

Lot 5 Commercial Road Rouse Hill

Urban Design Report

For Caladines Town Planning Pty Ltd.

27 August 2015



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1 Introduction and planning context

1.1 Introduction

Purpose of this report

This report has been prepared by Architectus for Caladines Town Planning Pty Ltd. It is intended to support a planning proposal for the site.

It includes an overview of the strategic and local context of the site, options considered for the future appropriate development of the site, a preferred masterplan and recommendations for development controls in support of the preferred masterplan.

The site

The site is approx. 2 Ha (20,242 sqm) in area and currently includes one dwelling.

The site is adjacent to the Rouse Hill Northern Precinct, 400m (5 mins walk) to Rouse Hill Town Centre and 600m (around 7 mins walk) to Rouse Hill Station. It is also within walking distance of public amenities such as schools, shops, open space and public transport

A road extension is proposed through the site, connecting Caddies Boulevard to the south with Green Hills Drive to the north.





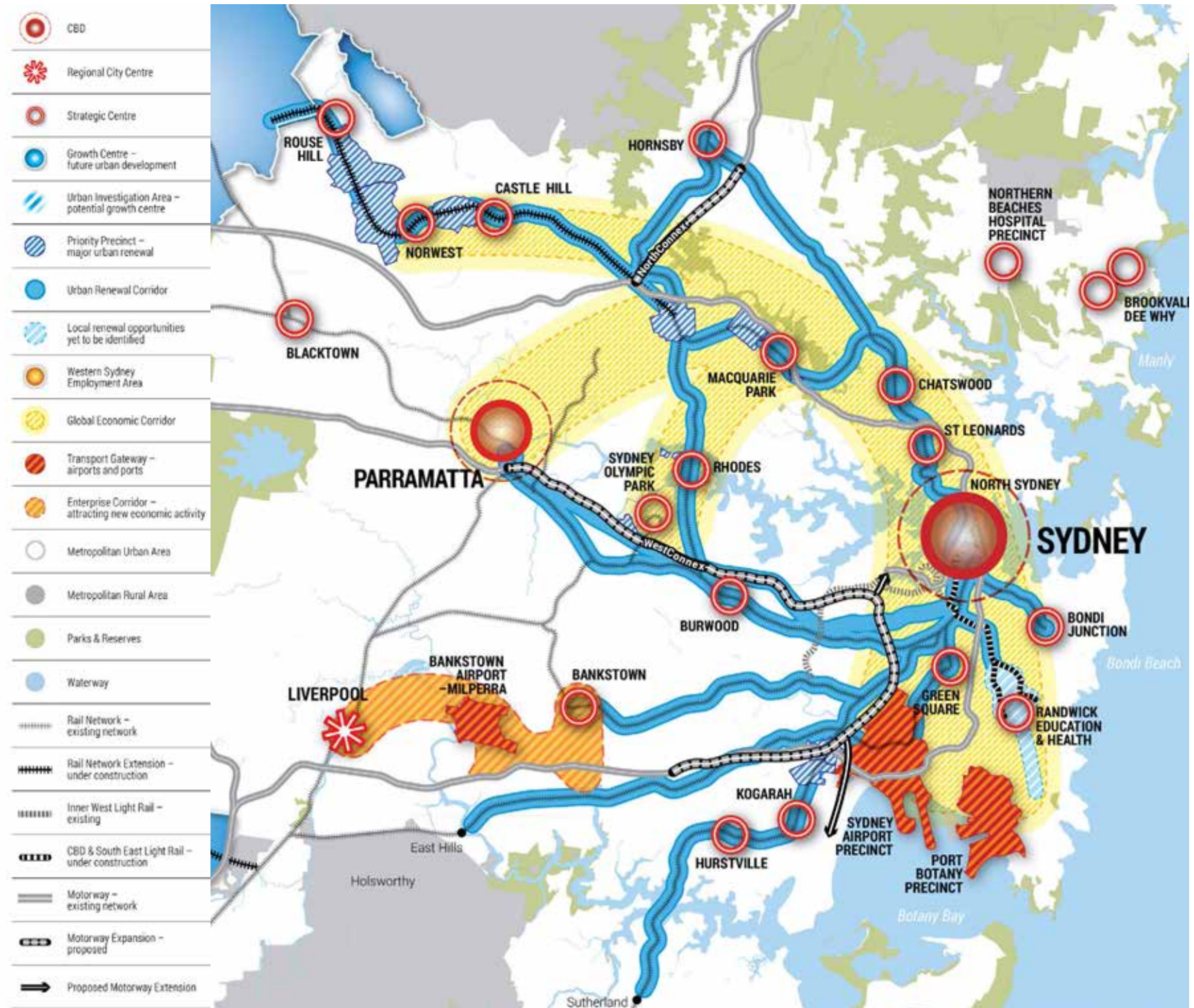
Aerial photograph looking south showing the subject site (yellow boundary) with the Rouse Hill Station in the background (blue boundary)

1.2 A Plan for Growing Sydney

Rouse Hill is a strategic centre within the Plan for Growing Sydney, alongside Castle Hill and Rouse Hill within the area. Priorities for Rouse Hill are to:

- Work with council to implement the Rouse Hill Structure Plan in the North West Rail Link Corridor Strategy to provide additional capacity around the future Rouse Hill train station for mixed-uses including offices, retail, services and housing, and to plan for outward expansion of the centre.
- Work with council to improve walking and cycling connections to the future Rouse Hill train station.

The site has the potential to contribute to both of these priorities.



Extract from Plan for Growing Sydney

Comparison of strategic centres

The built form of other strategic centres is characterised by high density mixed use. Building height typically range from 15 storeys and up to 40 storeys.

Castle Hill is a major centre like Rouse Hill within the Hills Shire Council LGA. Crane Road Precinct is approved to build up to 68m high (20-21 storeys) with FSR of 6.4:1. Whilst, the height control of the Pennant Street Target Site in the DCP is 18 storeys.



Chatswood

- Building heights from 8 to 35 storeys



Bondi Junction

- Building heights from 8 to 25 storeys.



Green Square

- Towers in the Green Square Town Centre are up to 28 storeys. In the majority of the wider Green Square Renewal Area, lower perimeter blocks and tall, slender buildings marking corners and providing landmarks is the adopted typology.



St Leonards

- Building heights from 8 to 40 storeys.



Hurstville

- Despite being challenged by airspace restrictions relating to Sydney airport, Hurstville has planned for buildings up to 60m (20 storeys)

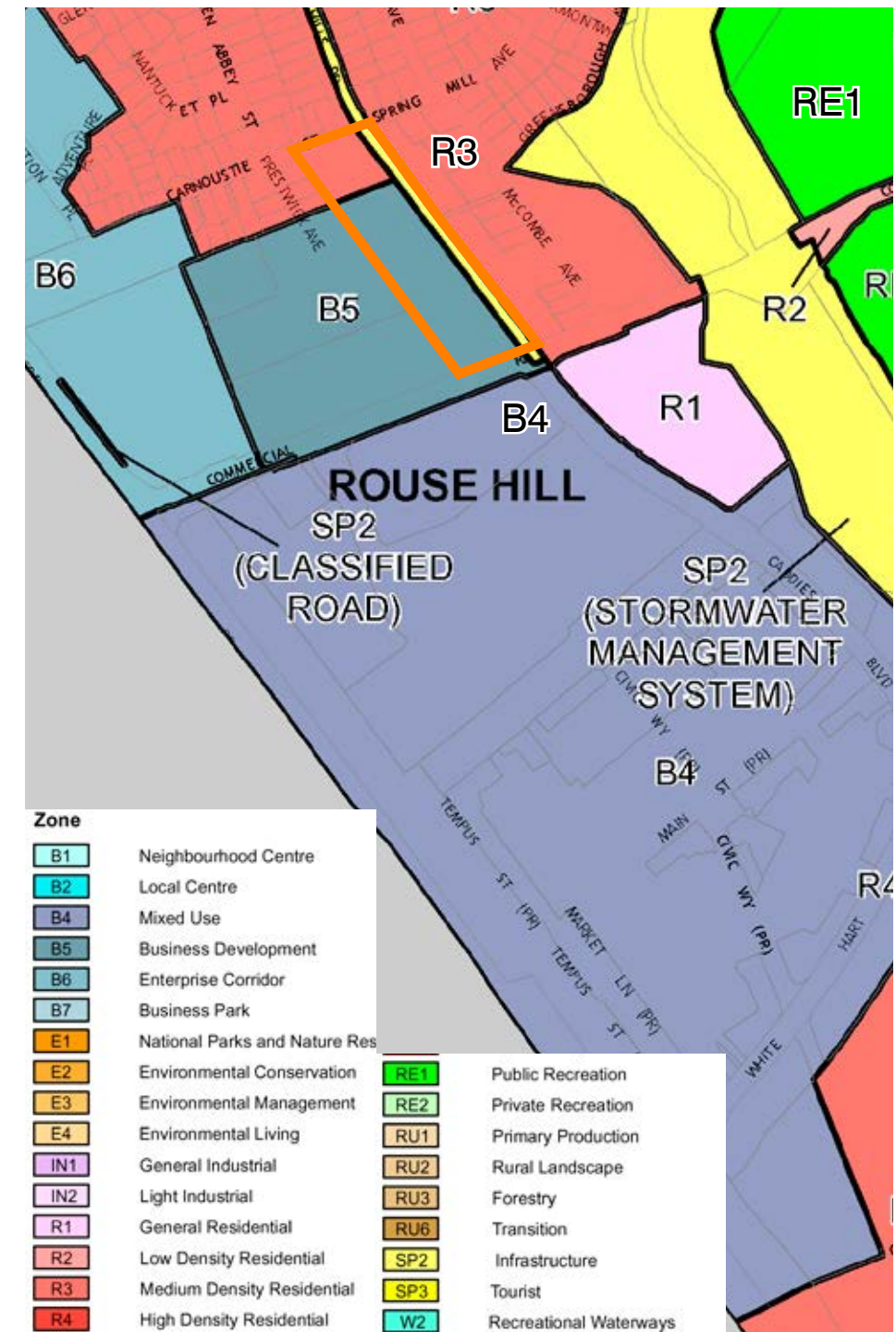
1.3 Key existing LEP controls

The Hills Local Environmental Plan 2012

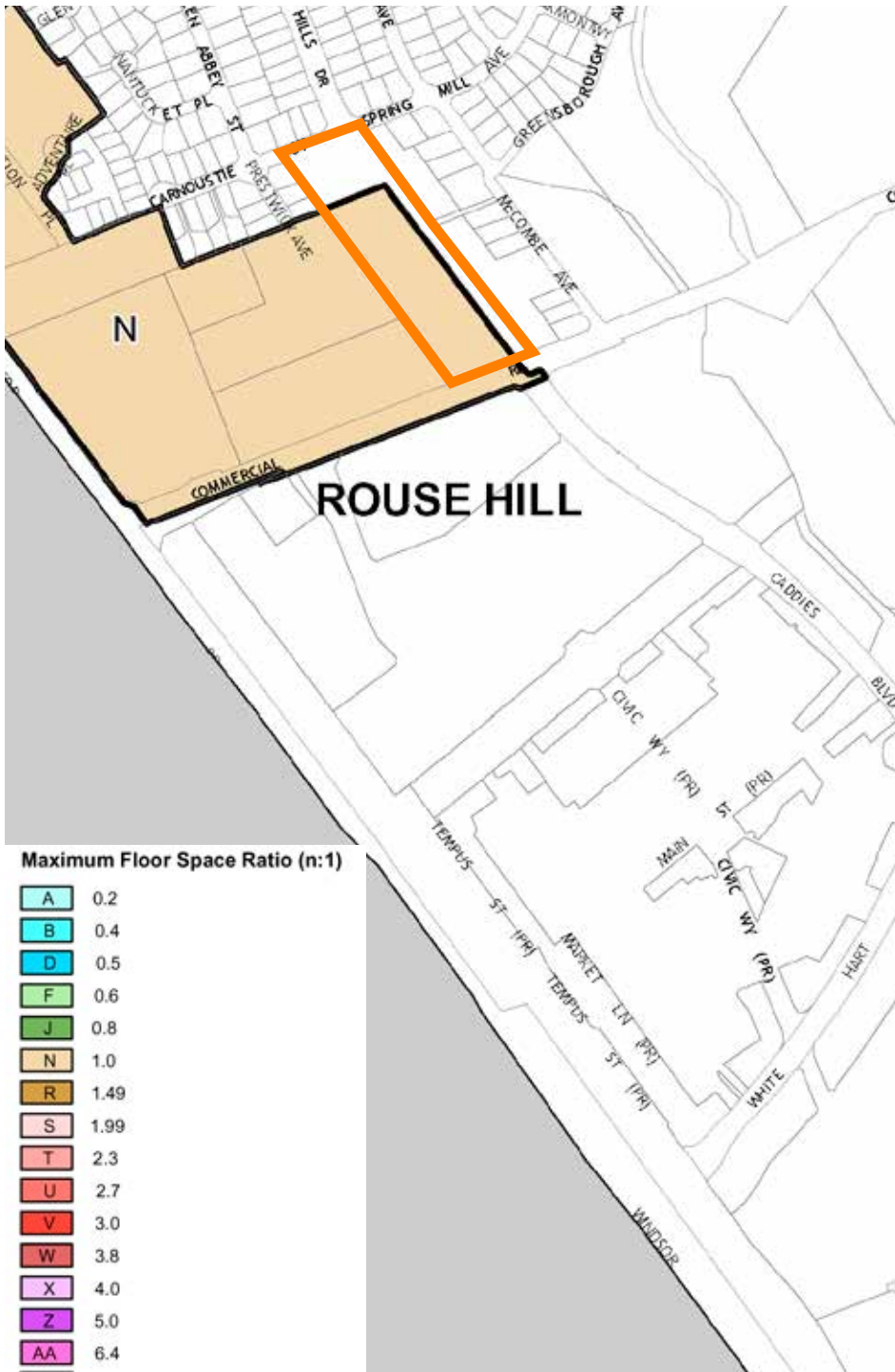
The site is currently divided into three separate zones as follows:

- The eastern edge of the site is zoned SP2 infrastructure. It is identified on the Land Reservation Acquisition Map as 'Public Transport Corridor'. It is not subject to a maximum Floor Space Ratio, however is subject to maximum building heights and a minimum lot size (similar to those of adjacent zoning). The site is the major link in the local context along the SP2 zone which is within a development site.
- The larger portion of the site including its frontage to Commercial Road is within the B5 Business Development Zone. This zone allows for a mix of business and warehouse uses. This area is subject to a maximum floor space ratio of 1.0:1, maximum building height of 16m and minimum lot size of 8000sqm. Apart from the site, the B5 business development zone consists solely of the Masters Home Centre site, which has been recently developed (further described in the following section of this document) and is relatively isolated as a B5 zone along Commercial Road.
- Part of the site to the north is zoned R3 Medium Density Residential. This zone permits multi-dwelling housing among other uses. It is subject to a maximum building height of 10m and minimum lot size of 450sqm. This zone relates to other, generally already constructed sites, to the east and north, which are also subject to similar controls.

