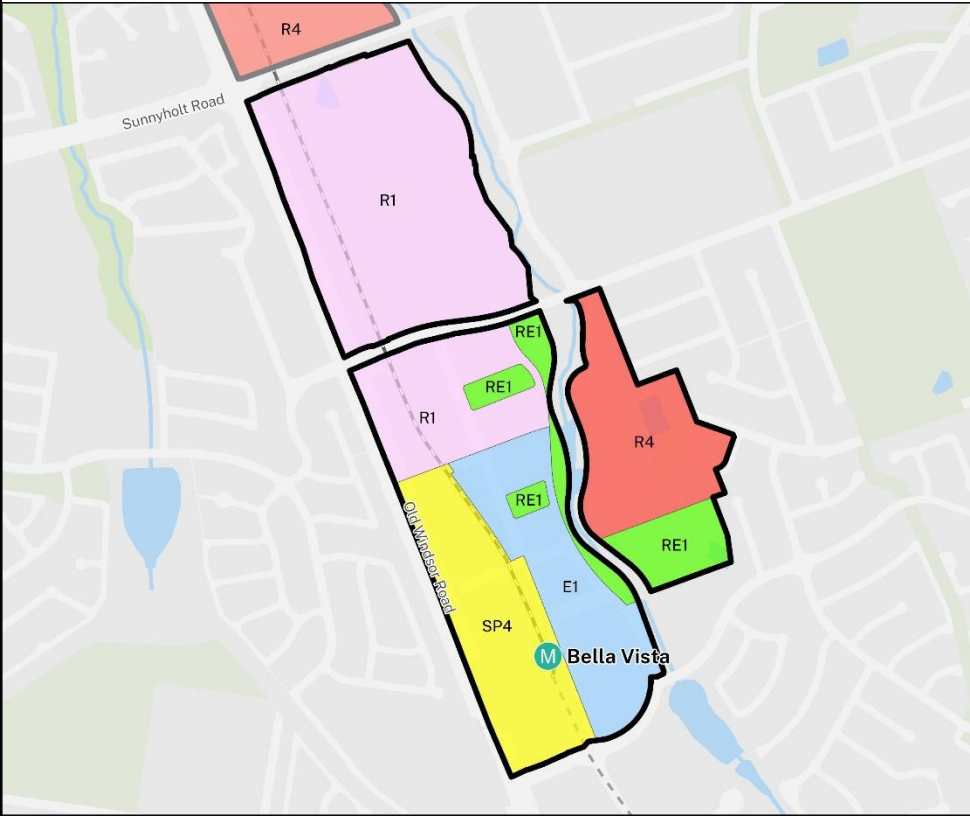
6.1.3 Waddell Road Sub-Precinct

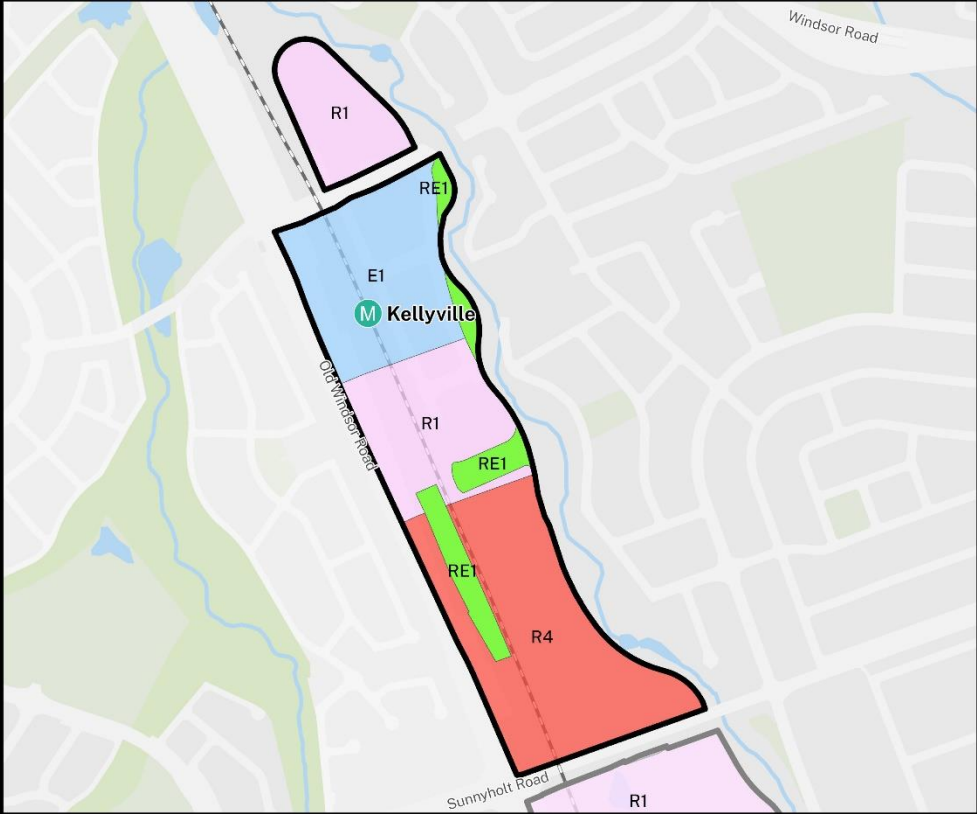
Exhibited Controls	Post-exhibition amendments
<ul style="list-style-type: none"> Planning controls: <ul style="list-style-type: none"> Zone: Part R4 High Density, part RE1 Public Recreation FSR: 1:1 HOB: Part 22.5m, part 51.5m 	<ul style="list-style-type: none"> Planning controls: <ul style="list-style-type: none"> Zone: Same zones, but change to locations of them FSR (base): Varies, between 1:1 to 1.8:1 FSR (bonus): Varies, between 1.2:1 to 2:1 HOB (base): Varies, between 10m to 51.5m HOB (bonus): Part 22.5m, part 51.5m
Public Benefits	
<ul style="list-style-type: none"> Affordable Housing contribution: <ul style="list-style-type: none"> Levy rate: 3%, except for: <ul style="list-style-type: none"> 5%-88 Balmoral Road, Bella Vista 6%-88a Balmoral Road, Bella Vista 7%-42 Balmoral Road, Bella Vista 7%-92 Balmoral Road, Bella Vista Infrastructure to be delivered <ul style="list-style-type: none"> New local park of at least 3,000 sqm with solar access provisions New active open space with one to two playing fields Additional pedestrian and cycle bridge of a minimum 3.5m wide across Elizabeth Macarthur Creek Public roads with walking, shared paths, parking, and trees 	