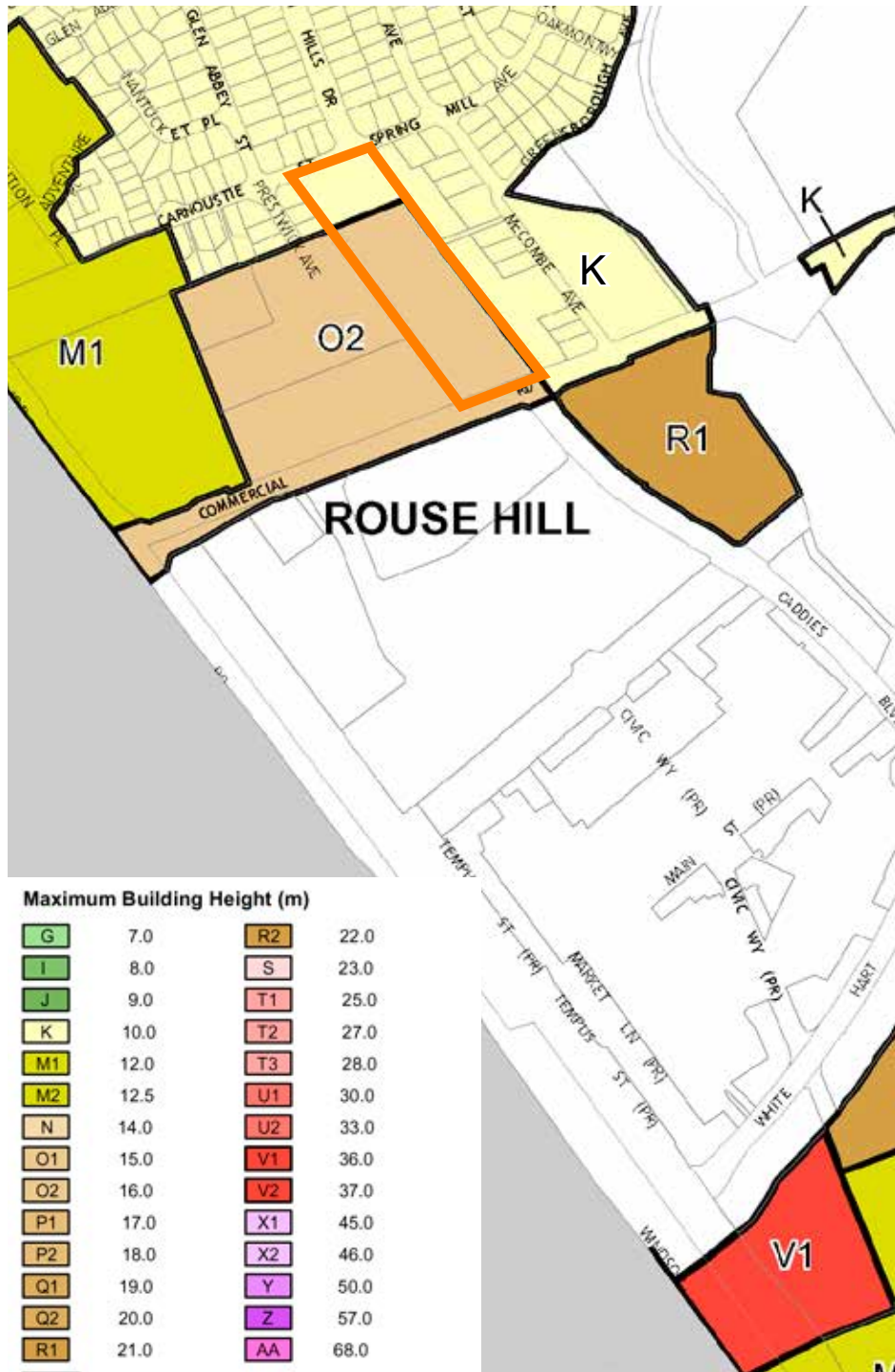
To the south of the site is Rouse Hill Town Centre, which allows for considerable development (described further in the following sections of this development). It is a B4 zone with no maximum building height or floor space ratio under the Hills LEP.



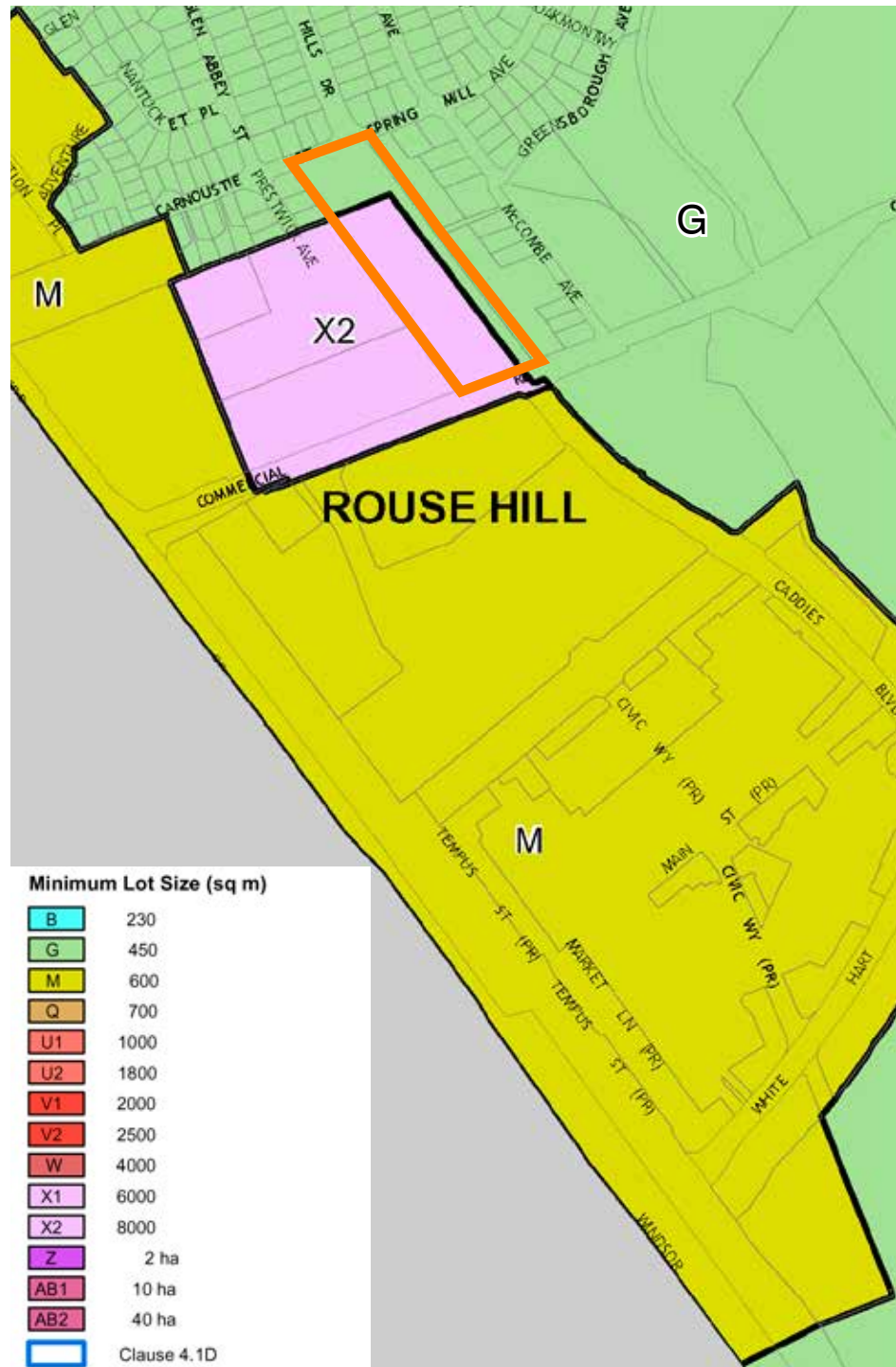
Land Zoning Map HLEP2012
Extract - Site boundary added in orange



Floor Space Ratio Map HLEP2012
Extract - Site boundary added in orange



Height of Buildings Map HLEP2012
Extract - Site boundary added in orange



Lot Size Map HLEP2012
Extract - Site boundary added in orange

1.4 Rouse Hill Station Structure Plan

The Rouse Hill Station Structure Plan is part of the North West Rail Link Corridor Strategy. The Structure Plan details the future plan for Rouse Hill in-light of the provision of the North West Rail Link, which includes Rouse Hill Station within 600m of the site.

The subject site and its surrounds are identified as 'Short Term Opportunity Site', recognising its ability to contribute to the growth of Rouse Hill. Through doing so, the site has the ability to stimulate future growth on other sites.

The proposed Future Precinct Character of the Structure Plan includes an extension of the Rouse Hill Town Centre to Commercial Road and the use of the subject site for employment and medium density apartments.

The projected growth for Rouse Hill by 2036 is 950 dwellings and 3,500 jobs. This growth has been predicated on the total number of opportunity sites present, proposed future character, anticipated demand and assumptions regarding development requirements and lot sizes.

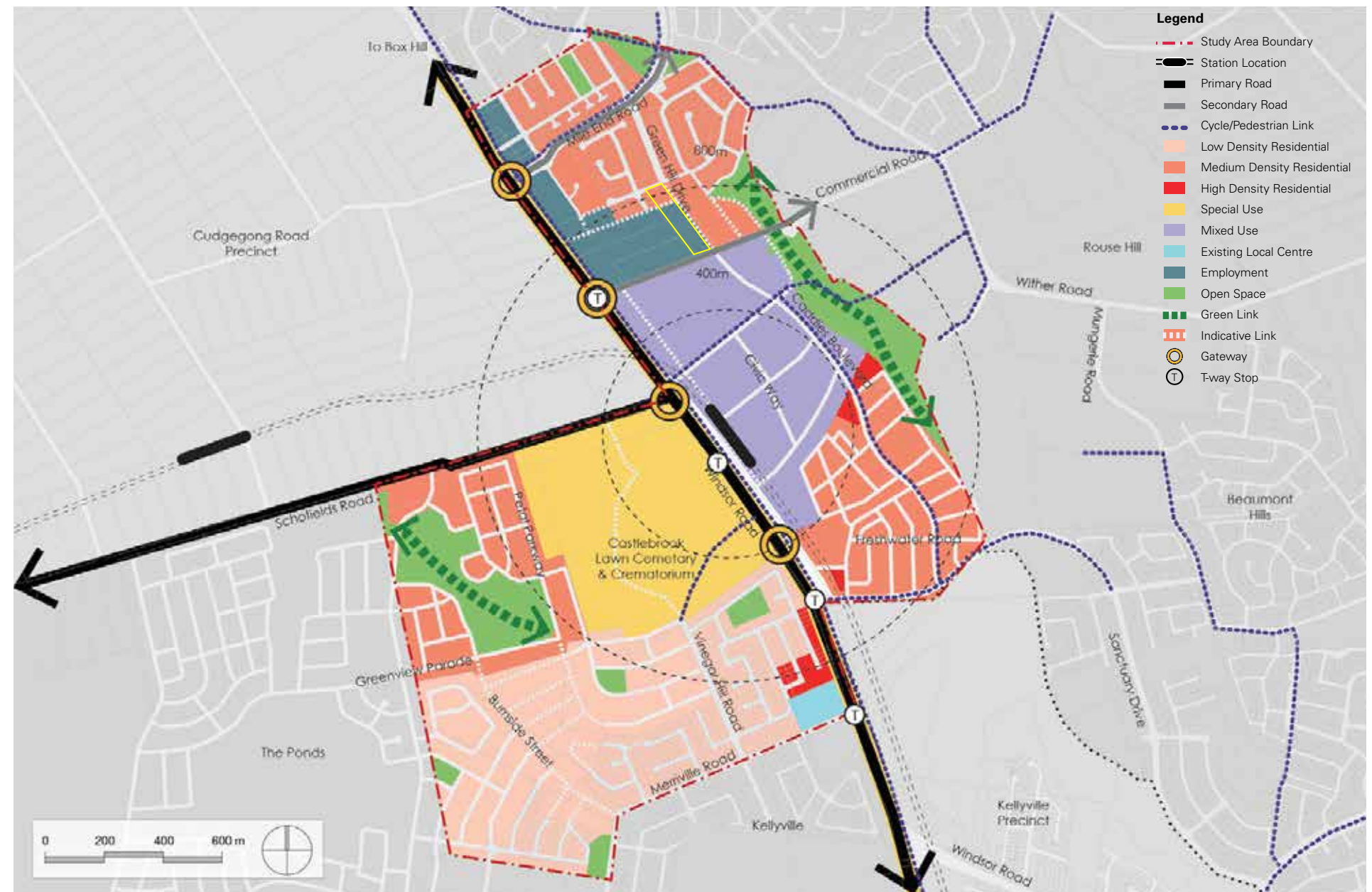


Figure 4: Rouse Hill Station Structure Plan, Transport NSW 2013

Site boundary

1.5 Rouse Hill Regional Centre

Areas adjacent to the site to the south is the Rouse Hill Regional Centre, which is also subject to localised masterplans and controls. Whilst these do not apply directly to the subject site, their proximity and scale of development has direct impact on the consideration of future built forms on the subject site.

Rouse Hill Regional Centre

The area to the immediate south of the site is known as 'Rouse Hill Regional Centre'. Within the Hills DCP, the area closest to the site is defined as the 'town centre frame'. This includes two sub-precincts close to the site.

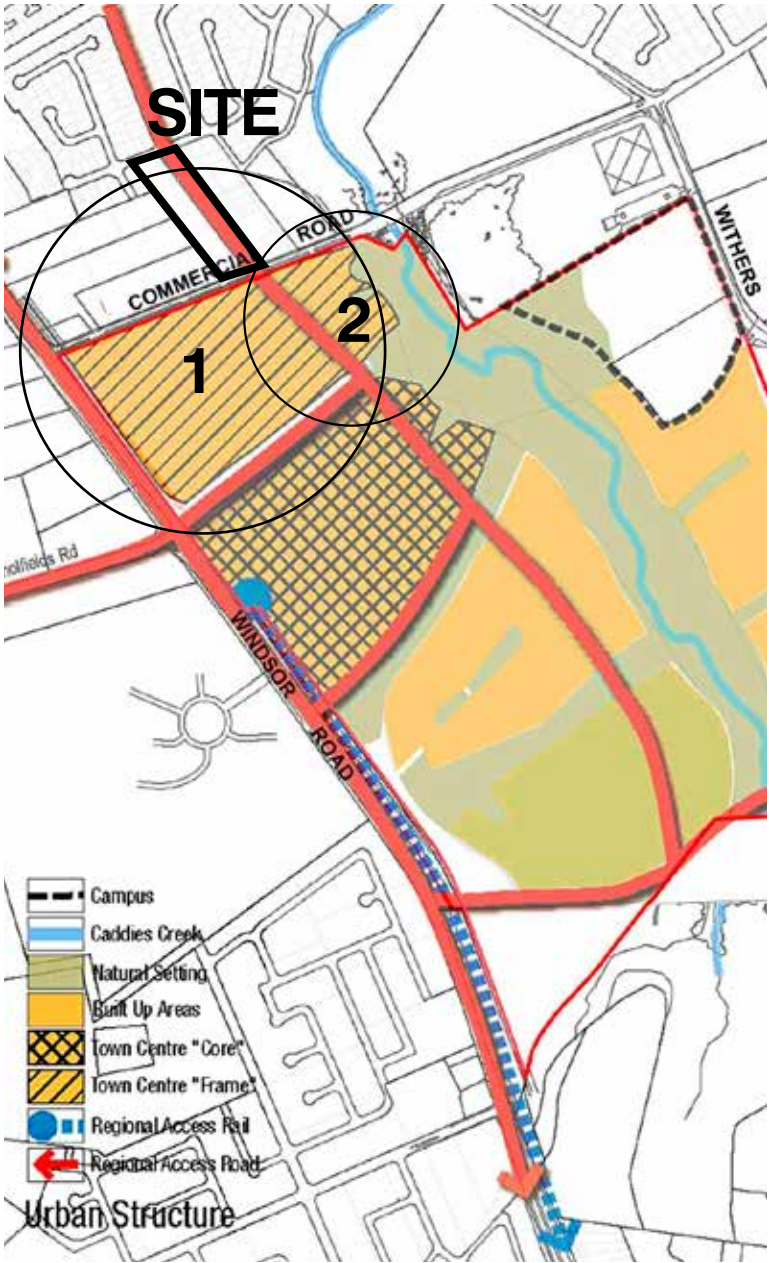
Northern Precinct Plan

At its meeting on 9 December 2014, The Hills Shire Council resolved to approve the Northern Precinct Plan and an associated modification application to the Rouse Hill Town Centre. The above modifications and plans provide further clarification on the future land uses and associated built form within this area.

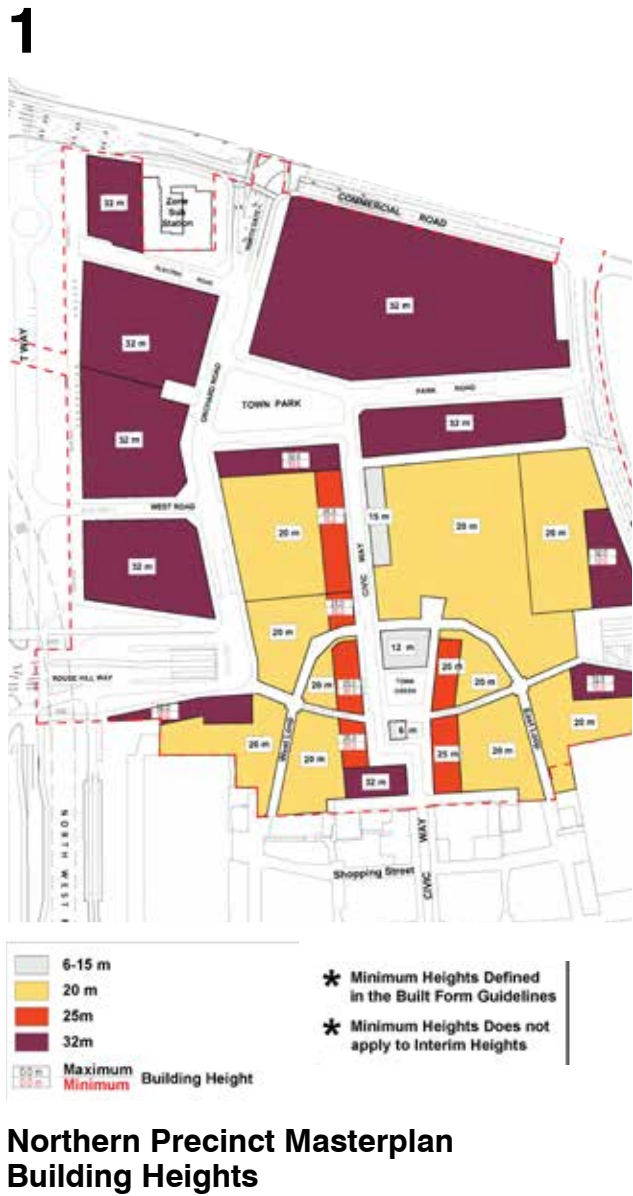
The approved plans provide a maximum building height along Commercial Road in proximity to the subject site of 32m (approximately 10 storeys). The future land uses will be a range of uses including but not limited to retail, commercial and residential.

The New Rouse Hill Northern Residential Precinct

This area is to the southeast of the site and will include new residential development.



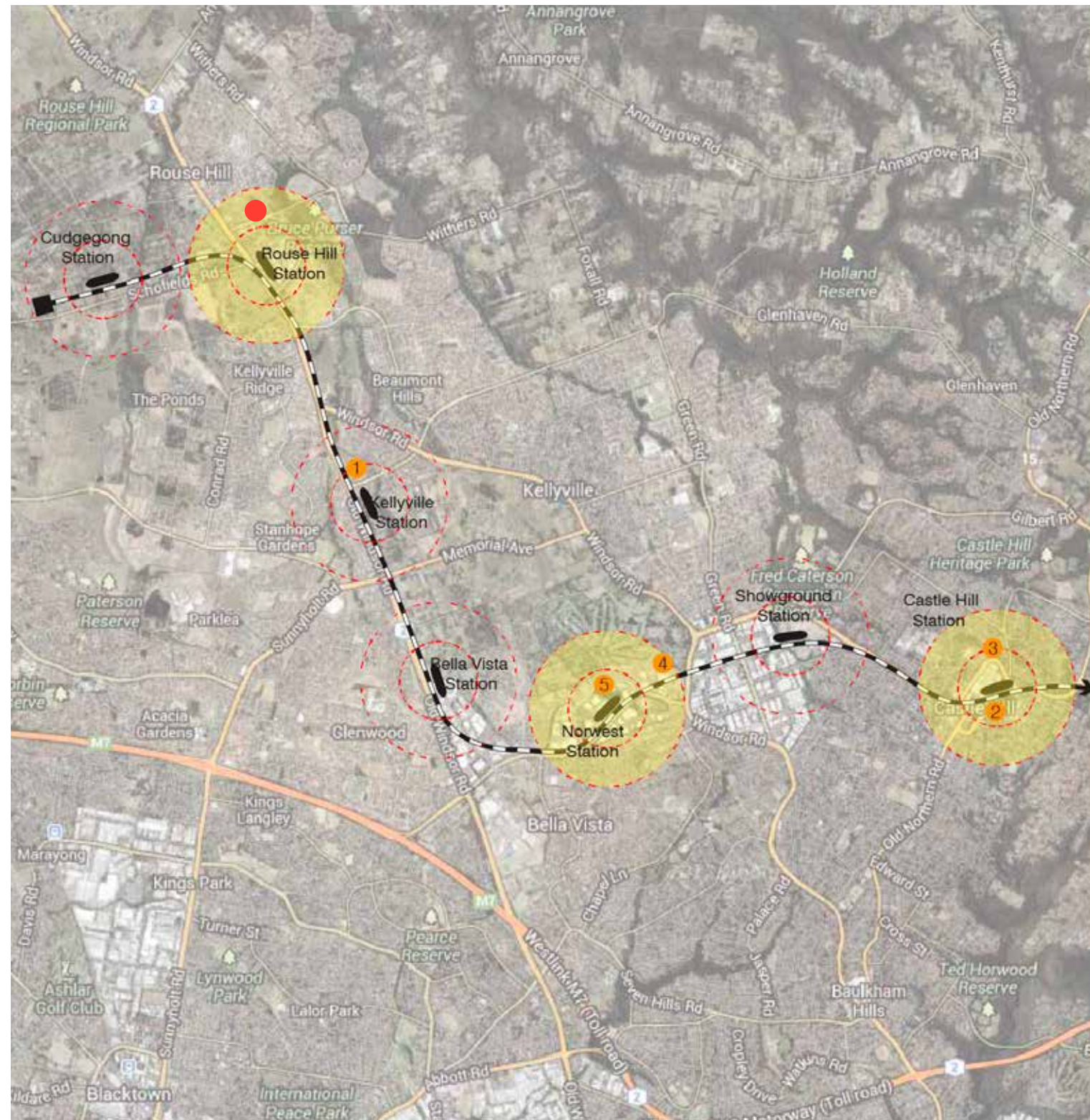
'Urban Structure'
source: Hills DCP Part D Section 6: Rouse Hill Regional Centre - annotations added



1.6 Major Planning Proposals

There are several planning proposals for major developments being considered in the sub-region. These proposals are seeking FSRs of 4.0:1 to 6.4:1 with heights of 18-25 storeys.

The subject site (Lot 5 Commercial Road) is in a strategic centre as identified within A Plan for Growing Sydney.



Legend

- Future Railway Station
- Future North West Rail Link
- Strategic Centre (A Plan for Growing Sydney)
- 400m and 800m Ring to Train Station
- Subject Site

Major Planning and Development Proposals within the Region

- 1** 301 Samantha Riley Drive, Kellyville
FSR 4:1
Height: 70-88m (20-25 storeys)
Planning Proposal Approved at Gateway
- 2** Crane Road Precinct, Castle Hill
FSR 6.4:1
Height: 68m (21 storeys)
Planning Proposal Approved
DA under assessment
- 3** Pennant Street Target Site, Castle Hill
Heights 54m (18 storeys)
Planning Proposal Approved at Gateway
- 4** 47 Spurway Drive, Baulkham Hills
FSR 4.5:1
Height: 16-41m
Planning Proposal Approved at Gateway
- 5** 11-13 Solent Circuit (Sydney Ice Arena)
FSR 2.42:1
Height: RL 143.2m (20 storeys)
Planning Proposal Approved at Gateway

1.7 Requested road delivery

The diagram adjacent illustrates two aspects of the requested road delivery for the site:

It shows the site boundary, the extent of LEP SP2 zone and the proposed extent of the road. It is important to note the way the land is divided.

Council have requested 6,634sqm (33% of the site) for the development of their proposed road. This 6,634sqm is divided up as follows:

- The Hills Local Environmental Plan SP2 Zone requires 3,502sqm (17% of the site).
- The remaining 3,132sqm (16% of the site) requested by Council, which is not part of the SP2 Zone, and provided by the owners of the site, will be a substantial public benefit when delivered.

This extra 3,132sqm of land is used to widen Spring Mill Avenue to the north of the site, and the full length of Green Hills Drive is widened to 23.6m (compared to the LEP SP2 zone's 13m) from the site boundary on the eastern boundary of the site.



2 Analysis and principles for development

2.1 Site context

The site is located in the suburb of Rouse Hill in the Hills Shire Local Government Area (LGA). The site is within close proximity to the Rouse Hill Town Centre, approximately 7 mins walk from Rouse Hill Station and directly opposite the Rouse Hill Regional Centre.

Rouse Hill currently comprises mainly low to medium density residential areas, mixed use and business precincts, with the Rouse Hill Town Centre being the heart of this area.

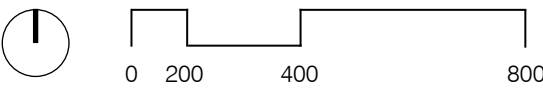
Accessibility of site

The site has good access and connectivity including the following features:

- The site is within walking distance of the new Rouse Hill Station, which is planned to be operational by 2019. The Rouse Hill Train Station and Bus Interchange will be within 600m or 7 mins walk of the site.
- The site is also within walking distance of the Rouse Hill Town Centre, within 400m or 5 minutes walk of the site.
- Cycleways connect the site to Parramatta, Windsor and the M7 west link shared path.
- Several local and regional bus routes which operate via Windsor Road and Old Windsor Road (providing direct connections to central Sydney, Parramatta, Blacktown and much of the Hills District).
- The M7 Westlink Motorway, which provides regional connectivity to Global Sydney and much of the south, west and northern suburbs.



Site Context Plan

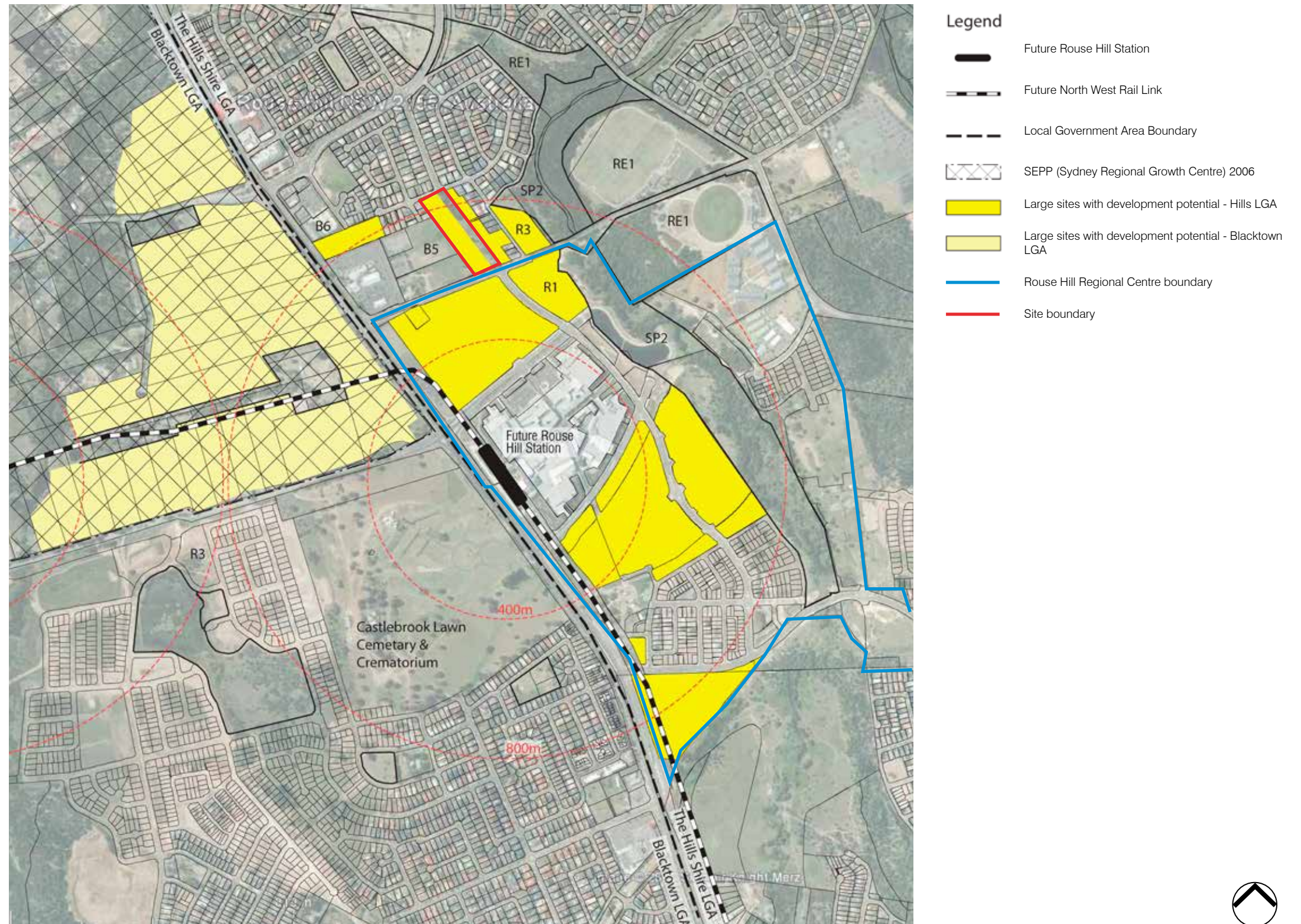


2.2 Opportunities for development within Rouse Hill

The diagram adjacent describes the development potential of land around the future Rouse Hill Station. The site is one of the major sites with the potential for redevelopment which is within walking distance of the future Rouse Hill Station and not currently already being planned as part of the Rouse Hill Regional Centre.