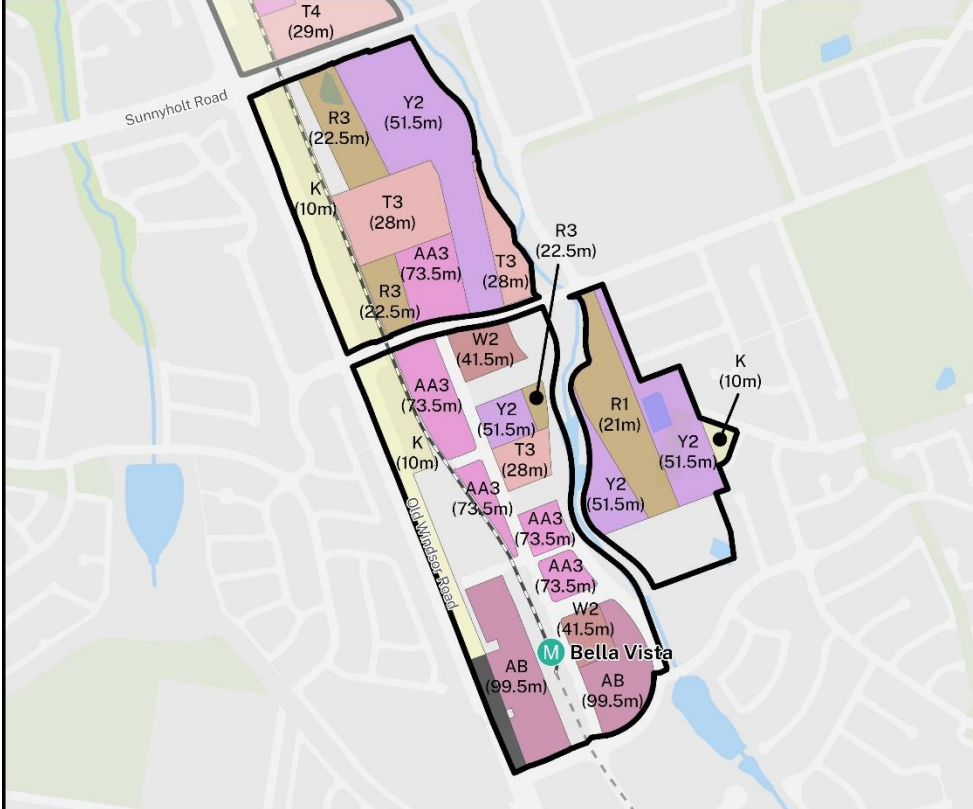
7 Amendments to the Planning Framework

To facilitate the amended proposal the following outlines the amendments The Hills LEP 2019 to give effect to precinct's rezoning and provide development controls that support future development. These amendments will be given effect to through a self-repealing and amending SEPP.

7.1 The Hills LEP 2019

Provision	Intended outcome
Land Use Zoning	<p>Bella Vista: Rezone parts of the land to E1 Local Centre, R4 High Density, and RE1 Public Recreation</p>  <p>Figure 7: Proposed The Hills Local Environmental Plan 2019 Land Zoning Map (Source: Department of Planning, Housing and Infrastructure)</p>

Provision	Intended outcome
	<p data-bbox="437 280 1425 360">Kellyville: Some sections changed to RE1 Public Recreation, where local parks are planned. No other changes to land use zones.</p>  <p data-bbox="437 1223 1425 1288">Figure 8: Proposed The Hills Local Environmental Plan 2019 Land Zoning Map (Source: Department of Planning, Housing and Infrastructure)</p>

Provision	Intended outcome
Height of Buildings	<p data-bbox="435 297 1342 376">Bella Vista: Introduce Height of Buildings controls of 22.5m, 28m, 41.5m, 51.5m, 73.5m, and 99.5m.</p>  <p data-bbox="435 1218 1380 1283">Figure 9: Proposed The Hills Local Environmental Plan 2019 Height of Buildings Map (Source: Department of Planning, Housing and Infrastructure)</p>

Provision	Intended outcome
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Kellyville: Introduce Height of Buildings controls of 29m, 67.5m and 99.5m.