If the Centre is considered in four quadrants:

- The northeast quadrant includes the site and a few other pieces of land which could currently be considered under developed within walking distance (600m) of the future Rouse Hill Station.
- The southeast quadrant includes some large sites with development potential which are currently being planned as part of the Rouse Hill Regional Centre.
- The southwest quadrant is dominated by the Castlebrook Lawn Cemetery and is unlikely to be an appropriate location for significant future development.
- The northwest quadrant includes large land parcels within the Blacktown LGA. Their accessibility to Rouse Hill station and centre is compromised by the need to cross Windsor Road and the railway line to access the centre and station.



2.3 The site and adjoining land

The site includes frontage to Commercial Road to the south and Carnoustie Street to the north.

To the west of the site lies the recently constructed Masters Home Improvement Centre (and beyond it the 'Fiddler Hotel') and the rear of existing houses further north.

To the east of the site is a strip of undeveloped land including significant trees, buffering the site from the rear of residences further east which face McCombe Avenue.

Through the centre of the site is an easement, which connects to an east-west pedestrian link behind the Masters Home Improvement Centre, which joins to the Fiddler site.

The site itself is generally vacant. Notable features include some topographic changes and bands of trees throughout.





Disused dam within the subject site.



Typical vegetation within the subject site.



One storey dwellings located north of the subject site on Carnoustie Street.



Location of the proposed roundabout on Carnoustie Street.



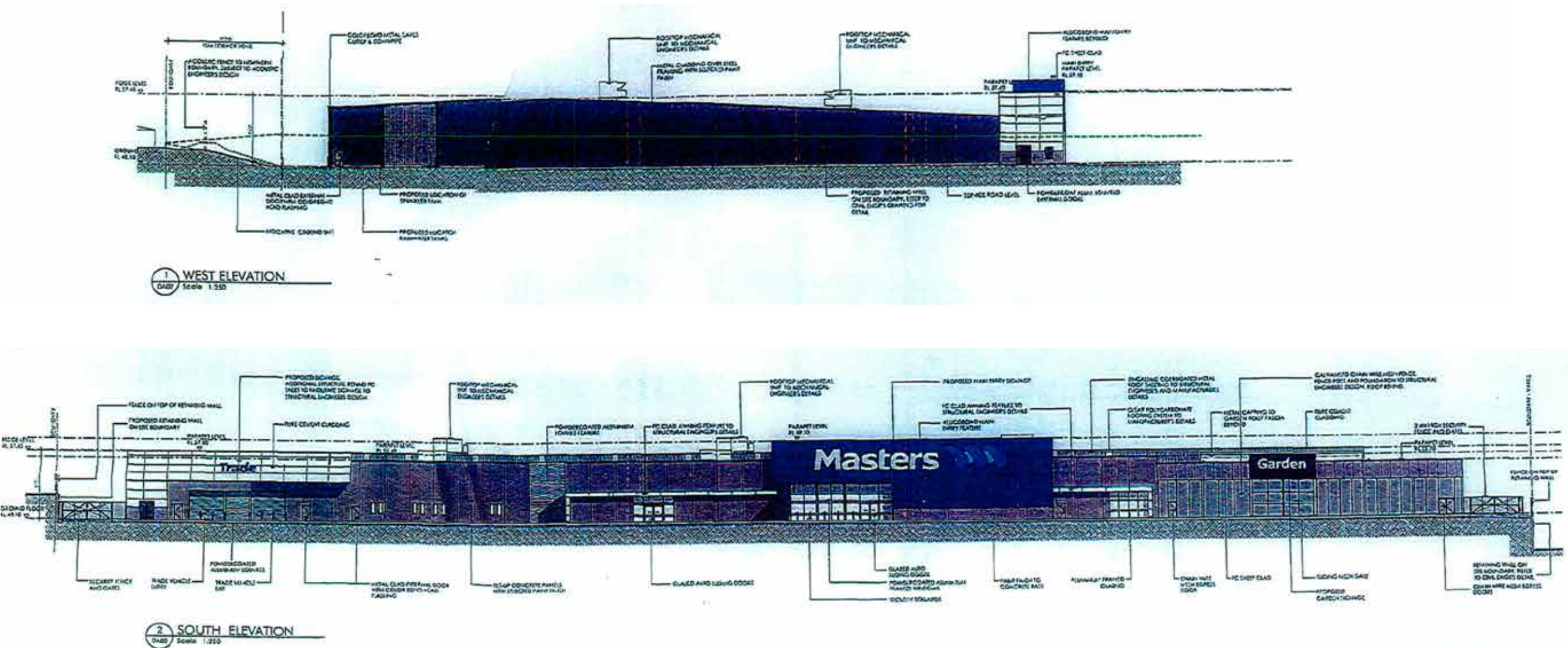
The Masters Home Improvement site under construction adjacent (west) to the site.



Rouse Hill Town Centre with the Bus Interchange in the foreground. The proposed Rouse Hill Train Station is to be constructed as a sky rail above the interchange.

Masters Home Improvement Centre

Located at 4 Commercial Road, Rouse Hill this recently constructed development includes the development of a Home Improvement Centre with a Cafe/Restaurant, separate bulky goods tenancy, parking and associated works.



Elevation architectural drawings for the recently constructed Masters Home Improvement Centre (adjoining the subject site).

2.4 Key site opportunities and constraints

The diagram adjacent shows some of the key opportunities and constraints associated with the site. They include:

- The requested area of road dedication and delivery
- A drainage easement running through the site
- Existing vegetation (though the majority falls within the proposed road area)
- Some topographical change across the site - approximately 5m across 250m length of the site or 1 in 50.
- A complex pattern of edges to the site including street frontage, residential and commercial boundaries as well as frontage to the less developed land to the east.



2.5 Design principles

Following the site and context analysis, the following design principles were developed as a guide for development of the site.

- Facilitate new street connecting Rouse Hill Town Centre and the established residential neighbourhood to the north.
- Transition in height from taller heights adjacent the town centre to lower heights adjacent existing residential neighbourhood to the west.
- Provide active residential frontages with address to existing and new streets.
- Provide an active commercial frontage to Commercial Road.
- Provide private gardens to ground floor units to reinforce the residential character of the site and its connection with the area to the west.
- Incorporate a landscape setback and communal courtyards along the rear boundary to transition with the Masters site to the west and provide residents with a pleasant landscape outlook.
- Create courtyard building typologies to provide residents with usable communal open spaces and high residential amenity.
- Provide increased housing capacity and choice in close proximity to the Rouse Hill Town Centre and transport infrastructure.

3 Alternative options considered

3.1 Base case - LEP compliant development

The image adjacent describes an indicative development for the site under an LEP compliant scenario. It includes:

- Approximately 17 townhouses within the northern section of the development
- A large commercial ('big box') building to the south, adjacent to Commercial Road, with a significant car park behind
- Delivery of new road on the area of land designated for this use under the LEP only (note that this is considerably smaller than the area requested by Council)

There are a number of issues associated with developing land in this way, including:

- Under-utilisation of land which is strategically located within walking distance of a strategic centre.
- Suitability of the site for viable commercial use, being of a small area only (constrained by also having to provide parking behind), narrow width (constrained by site width) and generally separated from other commercial uses (with only the Masters Centre adjacent)
- Viability of the site to deliver the road to its east.
- Poor pedestrian experience along Green Hills Drive, adjacent to commercial site.

The landowner considers that under this scenario it would not be viable for the developer to undertake the dedication and construction works of Councils preferred road. In the proposed masterplan (see following section of this document) the owner is able to both dedicate and construct the road for Council at a total cost of \$8.13million.



3.2 Option 1 - Initial massing

An initial concept was developed for the subject site. It is shown adjacent.

It was based on the provision of a landmark 14-storey building on the Commercial Road edge of the site which relates to the Rouse Hill Town Centre. Further to the north, more modest increases in heights were proposed and a greater setback to Carnoustie St.

The outcome of this testing was a consideration that the site may be able to accommodate an overall FSR of approximately 2-2.5:1 across the development site (excluding road) however the following observations were made:

- The northern part of the site around the existing lower-scale residential uses is sensitive and may be best treated by low-scale or set back development.
- The southern portion of the site provides a relationship to the proposed development to the south, which is around 10 storeys.
- The central portion of the site is not significantly constrained in height and density however development should provide an appropriate human-scale street edge (up to 6-8 storeys) even if taller development is set behind this.
- A commercial component to development facing Commercial Road to the south could help the site to fit with development of the Rouse Hill Centre to the south and the Masters Centre to the west.



Option 1 - Aerial view from west with storey height indicated

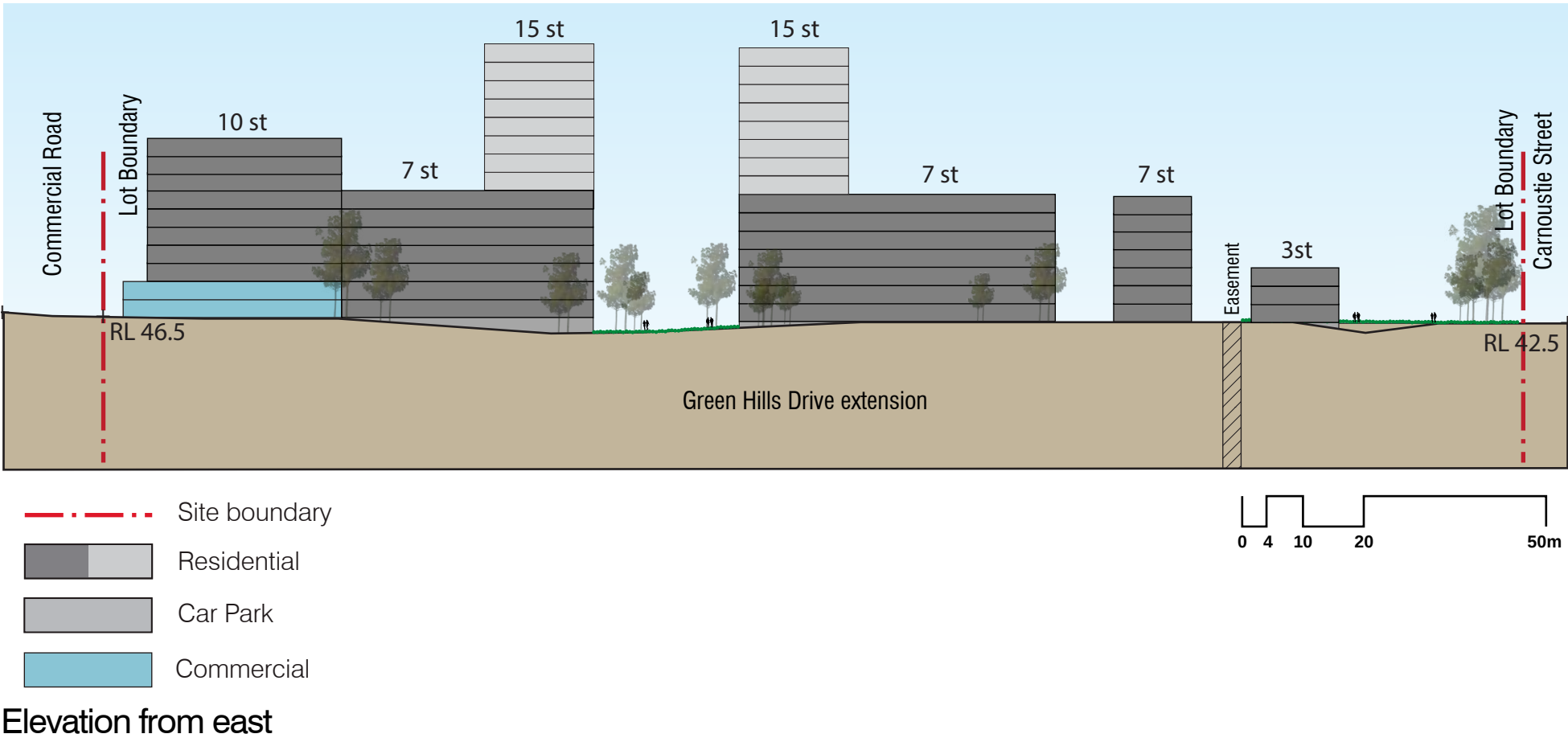
3.3 Option 2 - Partially developed proposal

Following the initial designs a more detailed design was developed which was considered by Architectus to provide an appropriate development form.

The initial masterplan designs had evolved to:

- Provide a communal open space to the north to improve amenity and reduce density and transition issues to local residents.
- Ensure a human scale relationship to the street with any taller elements set back and visually recessive.
- Provide an appropriate response to Commercial Road through a small retail element and a building form which relates to that proposed opposite.

This was further refined into the proposed masterplan (see following chapter), primarily through changes to its height - the tallest (15-storey) elements were reduced and others in less sensitive locations increased.





4 The Proposed Masterplan

4.1 Overview of the proposed masterplan

The preferred masterplan provides a range of built form across the site from 3 storeys to 12 storeys. Its key design features include:

- Dedication and delivery of the proposed new road connection (extension of Green Hills Drive) across the site (Cost \$8.13 million).
- A significant new 1,500sqm communal open space.
- A combination of landscape and built form elements throughout the site, providing amenity for residents.
- Commercial uses within the lower-floors facing Commercial Road, contributing to the proposed mixed-use future of this road.
- Transition to houses to north provided through significant new park set adjacent to 3-storey building forms.
- To south, buildings are a similar scale as the Northern Precinct opposite.
- Human-scale 6-storey street wall (with upper storey and taller elements set back) to Green Hills Drive.
- Significant setbacks from Green Hills Drive (6m) allow for generous landscaped edge.
- Extensive network of open spaces through site.