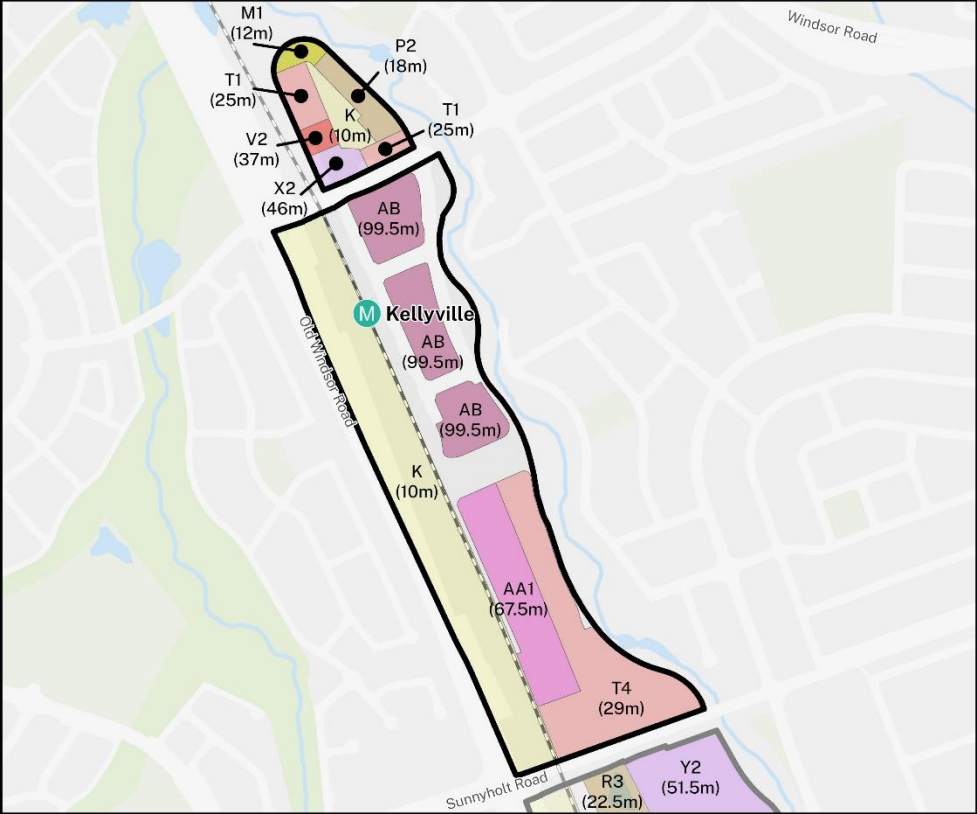
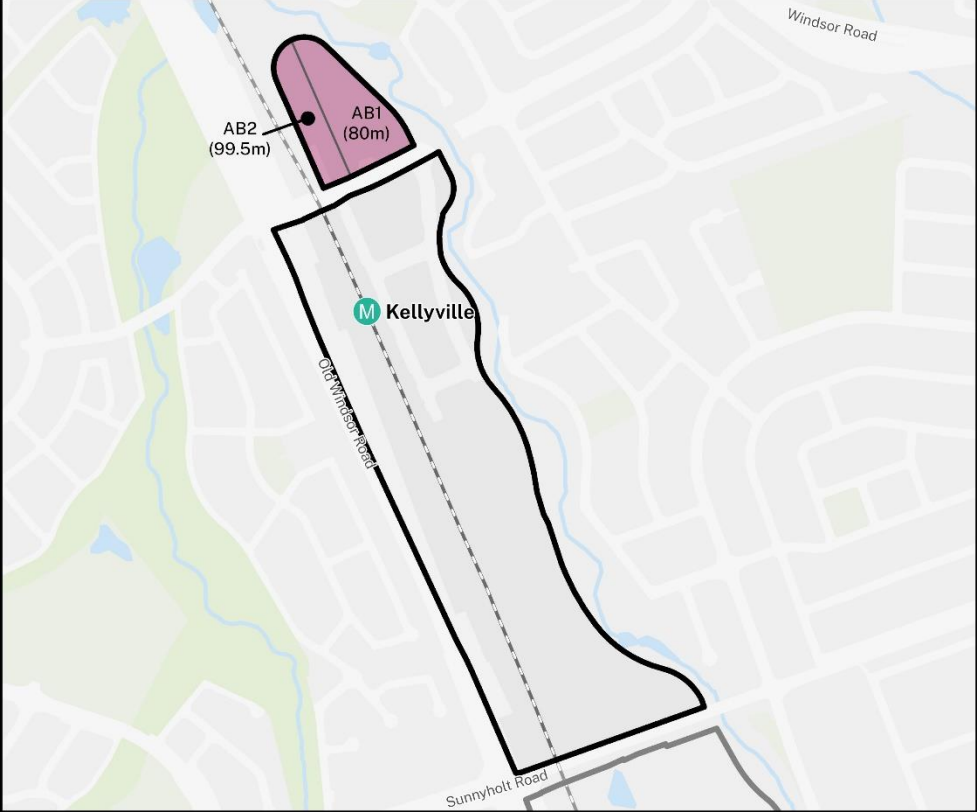
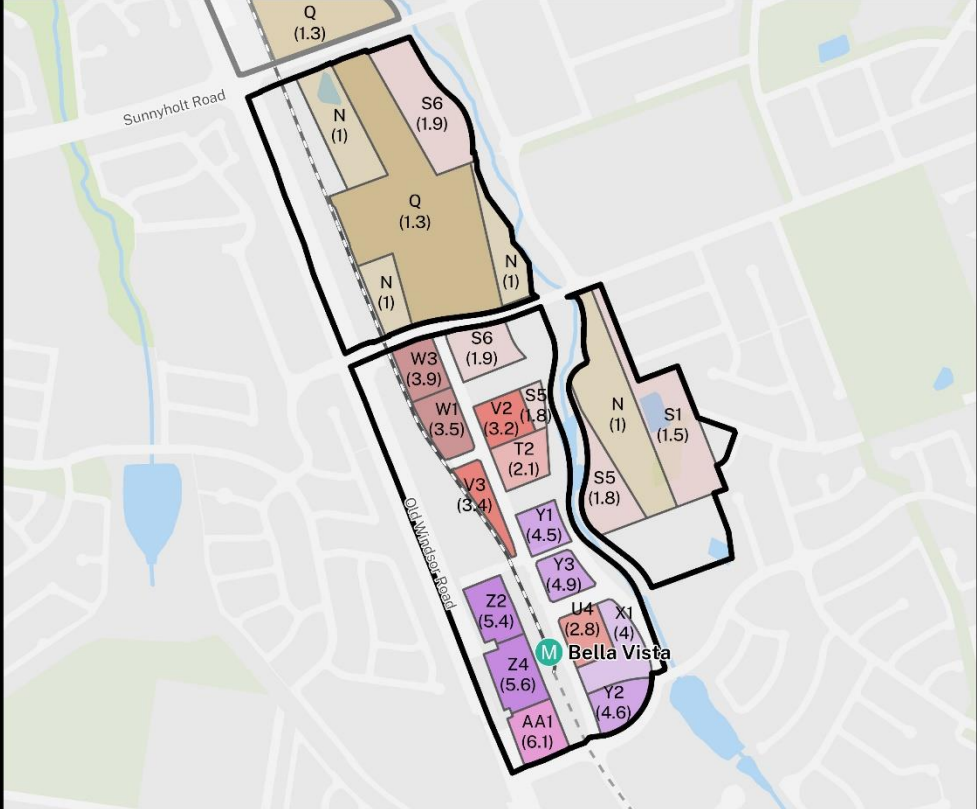
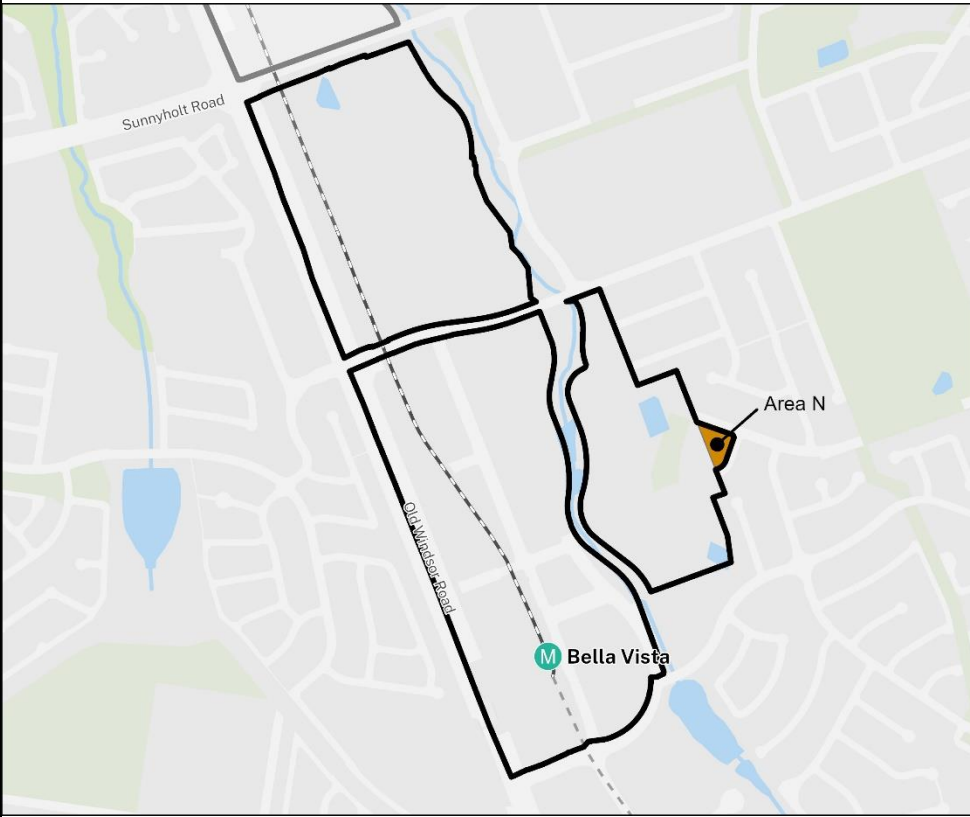