Legend

- Site boundary
- Residential
- Commercial



Elevation from east



Plan view

4.2 Architectural concept



View from southeast



View from northeast

4.3 Key statistics of the proposed masterplan

An area schedule of propose development is provided adjacent. Development provides:

- **A Floor Space Ratio of 2.3:1 across the site excluding the proposed road.**
- **33% of site dedicated for the new road which will provide a significant benefit to the local community. Plus additional communal open spaces for the site occupants.**
- **25% of the site as built footprint only (38% of the developed site)**
- **Maximum building heights - 12 storeys at centre of site, set back from views.**

Building Envelope	GBA (sqm)	Storeys	HOB (3.1m floor to floor, 4m ground)	GFA (sqm)
A	700	3	10.2	1,574
B	751	7	22.6	3,940
C (excluding attic)	685	6	19.5	3,084
C (attic)	521	2	25.7	782
D	691	12	38.1	6,215
E	691	12	38.1	6,216
F (excluding attic)	603	6	19.5	2,713
F (attic)	452	2	25.7	678
G	703	9	35.0	4,744
Commercial Podium (G)	990	2	7.1	1,684
Total	5,110			31,631
Total Commercial GFA				1,684
Total Residential GFA				29,947
Total number of apartments*				333

* based on 90sqm GFA / apartment

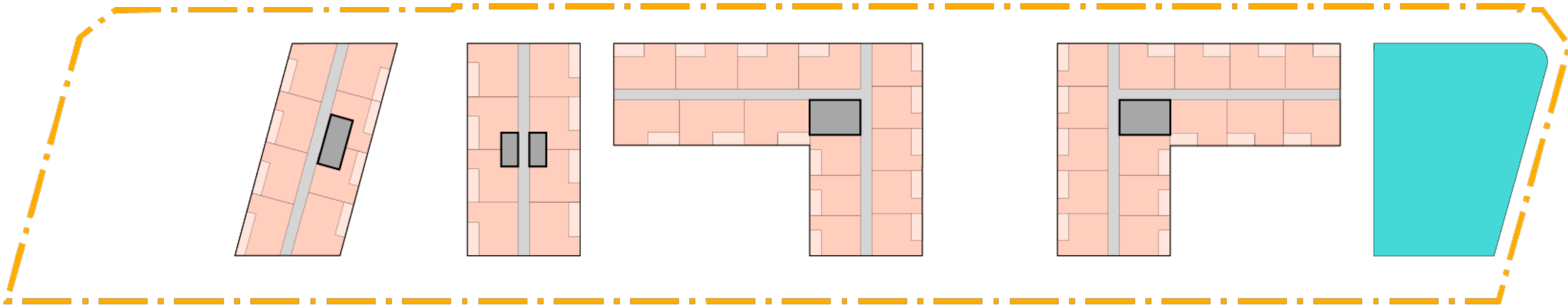
GFA efficiency	
Residential	75%
Commercial	85%

Site areas and FSR	Site Area	FSR
Total site (incl. road)	20,242	1.56
Site excluding SP2 land (incl. other road)	16,740	1.89
Site excl. road	13,608	2.32

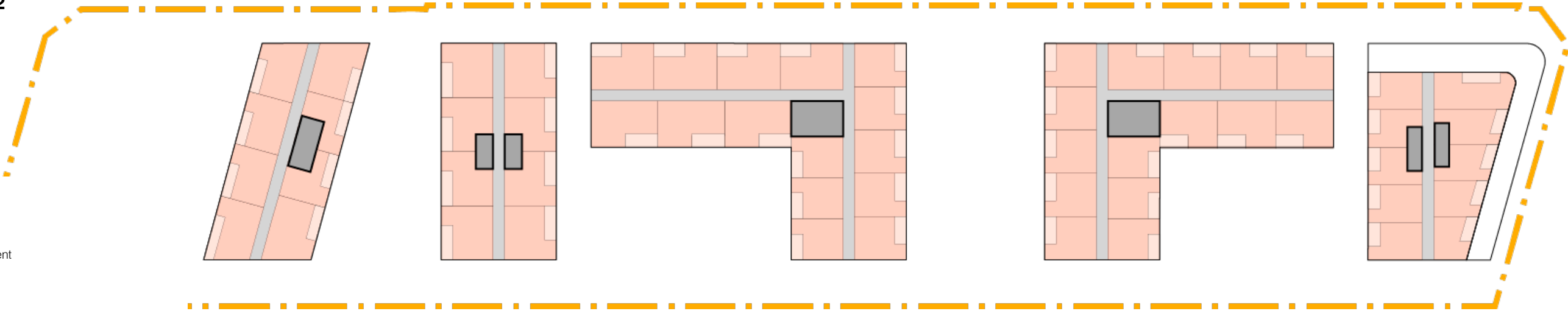
4.4 Indicative floor plan

Indicative floor plans for typical levels of the site are shown below. These demonstrate that the building forms proposed are able to achieve compliance both in apartment sizes/depths and separation in providing the unit sizes shown in the DCP.

Level 1 & 2



Level 3-12



- Key
- Apartment
 - Balcony
 - Corridor
 - Building core (lifts, stairs, vertical riser, cupboard, etc.)
 - Commercial use
 - Building below
 - Developable site boundary



4.5 Shadow analysis

The diagrams on this page demonstrate the overshadowing for both on-site apartments and off-site locations, based on a view from the northeast.

This testing demonstrates proposal is capable of achieving both DCP and SEPP65 compliant solar access with the majority of apartments enjoying a north or east aspect. The proposed communal open space will also achieve DCP compliant solar access of 4 hours or more as it is located to the north and not overshadowed by development.

The site will provide some overshadowing of the recently-built Masters Centre site to the west and also small areas of overshadowing of the corner of the large site to the south (Lot 19 DP 27520).



Winter Solstice 9am



Winter Solstice 10am



Winter Solstice 11am



Winter Solstice 12pm



Winter Solstice 1pm



Winter Solstice 2pm



Winter Solstice 3pm

4.6 Community

The diagram adjacent describes the key community outcomes which have the potential to be provided within the site itself. The proposal will provide dedication and delivery of the proposed new road connection (extension of Green Hills Drive) across the site (Cost \$8.13 million) including street lighting. The on-site stormwater easement will be retained for the benefit of the local area.



- Road dedication and construction - 6,634sqm (32.8% of site)
- On-site stormwater easement
- Site boundary

4.7 Setbacks

The diagram adjacent describes the setbacks proposed on site. Generally setbacks will include landscaping and areas of private garden other than around the commercial component to the south which will be publicly accessible with landscaping to provide a 'frontage' for the retail.

Indicative building frontages and landscape relationships are described in the following 'character' section of this document.



- 6m setback to Green Hills Drive
- 3m setback to future park
- 3m setback to Commercial Road (based on existing setback of adjacent building on Masters Home Centre site)
- Areas generally providing landscape or private gardens
- Areas generally publicly accessible in front of commercial use
- Site boundary

4.8 Land use compatibility

The site is adjacent to the Masters Home Centre and approximately 230m from The Fiddler pub to the west. The amenity of apartments will be acceptable as:

- The Masters Centre does not create significant amenity issues for residences. It is also adjacent to existing houses to the north.
- The Fiddler site is located closer to other approved residential flat areas (south of Commercial Road) than this site.
- The design buffers its western boundary and has been designed so that residences will not generally face directly to western boundary.



4.9 Indicative character

The images adjacent describe the character intended for Lot 5 including built form, landscape and streetscape.

Finalised materials and landscape treatments for the site will be provided at a detailed design stage in a Development Application subsequent to the Planning Proposal process.



Built form articulation and finishes



Landscape character

Street frontage relationships

4.10 Summary of key benefits

The proposed masterplan provides the following key benefits:

- Delivery of height and density consistent with the strategic significance of Rouse Hill and the site's importance as one of the few remaining large sites within walking distance of Rouse Hill Centre and Station.
- Improving the viability of delivering the proposed road connection from Caddies Boulevard to Green Hills Drive. Increasing pedestrian and cycle connectivity for the local community as well as vehicular connections.
- Delivery of communal open spaces, including a significant north-facing 1,500sqm area.
- Appropriate urban form with scale which is similar to that proposed for Northern Precinct directly south of site.
- Contributes to the priorities for the strategic centre of Rouse Hill identified in the Plan for Growing Sydney.
- A commitment to design excellence.
- Ability to deliver units that are compliant with Council's DCP unit sizes.
- Delivery of 1,684sqm Gross Floor Area of commercial / retail floorspace.

5 Recommended controls

5.1 Recommended controls

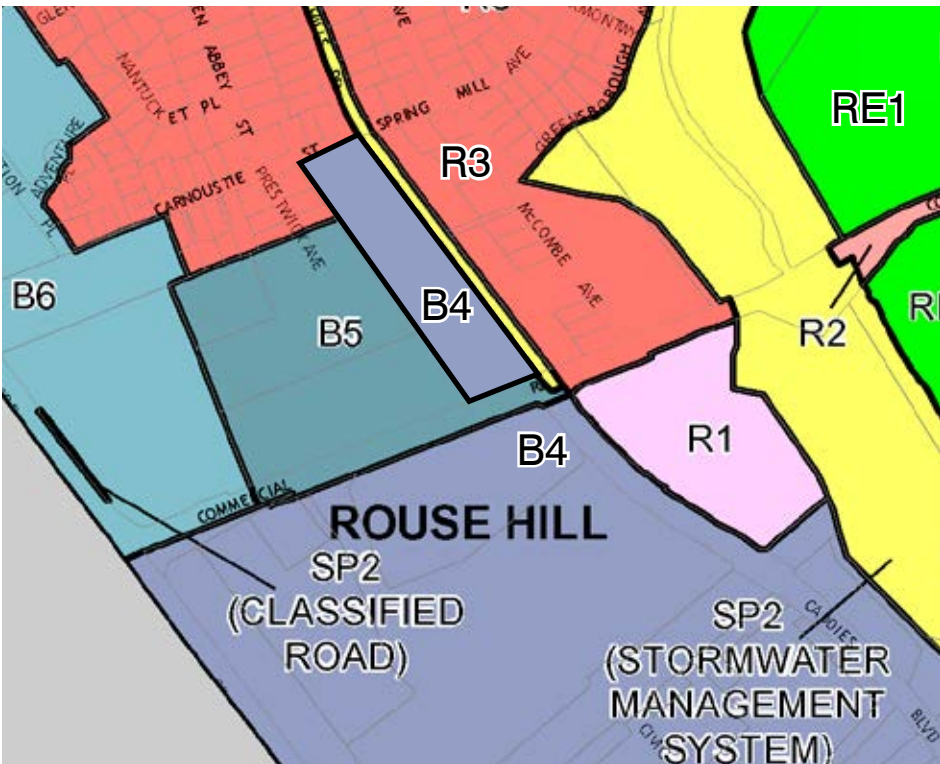
Consistent with the preferred masterplan for the site described in this document, this planning proposal is seeking to amend the LEP controls for the site.

Following feedback from Council, a preferred approach to zones and controls have been developed. Recommendations for amendments to key LEP controls are shown in the diagrams adjacent.

These amendments allow the delivery of the preferred masterplan as shown in this document with some flexibility to allow for the evolution of this through the detailed design process and future changing needs.

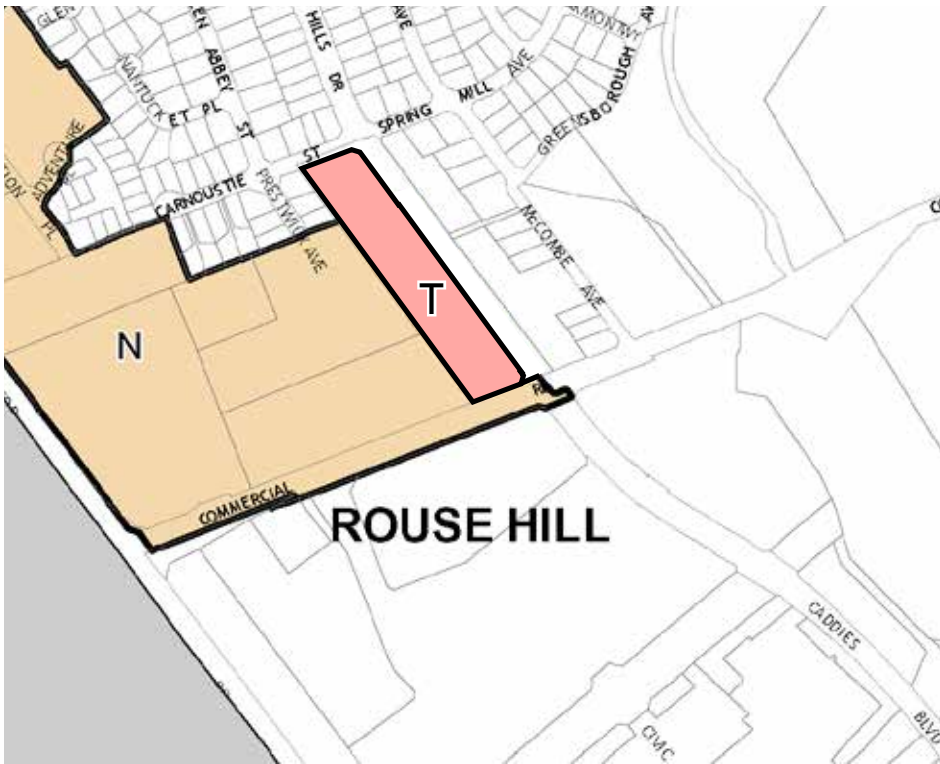
The Floor Space Ratio map shows 2.3:1 which allows for the GFA of the proposed masterplan described in this document across the site area excluding road dedication.

The land reservation acquisition map (including the eastern edge of the site as SP2) is not proposed to change.