Figure 10: Proposed The Hills Local Environmental Plan 2019 Height of Buildings Map
(Source: Department of Planning, Housing and Infrastructure)

Provision	Intended outcome
<p>Incentive Height of Buildings</p>	<p>Kellyville: Introduce Incentive Height of Buildings controls of part 80m and part 99.5m for an area on the northern side of Samantha Riley Drive, near the intersection with Old Windsor Road.</p>  <p>Figure 11: Proposed The Hills Local Environmental Plan 2019 Incentive Height of Buildings Map (Source: Department of Planning, Housing and Infrastructure)</p>

Provision	Intended outcome
<p>Floor Space Ratio (FSR)</p>	<p>Bella Vista: Introduce Floor Space Ratio controls of 1.3:1, 1.5:1, 1.8:1, 1.9:1, 2.1:1, 2.8:1, 3.2:1, 3.4:1, 3.5:1, 3.9:1, 4.5:1, 4.6:1, 4.9:1, 5.4:1, 5.6:1 and 6.1:1.</p>  <p>Figure 12: Proposed The Hills Local Environmental Plan 2019 Floor Space Ratio Map (Source: Department of Planning, Housing and Infrastructure)</p>

Provision	Intended outcome
	<p>Kellyville: Introduce Floor Space Ratio controls of 1.3:1, 3.2:1, 3.5:1, 4.6:1, and 5:1.</p>  <p>Figure 13: Proposed The Hills Local Environmental Plan 2019 Floor Space Ratio Map (Source: Department of Planning, Housing and Infrastructure)</p>

Provision	Intended outcome
<p>Foreshore Building Line Map, Landslide Risk Map, Urban Release Area Map, Key Sites Map</p>	<p>Update this map to identify two new areas, denoted as 'Area M' and 'Area N'. These areas are able to access increased Height of Buildings controls for Area M and increased Height of Buildings and Floor Space Ratio controls for Area N, if they amalgamate with the other lots within Area M or Area N, respectively.</p>  <p>Figure 14: Proposed The Hills Local Environmental Plan 2019 Key Sites Map (Source: Department of Planning, Housing and Infrastructure)</p>

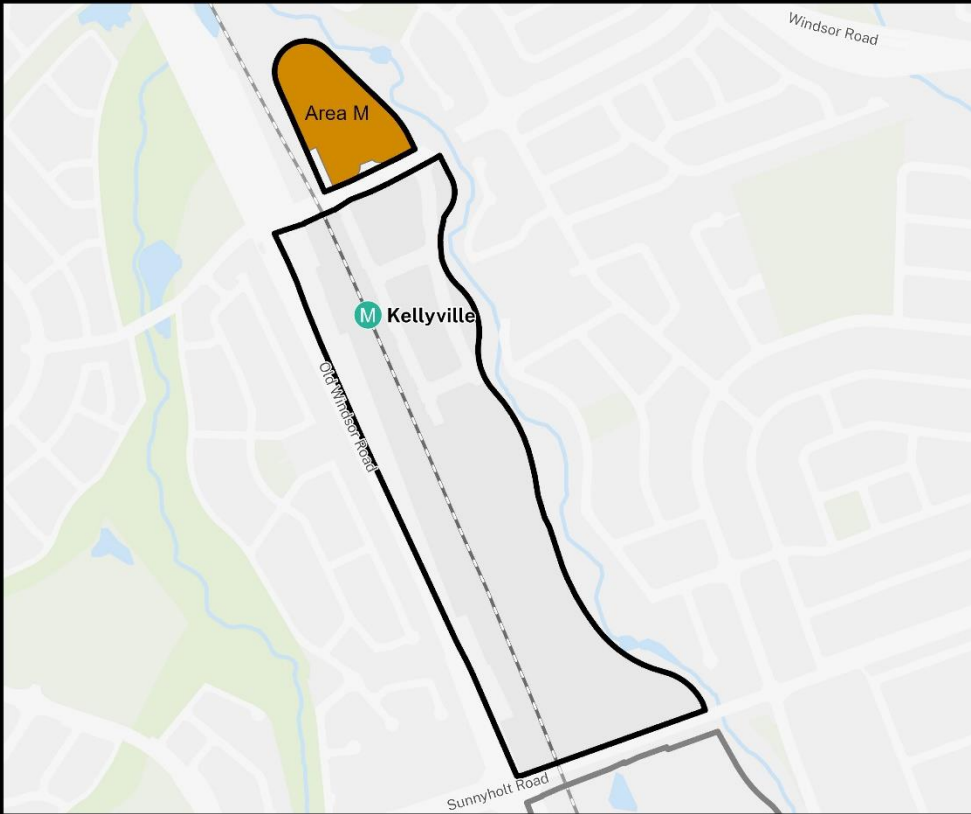
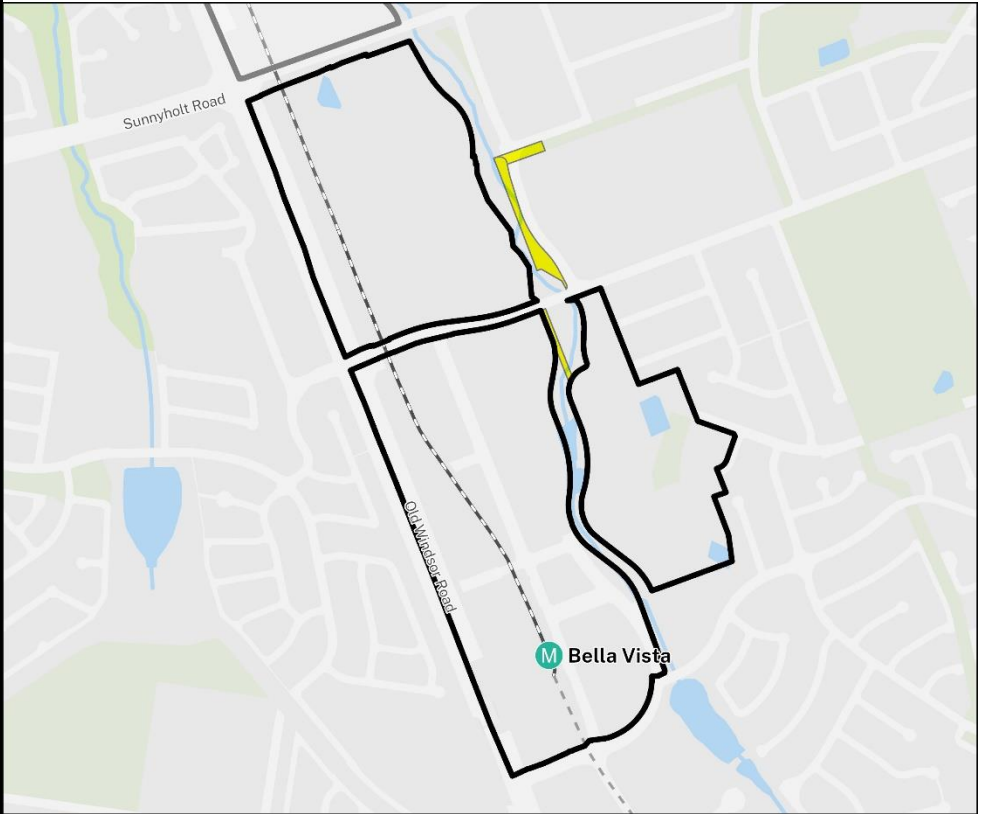
Provision	Intended outcome
	 <p>The map displays a suburban area with a network of roads. A large, irregularly shaped area is outlined in black, representing a key site. Within this outlined area, a green circle with a white 'M' is labeled 'Kellyville'. To the north of this area, a smaller, orange-shaded area is labeled 'Area M'. A dashed line runs diagonally through the map, labeled 'Old Windsor Road'. Other roads visible include 'Windsor Road' at the top right and 'Sunnyholt Road' at the bottom right. The map uses a light grey background for roads and buildings, with green areas representing parks or undeveloped land.</p>

Figure 15: Proposed The Hills Local Environmental Plan 2019 Key Sites Map (Source: Department of Planning, Housing and Infrastructure)

Provision	Intended outcome
<p>Land Reservation Acquisition</p>	<p>Removal of an area of Land Reservation Acquisition from Bella Vista, as this local open space has been relocated, and is being delivered through alternate mechanisms.</p>  <p>Figure 16: Proposed The Hills Local Environmental Plan 2019 Land Reservation Acquisition Map (Source: Department of Planning, Housing and Infrastructure)</p>

Affordable Housing

Introduce new Affordable Housing Maps which establish percentage rates of the GFA of new residential accommodation developments which must be either dedicated to Council for the purposes of providing affordable housing, or the payment of an equivalent monetary contribution to Council.

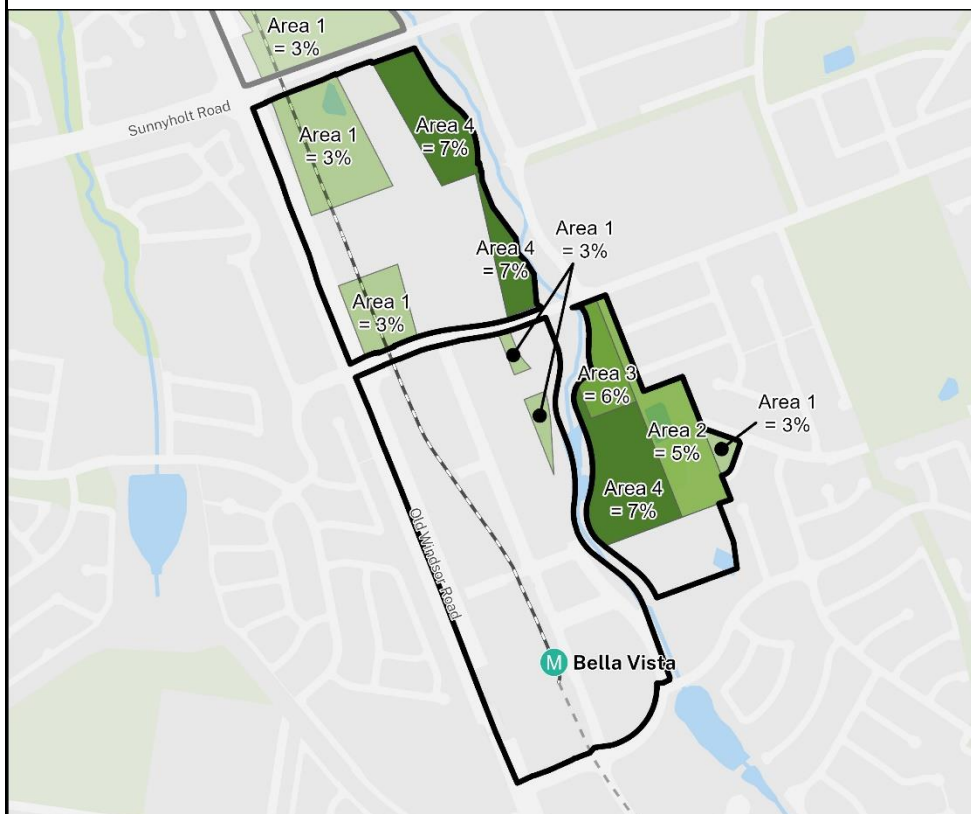


Figure 17: Proposed The Hills Local Environmental Plan 2019 Affordable Housing Map
(Source: Department of Planning, Housing and Infrastructure)