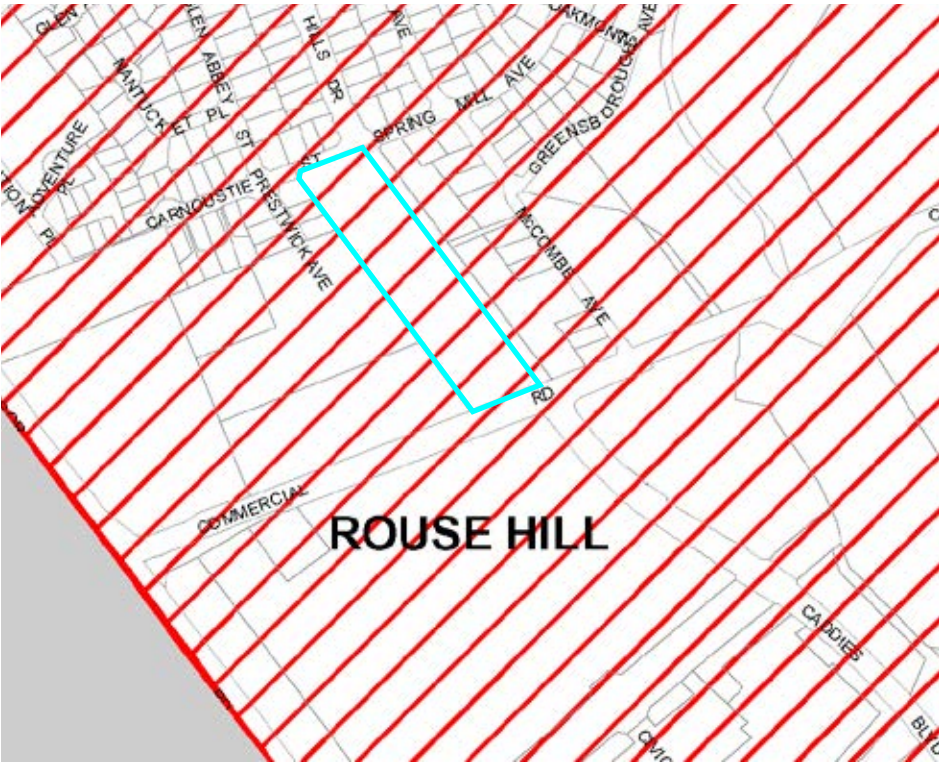
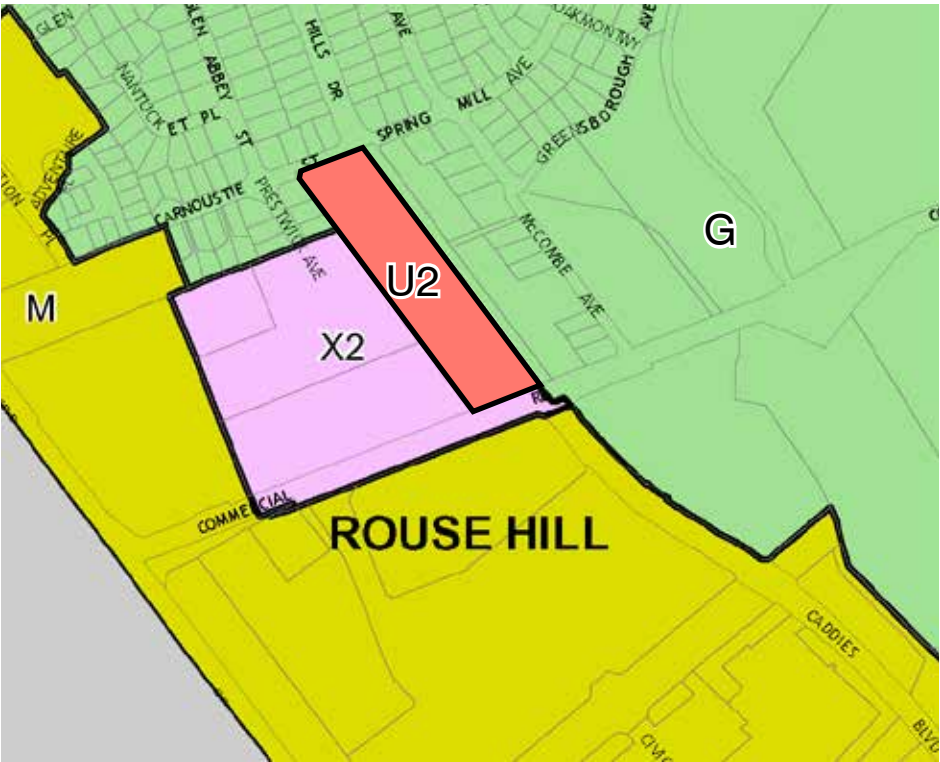
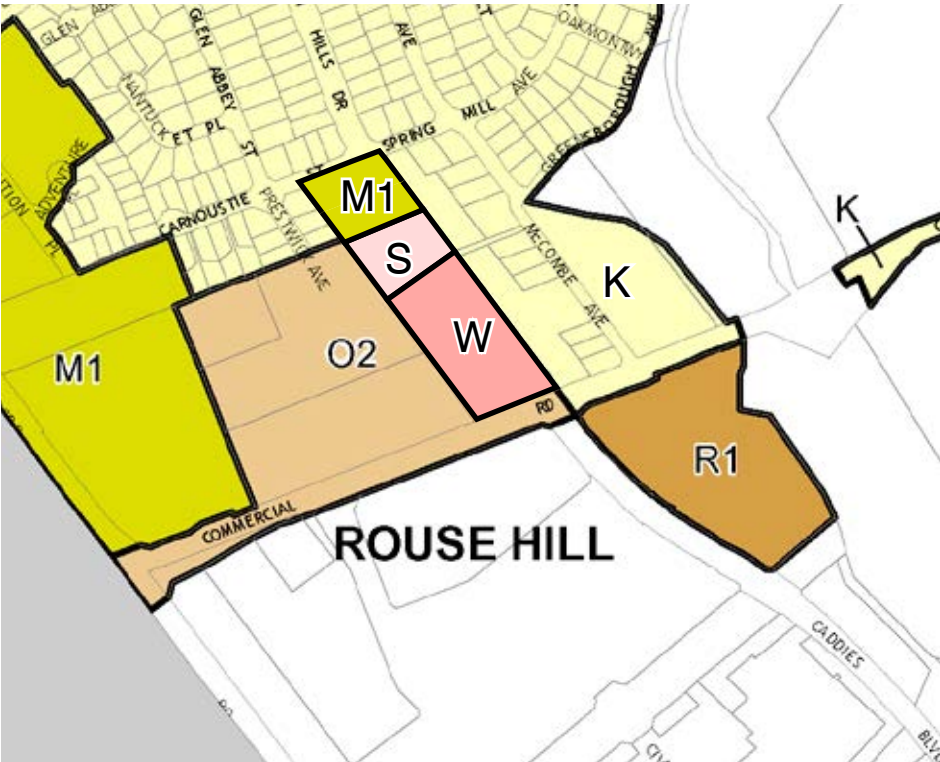
Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
E1	National Parks and Nature Res
E2	Environmental Conservation
E3	Environmental Management
E4	Environmental Living
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU2	Rural Landscape
RU3	Forestry
RU6	Transition
SP2	Infrastructure
SP3	Tourist
W2	Recreational Waterways

Proposed Land Zoning Map
Adapted from HLEP2012 extract



Maximum Floor Space Ratio (n:1)	
A	0.2
B	0.4
D	0.5
F	0.6
J	0.8
N	1.0
R	1.49
S	1.99
T	2.3
U	2.7
V	3.0
W	3.8
X	4.0
Z	5.0
AA	6.4

Proposed Floor Space Ratio Map
Adapted from HLEP2012 extract



Maximum Building Height (m)			
G	7.0	R2	22.0
I	8.0	S	23.0
J	9.0	T1	25.0
K	10.0	T2	27.0
M1	12.0	T3	28.0
M2	12.5	U1	30.0
N	14.0	U2	33.0
O1	15.0	V1	36.0
O2	16.0	V2	37.0
P1	17.0	X1	45.0
P2	18.0	X2	46.0
Q1	19.0	Y	50.0
Q2	20.0	Z	57.0
R1	21.0	AA	68.0

W

40.0

Minimum Lot Size (sq m)	
B	230
G	450
M	600
Q	700
U1	1000
U2	1800
V1	2000
V2	2500
W	4000
X1	6000
X2	8000
Z	2 ha
AB1	10 ha
AB2	40 ha
	Clause 4.1D

Foreshore Building Line	
	Foreshore Area
	Foreshore Building Line
Landslide	
	Landslide Risk
Urban Release Area	
	Urban Release Area
	SEPP (Sydney Region Growth)
Key Sites	
	Area A
	Area B

Proposed Height of Buildings Map
Adapted from HLEP2012 extract

Proposed Lot Size Map
Adapted from HLEP2012 extract

Proposed Key Sites Map
Adapted from HLEP2012 extract

02 July 2012



Metropolitan Strategy Team
PO Box 39
SYDNEY NSW 2001

Our Ref: FP85

Dear Sir / Madam

Submission to Discussion Paper: Sydney over the next 20 years

I refer to the recent exhibition of the Metropolitan Strategy Discussion Paper: Sydney over the next 20 years. Council considered a report on the Discussion Paper on Tuesday 26 June 2012 and resolved to provide the following information as a submission.

Please also refer to the attached reports and submissions relating to the review of the *Metropolitan Strategy for 2036*, review of the NSW Planning System and exhibition of the draft *Long Term Transport Masterplan*.

Discussion Paper Principles

1.1 Overarching principles driving the new strategy should also encompass the following:

- The commitment, cooperation and accountability of all levels of Government.
- Cross-agency coordination with agreed goals and clear framework for delivery.
- Resolution of competing land use conflicts (for example clearing for development, farmland and biodiversity).
- Quality of life measures and targets.
- A clear delineation throughout the metropolitan area of what is expected to be urban, agricultural, natural resources, biodiversity and recreational into the next 20 years.
- Linkages with Regional NSW.
- The role of tourism both within and outside the metropolitan area.
- Future-proofing and flexibility: Withstanding and responding to changes and new ideas.

Housing

- 2.1 A new metropolitan strategy needs to target the necessary hard infrastructure, such as public transport, roads, sewer, water and power into this area to support growth.
- 2.2 Infrastructure must be ready before or concurrent with the release of new Greenfield land.
- 2.3 High density housing locations should be clearly identified and be in close proximity to excellent services, facilities and recreation / open spaces. It is inappropriate to provide a higher proportion of high density living outside of major centres and major infrastructure.
- 2.4 Infill development must consider impacts on open space and services to ensure that higher densities do not result in poorer amenity for new and existing residents. There needs to be a continual overarching focus on quality of life.
- 2.5 Caution must be exercised where industrial or employment land is being rezoned for residential. This has serious implications for the balance and distribution of employment and housing provision.
- 2.6 The Strategy needs to acknowledge the role and importance of local strategic plans that build community acceptance for managing Sydney's growth, and it needs to support them by delivering or assisting in funding key infrastructure projects.
- 2.7 The Metropolitan Plan needs to be clear in its definitions when it refers to the range of housing typologies. Further, Council does not support the encouragement of three storey "walk up" style apartments as a suitable form of residential flat building as it does not promote adaptability nor accessibility to serve an aging population.

Jobs

- 3.1 Where employment centres are decentralised or provided in Greenfield areas, they must be supported with early delivery of key infrastructure such as roads and public transport, to support economic development and build and retain business confidence and investment.

Transport

- 4.1 A new Metropolitan Strategy must focus on public transport and infrastructure linkages with the wider Sydney region and NSW by identifying and committing to strategic corridors that underpin and support the planning strategies outlined in the Strategy, and those of local government.
- 4.2 The Strategy should recognise and provide for key strategic corridors between Castle Hill and Hornsby, and Rouse Hill and Hornsby, and others at the local scale such as the link from Box Hill to Rouse Hill via Greenhills Drive.
- 4.3 Refer to Council's submission on the *Draft Long Term Transport Masterplan*.

Infrastructure

- 5.1 One central Ministry, incorporating Planning, Infrastructure and Transport, should be responsible for the planning and delivery of Sydney's growth. Refer also to Council's submission on the review of the *Metropolitan Strategy 2036*.
- 5.2 Where land is proposed to be rezoned for urban development, it should not be done unless it can be serviced within a set timeframe such as five years. Infrastructure planning and provision needs to be directly linked to the housing and job targets in the Metropolitan Strategy. This requires Treasury to support the Strategy through the release of adequate funds to the appropriate agencies.
- 5.3 Refer to Council's submission on the review of the NSW Planning System in relation to the abolishment of Section 94 caps and a special infrastructure levy.

Social Inclusion

- 6.1 An ultimate goal of the Metropolitan Strategy should be to ensure the quality of life of Sydney's inhabitants through equal access to opportunities, choices in housing size and location, recreation, jobs, efficient transport and adequate infrastructure.

Environment and Building Resilience to Natural Hazards

- 7.1 Refer to Council's submission on review of the Metropolitan Strategy to 2036.
- 7.2 The urban footprint for Sydney, for at least the next 20 years should be identified, to provide clear boundaries for development and biodiversity. The Metropolitan Strategy should determine all vegetation corridors and land to be retained for conservation in perpetuity to offset Sydney's future development.
- 7.3 Sydney as a whole should be biocertified, however as a minimum, biocertification of LEP's should be reinstated to enable Local Government Areas to provide certainty to residents, developers and investors as to the capabilities of land within its boundaries, and to identify land to be retained in perpetuity for biodiversity / conservation purposes.
- 7.4 The NSW Government needs to identify through adequate constraint mapping the areas of the metropolitan area that are significantly prone to natural hazards of bushfire and flooding to help decide where urban growth should and should not occur.
- 7.5 A source of funding is required to provide urban areas with adequate emergency response and evacuation routes to ensure those communities can safely relocate during times of significant flooding and bushfire attack.
- 7.6 Appropriate building standards are required to ensure the building stock is more resilient to natural hazards (eg fire and flood).

Rural / Resource Lands

- 8.1 Like identifying housing and jobs for the next twenty years, the Metropolitan Strategy should also identify rural and resource lands for the next twenty years. Doing so will act as a signal for investment and focus effort into the right areas.
- 8.2 A Metropolitan Rural Resources Lands Policy should be developed to provide direction for the future planning and management of these lands.

Connecting with the Regions

- 9.1 Critical regional corridors and infrastructure must be identified and funding scheduled to enable acquisition and construction. Refer to the list of projects provided in Council's submission to the Draft *Long Term Transport Master Plan*.
- 9.2 The Metropolitan Strategy should recognise the relationship of Sydney with tourist attractions in regional areas.
- 9.3 The Strategy should highlight the need to investigate strategies to further minimise waste, and to research ways in which Sydney may become more self-sufficient in terms of food, energy, water and the disposal of waste.

Delivering the Strategy

- 10.1 The key to the successful implementation of a Strategy is the framework in place beneath it. To ensure the goals in the Strategy are successfully delivered, a new approach is required that seeks widespread community and stakeholder acceptance at this strategic stage. The Plan should define the outcomes and provide certainty in all facets of land use management for Sydney.