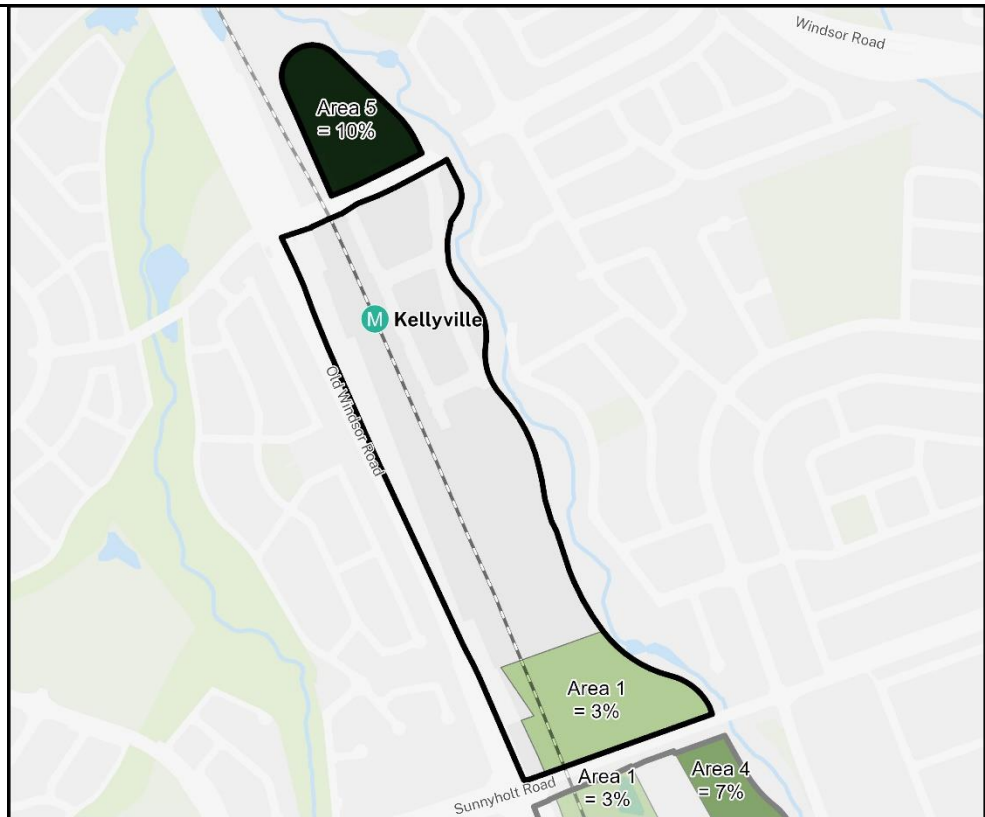


Figure 18: Proposed The Hills Local Environmental Plan 2019 Affordable Housing Map
(Source: Department of Planning, Housing and Infrastructure)

Provision	Intended outcome
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Design Guide

A new provision requiring the consent authority to consider the Bella Vista and Kellyville Transport Oriented Development Precincts Design Guide made by the Department before granting consent to development in the Bella Vista and Kellyville Precincts. The lands to which this provision applies are mapped as “Area 3” on the Clause Application Map.

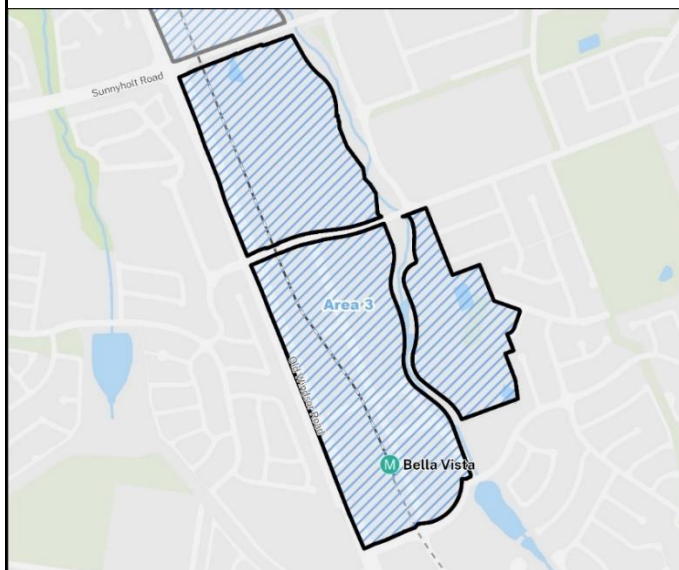


Figure 19: Proposed The Hills Local Environmental Plan 2019 Clause Application Map
(Source: Department of Planning, Housing and Infrastructure)

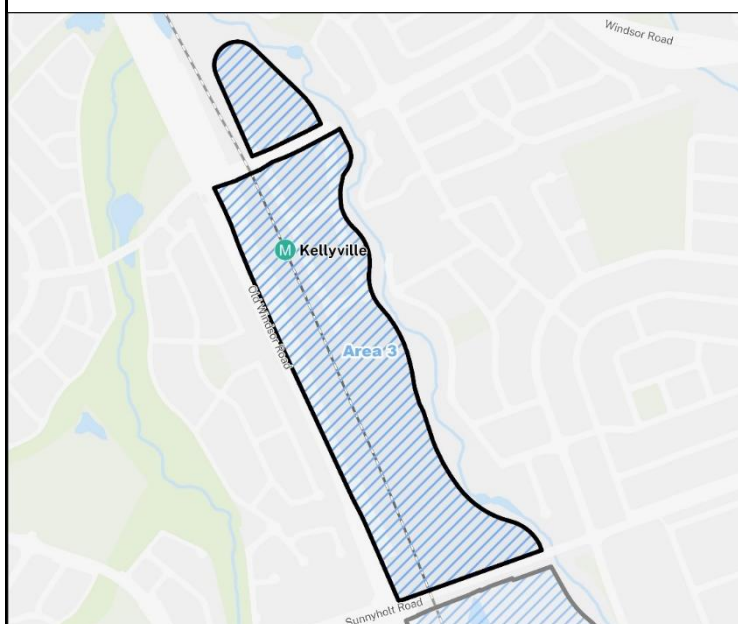


Figure 20: Proposed The Hills Local Environmental Plan 2019 Clause Application Map
(Source: Department of Planning, Housing and Infrastructure)