- 10.2 The new Metropolitan Strategy needs to contain clear, well-reasoned and developed strategies that clearly articulate future development areas and infrastructure. It must provide certainty for landowners, neighbours, developers, investors. To do this it must also be supported by a clear program for funding and delivery.
- 10.3 There is a need for better integration and coordination in planning between all levels of Government as well as between Government agencies. All levels of Government need to take ownership and responsibility for the implementation of the Strategy.
- 10.4 Agencies need to stop planning strategies in isolation from one another and from the overarching Strategy. The Government needs to arrange its agencies *around* the Strategy and its delivery, and all business plans must be directly linked back to the targets and objectives of the Strategy. There needs to be agreement and understanding across the board as to who is responsible to deliver what projects in what order and with what funding, and they need to be held accountable.
- 10.5 The key Strategies and Plans beneath the State Plan (*Metropolitan Strategy, Regional Strategies, State Infrastructure Strategy* and *Long Term Transport Masterplan*) are intricately linked, sharing common, agreed goals and comprehensive program of funding and delivery with clear timeframes.
- 10.6 The Federal and State Treasuries must then act upon the commitments in Strategy by releasing sufficient funds to the relevant agencies to encourage investment and interest in development and infrastructure projects that can actually proceed.
- 10.7 Delivery will also be assisted by the removal of duplicating environmental planning policies such as State Environmental Planning Policies (SEPPs), Joint Regional Review Panel and other restrictive layers that contravene the policies within the Strategy, and the Local Environmental Plans that have been prepared in accordance with that Strategy. Processes need to be streamlined and simplified. Refer to Council's submission on the NSW Planning System Review.
- 10.8 Critical regional transport corridors must be identified and funding planned for acquisition.
- 10.9 Regional or Subregional strategies could provide more detail based on more localised analysis, with implementation at a local level through Local Strategies and Local Environmental Plans. Strategic work at a local level, such as a Local Strategy that directly applies and relates to the Metropolitan and Subregional Strategies should be legislated. This will ensure that Local Environmental Plans and other local actions are responding directly to the overriding State policies and associated targets.
- 10.10 The Hills Shire Council is an outstanding, smaller scale example of how a Strategy should be implemented. Rigorous, local strategic planning in the form of a community based vision "Hills 2026" and a Local Strategy consisting of Directions for Residential, Employment, Centres, Environment and Leisure, Integrated Transport and Waterways, respond directly to the Metro and Subregional Strategies, and enable their implementation at a local level. The Hills Shire is comparatively well placed to respond practically to the pressures that come from growth and, despite frustrations with infrastructure, transport and biodiversity, is on track to meet its required targets.
- 10.11 Periodic independent review of the Strategy and its underlying plans is necessary to assess progress, identify any impediments to the delivery, and keep the Government accountable. Information regarding the progress of the Strategy should be publicly available.
- 10.12 The Metropolitan Strategy must incorporate be enabling and flexible, with the ability to respond positively to changes in technology, environment, or political circumstances, and new information, and ideas.

Yours faithfully



Stewart Seale
MANAGER FORWARD PLANNING

- Attachment 1: Council report 26 June 2012 on Discussion Paper.
Attachment 2: Council's submission on the Review of the Metropolitan Strategy for 2036.
Attachment 3: Council's submission on the Review of the NSW Planning System
Attachment 4: Council's submission on the exhibition of the draft Long Term Transport Masterplan.

[Report - 26 June 2012 Metropolitan Strategy Discussion Paper.docx](#)
[Attachment 2 Council's Submission on Review of Metro Strategy 2036 \(30...](#)
[Attachment 3 Council's submission on Review of NSW Planning System \(20...](#)
[Attachment 4 Council's submission on Draft Transport Masterplan \(4/5/...](#)

Ordinary Meeting of Council

Tuesday, 26 June 2012

THE HILLS SHIRE COUNCIL

ITEM-5	DISCUSSION PAPER NEW METROPOLITAN STRATEGY FOR SYDNEY (FP85)
THEME:	Balanced Urban Growth
HILLS 2026 OUTCOME/S:	BUG 2 Lifestyle options that reflect our natural beauty.
COUNCIL STRATEGY/S:	BUG 2.1 Facilitate the provision of diverse, connected and sustainable housing options through integrated land use planning.
GROUP:	STRATEGIC PLANNING
AUTHOR:	FORWARD PLANNING COORDINATOR KATE CLINTON
RESPONSIBLE OFFICER:	MANAGER – FORWARD PLANNING STEWART SEALE

EXECUTIVE SUMMARY

The NSW Department of Planning and Infrastructure has released a discussion paper '*Sydney over the next 20 years*' as the first stage in the preparation of a new Metropolitan Strategy for Sydney to 2031. The discussion paper invites readers to consider the future of Sydney in relation to a number of key areas including housing, jobs, infrastructure, transport and the environment.

This report recommends a submission be forwarded to the Department of Planning and Infrastructure, with a focus on the delivery of the Metropolitan Strategy. It also recommends that Council's reports and submissions on the NSW Planning System review, draft Long Term Transport Master Plan and previous Metropolitan Strategy review be attached to a submission to reiterate Council's position on key issues in the discussion paper.

By the year 2031, Sydney's population is expected to rise by more than 1.3 million. It is estimated that this additional population will require 570,000 more homes, and 600,000 more jobs. These estimates are higher than anticipated in the 2005 Metropolitan Strategy.

A feature of most successful cities is that they are strategically well managed with clear directions and policies aimed at providing certainty, agreement, accountability and resolution of obvious competing priorities. So, a Metropolitan Strategy for Sydney is considered essential, however in order to be effective it needs to be more than just a policy. It has the potential to direct and manage Sydney's growth in a tangible way, and to achieve a balance between development, biodiversity and quality of life. Critical to achieving this is the way in which the Strategy is embraced and delivered by all levels of Government. Rather than have competing priorities, the Metropolitan Strategy must be the ultimate guiding force in every plan and activity of every government agency.

A Metropolitan Strategy should ideally look beyond a 20 year timeframe. A key element is for it to clearly define the land use footprint for Sydney that ensures the priorities

enunciated in the strategy can be delivered. It should identify and plan for the acquisition of key strategic transport corridors, housing and employment lands, land to be set aside for agriculture, biodiversity and recreation. A Strategy that sets longer term goals and limits is essential to orderly growth in the shorter term.

HISTORY

04/12/2005	Department of Planning released the <i>Metropolitan Strategy: City of Cities – A Plan for Sydney's Future</i> .
17/03/2010	The Metropolitan Strategy Review <i>Sydney Towards 2036</i> Discussion Paper was released for public comment.
30/04/2010	Council's submission on the review of the Metropolitan Strategy was forwarded to the Department of Planning.
16/12/2010	The <i>Metropolitan Plan for Sydney 2036</i> was released, replacing the 2005 plan.
20/02/2012	Council's submission on the <i>NSW Planning System Review</i> was forwarded to the Planning Review team.
03/05/2012	<i>Sydney over the next 20 years: A Discussion Paper</i> was released for public comment.
04/05/2012	Council's submission on the <i>Draft Long Term Transport Masterplan</i> was forwarded to Transport to NSW.
05/06/2012	The Metropolitan Strategy Discussion Paper was considered at a Councillor Workshop.

BACKGROUND

The 'Sydney over the next 20 years' discussion paper recognises that Sydney's strategies and plans have not always translated into action on the ground. This is partly due to the apparent lack of common purpose between State, Local and Federal governments. Past plans have been developed but with insufficient ownership of key stakeholders who have a role in delivery. It is widely documented that during the last decade there has been insufficient provision of housing, infrastructure and transport connections needed to meet Sydney's growth. This has resulted in housing affordability and transport problems across the metropolitan area.

The discussion paper supports the development of a new Metropolitan Strategy for Sydney to replace the current *Metropolitan Plan for Sydney 2036*. The aim is to provide a framework for Sydney's growth to help plan for housing, employment, transport, infrastructure, the environment and open space to 2031. The new strategy will be strongly aligned with other key policies, *NSW 2021*, the Long Term Transport Master Plan and the State Infrastructure Strategy. Together with the Metropolitan Strategy these Plans will inform the NSW Budget priorities. These clear linkages and shared agreed goals are essential for the Metropolitan Strategy to actually achieve its goals.

NSW 2021 is the NSW Government's 10 year plan to rebuild the economy, provide quality services, renovate infrastructure, restore Government accountability and strengthen the local environment and communities. The *State Infrastructure Strategy* is the 20 year strategy to identify and prioritise the delivery of critical public infrastructure that drives productivity and economic growth.

The *Long Term Transport Master Plan* seeks to identify a clear direction for transport over the next 20 years. The Plan is to identify the role of each transport mode in meeting future needs including rail, road, buses, ferries, cycling, and walking. Council made a submission on the draft Transport Master Plan in May 2012, highlighting a number of significant transport infrastructure projects and improvements. These are touched upon again within the report.

The Subregional Strategies are expected to be finalised in 2013 following the release of the new Metropolitan Strategy.



Figure 1 - Hierarchy of NSW Government Plans

A Metropolitan Strategy alone is not enough to deliver the houses, jobs and infrastructure people need. It must be 'owned' and implemented across all levels of Government to ensure success. Council has the opportunity to contribute to the direction and content of the new Metropolitan Strategy, but more importantly, to encourage a governmental cultural shift in relation to how the Strategy will be delivered. Submissions are accepted until the close of exhibition on 29 June 2012.

REPORT

The discussion paper invites readers to think about priorities for their local area and Sydney as a whole for the next 20 years, providing a list of overarching principles, followed by a series of broad new approaches with related questions to stimulate debate. New approaches are identified in the following key areas.

- Housing,
- Jobs and economic opportunities,
- Transport,
- Infrastructure,
- Planning for social inclusion,
- Environment and natural hazards,
- Rural and resource lands,
- Connecting with the regions, and

-
- Delivering the strategy.

Council has recently made submissions that have touched upon most of these key areas. This report will briefly address these matters, reiterating Council's position, and discuss in more detail the issue of Strategy Delivery, with reference to the Hills Shire Council as a case study.

1. Discussion Paper Principles

The following overarching principles are identified as driving planning for Sydney and the preparation of a new strategy:

- Linking land use planning to transport and infrastructure,
- Strengthening the economic and employment opportunities that come from growth,
- Protecting the natural environment and Aboriginal and cultural heritage,
- Providing housing across the city that suits different needs and budgets,
- Providing access to a range of jobs across the city, particularly to balance growth in Western Sydney,
- Supporting the Regional Cities and other centres with appropriate services and infrastructure,
- Making it easier to access public transport from all parts of Sydney,
- Providing access to economic and recreational opportunities, regardless of where people live,
- Building new places and improving existing places to promote healthy, active lifestyles and to create safe, inclusive and comfortable neighbourhoods, and
- Adapting to a changing climate.

The principles and approaches identified in the discussion paper indicate a new focus on delivering integrated strategic planning in relation to land use, transport and infrastructure investment, with intentions for sound financial management. Whilst these are all valid, there are other key principles which are essential to the preparation, and most importantly, the implementation of a new strategy which should also be included. A new Metropolitan Strategy must be sufficiently detailed to ensure certainty of outcome in terms of the land use outcomes required over the next 20 years.

Recommendation:

- 1.1 Overarching principles driving the new strategy should also encompass the following:
- The commitment, cooperation and accountability of all levels of Government.
 - Cross-agency coordination with agreed goals and clear framework for delivery.
 - Resolution of competing land use conflicts (for example clearing for development, farmland and biodiversity).
 - Quality of life measures and targets.
 - A clear delineation throughout the metropolitan area of what is expected to be urban, agricultural, natural resources, biodiversity and recreational into the next 20 years.
 - Linkages with Regional NSW.
 - The role of tourism both within and outside the metropolitan area.
 - Future-proofing and flexibility: Withstanding and responding to changes and new ideas.

2. Housing

The discussion paper indicates that Sydney will need to provide 570,000 additional dwellings by 2031, taking the total number of dwellings in the metropolitan region to 2.28 million. At the same time, housing production in the Sydney region has been at an historical low.

The contribution of the Hills Shire to housing targets is considerable through both infill development, and the zoning of new land for development. Despite this, both Greenfield and infill housing development is continually frustrated. Caps on section 94 levies and fundamental gaps in infrastructure have slowed the production of lots required to meet market demand. Even in designated growth centres such as Box Hill, essential urban support services will not be available to significant portions of the area for up to 15 years which will prevent development from progressing. A new Metropolitan Strategy needs to target the necessary hard infrastructure, such as public transport, roads, sewer, water and power to support identified release areas. If housing supply is to be met, then sufficient Government expenditure to service the land is needed.

Council has first-hand experience in Greenfield housing release. There must be a commitment to zone land for development but importantly, service it. Once services are available, developers are willing to invest and deliver housing and jobs. Too often infrastructure plays the role of “catch up”. The late provision of key infrastructure also has implications for the way in which these areas function and utilise public transport in the future. Where infrastructure and housing development are delivered concurrently, it is also more likely to foster a more seamless outcome.

Areas of high density housing need to be clearly identified and should be located in areas with close proximity to transport services, facilities and recreation / open spaces. It is essential that areas meeting this criteria, and those with ready access to the City in particular, be identified and utilised. It is inappropriate to provide a higher proportion of high density living outside of major centres and away from major infrastructure. In addition to location criteria, infill housing must also consider impacts on existing infrastructure such as open space and services to ensure that infill population does not result in poorer community outcomes and amenity. This is consistent with the overarching principle of quality of life which should be central to the new Strategy. Council has previously suggested that a central authority should be responsible for overseeing the planning and servicing of urban renewal areas. The review of the NSW planning system, and the work of a special Cabinet Taskforce on Housing Supply will both look at ways to remove constraints on well-planned and serviced housing in Greenfield areas. However, it will ultimately take cooperation and funding between State Government Departments for this to eventuate.

Caution should also be exercised where industrial or employment land is being rezoned for residential. This has serious implications for the balance and distribution of employment and housing provision, and has impacts on the economy.

While the Metropolitan Strategy should clearly identify where housing targets are applied to local government areas, it is important that any changes in targets should be done in consultation with councils and their communities. Community acceptant must be gathered at the strategic stage if the delivery of outcomes is going to be efficient and certain. The Metropolitan Strategy must recognise strategic work done at a local level and its role in delivering the strategy. For example, Council's extensive Residential (and other) strategy work has been done based on the housing targets provided in the metropolitan and subregional strategies.

Similarly, the State Government needs to be aware of the implications of state policies that override Council's efforts to control and target housing provision through carefully considered strategic plans and zones. Specifically, the Affordable Housing SEPP, whilst aiming to provide a range of housing types and to maintain affordability, has the

potential to result in ad hoc infill development that places pressure on resources and infrastructure, and erodes community confidence by removing certainty in the character of neighbourhoods not envisaged for medium or high density development. This policy is a classic example where the outcome undermines commonly agreed strategic principals for managing growth. One simple solution to the housing affordability crisis is to provide the necessary services and infrastructure to expedite housing production.

Recommendations:

- 2.1 A new metropolitan strategy needs to target the necessary hard infrastructure, such as public transport, roads, sewer, water and power into this area to support growth.
- 2.2 Infrastructure must be ready before or concurrent with the release of new Greenfield land.
- 2.3 High density housing locations should be clearly identified and be in close proximity to excellent services, facilities and recreation / open spaces. It is inappropriate to provide a higher proportion of high density living outside of major centres and major infrastructure.
- 2.4 Infill development must consider impacts on open space and services to ensure that higher densities do not result in poorer amenity for new and existing residents. There needs to be a continual overarching focus on quality of life.
- 2.5 Caution must be exercised where industrial or employment land is being rezoned for residential. This has serious implications for the balance and distribution of employment and housing provision.
- 2.6 The Strategy needs to acknowledge the role and importance of local strategic plans that build community acceptance for managing Sydney's growth, and it needs to support them by delivering or assisting in funding key infrastructure projects.

3. Jobs

The southern portion of The Hills Shire, from Castle Hill to Norwest forms part of Sydney's 'global economic corridor'. Norwest has been a significant contributor to skilled employment in Sydney's northwest over the past decade. It is anticipated that a significant percentage of new jobs will be located in western Sydney in the future.