7.2 Consideration of State Policies and Plans

7.2.1 Housing SEPP

The Hills LEP 2019 will be amended to include a clause that will require all new residential development, including local and state significant development applications, to contribute to the provision of affordable housing. Depending on the site, affordable housing contributions of 3 to 10 per cent, to be held in perpetuity and managed by a registered Community Housing Provider (CHP), are mandatory for all new residential development within the TOD Accelerated Precincts, except where an existing affordable housing arrangement has been approved.

Therefore, no additional affordable housing incentives are available within the Bella Vista and Kellyville TOD Accelerated Precincts, including the infill affordable housing floor space ratio and height of building bonuses under Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

7.2.2 Infrastructure contributions

Development in the TOD Accelerated Precincts will be required to pay a Housing and Productivity Contribution (HPC). This is a contribution levied on new residential, commercial and industrial development in HPC regions (Greater Sydney, Illawarra-Shoalhaven, Central Coast and Lower Hunter) which funds State and regional infrastructure.

The Government committed \$520m from the Housing and Productivity Fund to be spent on community infrastructure in the TOD Accelerated Precincts. This will provide upgrades to critical transport, and active transport infrastructure, as well as new and improved public open space.

The Hills Shire Council has adopted local infrastructure contribution plans to help fund new local infrastructure for already planned growth. The Department has collaborated with Council and shared the projected growth resulting from the Rezoning Proposal as well as the infrastructure projects required to support that growth. Following finalisation of the Rezoning Proposal, The Hills Shire Council will be able to update its contribution plans, if it chooses.

7.2.3 Special Entertainment Precincts

A Special Entertainment Precinct (SEP) allows councils to set localised sound limits to encourage live performances, incentivise later trading for live performance venues and a mechanism to monitor and manage complaints through a precinct management plan.

Since the passing of the *24-Hour Economy Legislation Amendment (Vibrancy Reforms) Act 2023*, the Department has made changes to the Local Government Act 1993 that empowers councils to create a SEP by identifying the area in its local environment plan or by requesting the Minister for Planning and Public Spaces to identify a SEP in a State Environmental Planning Policy. This is part of the NSW Government's work to improve the precinct framework that allows councils to set requirements for amplified music and adopt their own plans to encourage more live music and performance venues.

The Office of the 24-Hour Economy (under Minister John Graham) has prepared guidelines to assist councils that establish a SEP and also has funding available.

SEPs can be made by a council anywhere within their LGA, regardless of whether the precinct is within or outside of a TOD Accelerated Precinct. The TOD Rezoning Proposals do not prevent or facilitate a SEP being established.

In the draft Rezoning Proposal, the explanation of intended effect noted the Department will work closely with both the Hills Shire and Blacktown City Councils to identify the areas within the TOD Accelerated Precincts to establish a SEP. The operation of the SEP would commence once either council had adopted and published on their website a precinct plan of management which will regulate noise from amplified music from premises in the SEP.

The Department will continue to work with The Hills Shire Council to have this in place in its LGA in line with development occurring.

8 Conclusion

The Rezoning Proposal will amend planning controls for the Bella Vista and Kellyville TOD Accelerated Precincts through a self-repealing SEPP under the EP&A Act. This SEPP will update the controls within The Hills LEP 2019 to align with the objectives and controls of the rezoning proposal.

The assessment undertaken as part of this finalisation report outlines how planning controls for the Bella Vista and Kellyville Precincts have been adjusted to respond to matters raised during public exhibition, the overall objectives of the plan and the opportunities and constraints of the area. The assessment process has carefully balanced the diverse views from stakeholders, communities, and the Councils.

The Department has undertaken a detailed assessment of the proposal to rezone Bella Vista and Kellyville and is satisfied the issues raised have been adequately addressed for rezoning purposes.

The Department's assessment has addressed several key issues, including transport and traffic, parking, infrastructure, affordable housing, flooding and stormwater management, and biodiversity. It is considered the issues raised have been adequately addressed for rezoning purposes, subject to the adoption of the amendments to The Hills LEP 2019 and Design Guide as outlined in this report.

The Department recommends the rezoning of the Bella Vista and Kellyville be supported to enable the delivery of approximately 4,600 new homes, increased commercial and retail capacity, new public open space and the progressive widening of Old Windsor Road to coincide with key intersection upgrades.

The rezoning includes robust controls and design guidance which will enable appropriate consideration of issues through subsequent stages of the planning process.

The assessment undertaken as part of this finalisation report has demonstrated that the proposed planning controls for Bella Vista and Kellyville appropriately respond to the opportunities and constraints of the site. The assessment has sought to balance the various views contained in submissions from stakeholders, communities and the councils.