Essential to the ongoing success and growth of Sydney's economy is the retention of its skilled workforce. Councils can influence the integration of employment and housing markets by ensuring that the LEP zones for a mix of housing types and business uses to maximise diversity in both employment opportunities and the workforce.

The identification of employment land in the Box Hill and Box Hill Industrial precincts presents opportunities to build on the economic strengths of the northwest into the future, particularly as the Norwest Business Park will one day be at full capacity. Supported by appropriate infrastructure, a skilled workforce, and with links to Norwest and Rouse Hill, the Box Hill area has the potential to play an integral role in the northwest in meeting ongoing demand for business park type activities.

Recommendations:

- 3.1 Where employment centres are decentralised or provided in Greenfield areas, they must be supported with early delivery of key infrastructure such as roads and public transport, to support economic development and build and retain business confidence and investment.

4. Transport

The transport system needs to support Sydney's growth over the next 20 years and into the future. This means strengthening Sydney as a multi-centred city, and taking advantage of areas that are better connected by rail or bus for more housing, jobs and activities.

Sydney and its centres are linked by 46 identified strategic transport corridors (refer to Figure 2). Business movements are essential to Sydney's economic growth and productivity. An inefficient transport network will increase the cost of moving freight, and the economic costs of congestion. The current State Government focus is on the widening of the M5 and M2, the North West and South West Rail Links, light rail and freight corridor improvements.

A new Metropolitan Strategy must focus on public transport and infrastructure linkages with the wider Sydney region and NSW by identifying and committing to strategic corridors that underpin and support the planning strategies outlined in the Strategy, and those of local government. These are briefly listed below and are outlined in detail Council's submission to the Long Term Transport Masterplan attached to this report.

Strategic corridors – The Strategy should recognise and provide for key strategic corridors between Castle Hill and Hornsby, and Rouse Hill and Hornsby, and others at the local scale such as the link from Box Hill to Rouse Hill via Greenhills Drive which is yet to be funded.

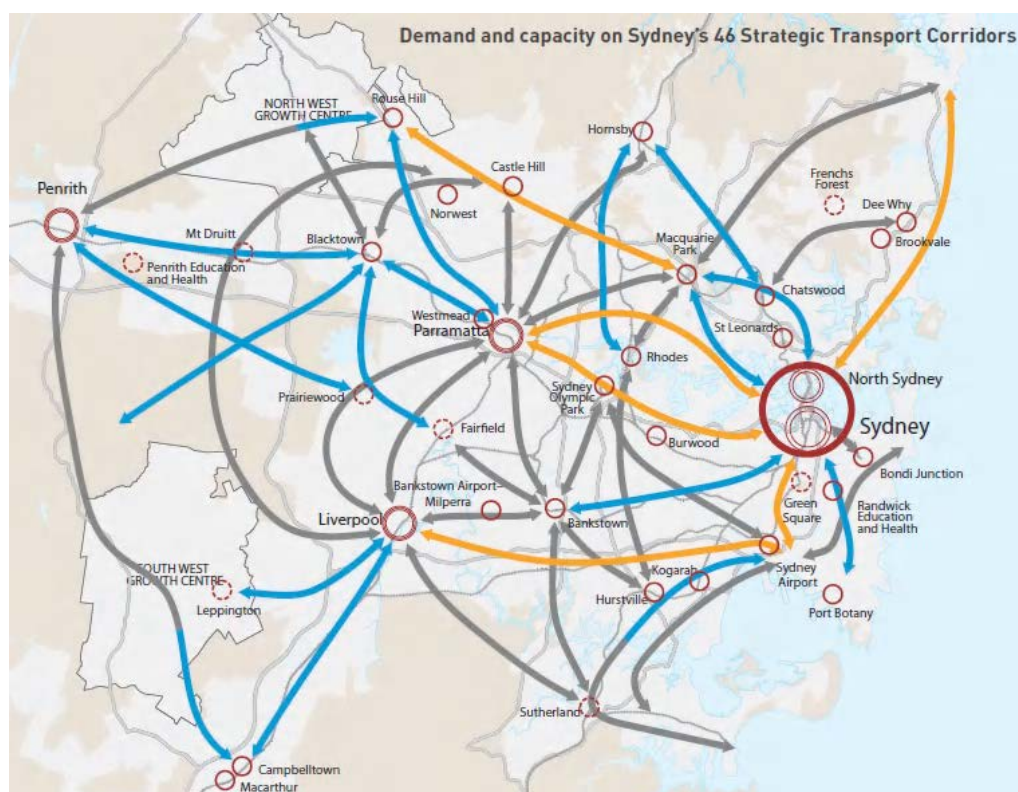


Figure 2: Strategic Corridors with missing links between Hornsby, Castle Hill and Rouse Hill

M7/F3 link – The M7/F3 orbital can provide the potential link to the major freight corridor between Melbourne, Sydney and Brisbane, in addition to Canberra, Wollongong and the Hunter. The impediment to date has been the Department of Planning and Infrastructure's unwillingness to commit to the corridor because Transport for NSW is unwilling to commit. This corridor is a much needed future strategic link that must be planned for now.

Vineyard Rail Extension - This link should remain on future strategic land use planning maps. The proposed alternative routes will isolate around 10,000 new homes at Box Hill and will have direct implications for business investment in the industrial area and its future success. Due to this diversion there is a need to finalise and commit to the completion of a rapid bus transport link between the Rouse Hill Town Centre and Box Hill. Transport NSW needs to commit funding for acquisition and construction.

Richmond Airport – The Metropolitan Strategy should highlight the need to examine the role of the Richmond RAAF Base in meeting air transport services and needs of Sydney's north west.

Epping to Parramatta - The approved project is for a 13 kilometre railway linking Parramatta and Chatswood via Epping. The Metropolitan Strategy should recognise the need to continue with this project at some stage in the future.

Recommendations:

- 4.1 A new Metropolitan Strategy must focus on public transport and infrastructure linkages with the wider Sydney region and NSW by identifying and committing to strategic corridors that underpin and support the planning strategies outlined in the Strategy, and those of local government.
- 4.2 The Strategy should recognise and provide for key strategic corridors between Castle Hill and Hornsby, and Rouse Hill and Hornsby, and others at the local scale such as the link from Box Hill to Rouse Hill via Greenhills Drive.
- 4.3 Refer to Council's submission on the *Draft Long Term Transport Masterplan*.

5. Infrastructure

Both economic infrastructure (roads, rail, water, power, telecommunications) and social infrastructure (schools, hospitals, recreational facilities, entertainment venues, cemeteries) are required to support a growing city. Sydney needs sound planning to efficiently deliver and maintain infrastructure for a growing population. This means delivering the right infrastructure in the right place at the right time. Where land is proposed to be rezoned for urban development, it should not be done unless it can be serviced within a set timeframe to ensure sufficient land is immediately developable to attract investment and deliver outcomes. Infrastructure planning and provision needs to be directly linked to the housing and job targets in the Metropolitan Strategy. This requires Treasury to support the Strategy through the release of adequate funds to the appropriate agencies.

The discussion paper recognises the need to identify and reduce red tape and other barriers which slow the construction of housing and delivery of infrastructure. Caps on developer contributions has frustrated attempts by local government to provide the necessary social and economic infrastructure to support new development. As a result, infrastructure is often provided long after residents have settled in the area, or sometimes not at all. The State government should abolish any cap on developer contributions and re-establish Council responsibility for the determination of section 94 levies using best practice financial management methods. This is essential to ensure the delivery of necessary infrastructure in a timely manner.

Council has previously suggested that the State Government could implement an alternative funding mechanism for land acquisition that spreads the burden of providing for Sydney's housing growth. This could be a special infrastructure levy across the whole of Sydney by way of the Sydney Futures Fund framework or similar.

In its 2010 submission on the review of the Metropolitan Strategy 2036, Council suggested the need for one central Ministry, incorporating Planning, Infrastructure and Transport, to be responsible for the planning and delivery of Sydney's growth, and to improve the planning, funding and delivery of key infrastructure with a foundation of coordinated financial management. The Government persists with separate agencies, strategies and business plans which, although sharing information and some goals, cannot function and deliver as well as a single department working under a common framework.

NSW Government agencies' strategies and business plans must be aligned, funded and held accountable under the Metropolitan Strategy. It would have been appropriate to prepare and exhibit the Metropolitan Strategy, Long Term Transport Master Plan and State Infrastructure Strategy concurrently. This matter is addressed further in the report under Strategy Delivery.

Recommendations:

- 5.1 One central Ministry, incorporating Planning, Infrastructure and Transport, should be responsible for the planning and delivery of Sydney's growth. Refer also to Council's submission on the review of the *Metropolitan Strategy 2036*.
- 5.2 Where land is proposed to be rezoned for urban development, it should not be done unless it can be serviced within a set timeframe such as five years. Infrastructure planning and provision needs to be directly linked to the housing and job targets in the Metropolitan Strategy. This requires Treasury to support the Strategy through the release of adequate funds to the appropriate agencies.
- 5.3 Refer to Council's submission on the review of the NSW Planning System in relation to the abolishment of Section 94 caps and a special infrastructure levy.

6. Social Inclusion

Access to quality affordable housing close to transport, open space, community facilities and services is an obvious goal. The design of a city can strongly influence and determine whether people have equal access to choices and opportunities. Older people and people with disabilities can become isolated, and some sections of the community have less access to social, economic and recreational opportunities. Rightly, the discussion paper canvasses the need to locate housing so as to capitalise and strengthen liveability and quality of life. This requires a multi-faceted approach that includes:

- Getting the supply right,
- Supporting development with infrastructure, services and facilities,
- Encouraging a diversity of product choice, and
- Ensuring densities are located in areas of high amenity and facilities.

Recommendations:

- 6.1 An ultimate goal of the Metropolitan Strategy should be to ensure the quality of life of Sydney's inhabitants through equal access to opportunities, choices in housing size and location, recreation, jobs, efficient transport and adequate infrastructure.
- 6.2 A multi-faceted approach is required, including:
 - Getting the supply right,
 - Supporting development with infrastructure, services and facilities,
 - Encouraging a diversity of product choice, and
 - Ensuring densities are located in areas of high amenity and facilities.

7. Environment

Sydney's growth and development, combined with the activities of daily life, impact on the environment. At a local level our actions affect water supply, air and soil quality, waste etc, whilst at a global level Sydney's growth contributes to climate change.

Whilst the debate on the finer details of climate change continues, there is no doubt that it is wise to ensure Sydney's growth is more efficient and uses resources more wisely. Metropolitan planning can address these challenges by enabling more productive use of land, more efficient methods of travel, and production of goods and services.

Efficient, economical, safe and convenient public transport is a crucial element to any success in ensuring people can get to where they need to go. To be effective, it must be an attractive alternative to car travel by providing comparable travel times and with acceptable frequency. Additionally, road improvements are also continually necessary to efficiently move people and freight. More efficient road networks mean reduced carbon emissions. Close association between the Metropolitan Transport Plan and the Metropolitan Strategy is welcomed, however it must be underpinned by a timed resourcing plan that is supported by a long-term financial model to ensure that improvements are delivered.

It has previously been suggested by Council that the State and Federal Governments need to provide a uniform policy to guide land use planning and the design of urban infrastructure in response to climate change. Starting at this level will provide a framework within which local governments and industry bodies can make changes. Housing construction for example, is an area in which sustainability and energy efficiency can continually be improved, with policies driven at the State level. However due to the relatively standardised built form of new housing construction, it is essential that any further reforms in this area be done in consultation with the industry.

Maintaining biodiversity, and in particular threatened species, is an important part of protecting our natural heritage and sustainable, productive landscapes. Biodiversity is a key and very controversial issue in the growth and development of Sydney, particularly in relation to endangered vegetation and linkages and the competing interests of housing development. Multilayered and complicated legislation (both State and Federal) designed to protect biodiversity also hinders development. As experienced in the Hills Shire, it can be extremely difficult to progress rezoning and development where threatened species are involved and Government agencies refuse to compromise. These difficulties remove certainty for developers and investors, and cripples the release of land for development and delivery of housing.

Biobanking agreements were introduced with the aim of allowing some development to occur in exchange for the permanent protection of other areas of comparable environmental significance. A biobanking agreement is a binding, in-perpetuity covenant on the title of a land parcel. Despite good intentions, due in part to its complicated methodologies, biobanking has seen limited success and has not been quick to be taken up.

Biocertification in the form of the Growth Centres Biodiversity Offset Program (applied in North Kellyville, and Box Hill) has succeeded to a certain extent in the removal of impediments to development relating to biodiversity, by identifying the areas essential for conservation, and those that can be developed as part of the planning and rezoning process. After biodiversity certification is conferred on an area, development may proceed without the usual requirement under the Environmental Planning and Assessment Act 1979 for site-by-site threatened species assessment. Biocertification

could also be applied to Local Environmental Plans until this option was recently phased out by the Government.

These issues point to the need to clearly define areas of land use development, areas of agriculture and resources, and areas of biodiversity value. This will provide certainty, and clear boundaries for development and biodiversity. Ideally, the whole of Sydney should be biocertified. A Metropolitan Strategy should determine all vegetation corridors and land required for all land use forms, including biodiversity.

Recommendations:

- 7.1 Refer to Council's submission on review of the Metropolitan Strategy to 2036.
- 7.2 The urban footprint for Sydney, for at least the next 20 years should be identified, to provide clear boundaries for development and biodiversity. The Metropolitan Strategy should determine all vegetation corridors and land to be retained for conservation in perpetuity to offset Sydney's future development.
- 7.3 Sydney as a whole should be biocertified, however as a minimum, biocertification of LEP's should be reinstated to enable Local Government Areas to provide certainty to residents, developers and investors as to the capabilities of land within its boundaries, and to identify land to be retained in perpetuity for biodiversity / conservation purposes.

8. Rural / Resource Lands

Sydney's rural areas, generally on the city's fringe, provide 40% of NSW's perishable vegetables and contribute \$1.5 billion to the State's total value of agriculture. Sydney's access to locally produced food, water, affordable energy and raw materials for construction is impacted by how rural and resource lands are used and managed. They are under pressure from various factors including:

- Increasing costs (including land),
- The expanding urban footprint,
- The lack of certainty in the planning regime,
- Conflicting land uses, and
- Environmental factors (soil, water, market conditions).

The North West Subregion contains large areas of regionally significant rural resource land. The Hills Shire is home to extensive sand mining resources and market gardens. A Key Direction of the North West Subregional Strategy is to protect these rural resource lands. A number of strategies and actions to protect valuable rural activities and resource land are identified for action by Councils through their strategy work and LEPs.

In the past, the Department of Planning has identified the need to prepare a Metropolitan Rural Resources Lands Policy to assist in informing Councils in the future planning and management of their rural areas. This should remain an action of the Metropolitan or Subregional Strategy.

Recommendations:

- 8.1 Like identifying housing and jobs for the next twenty years, the Metropolitan Strategy should also identify rural and resource lands for the next twenty years. Doing so will act as a signal for investment and focus effort into the right areas.
- 8.2 A Metropolitan Rural Resources Lands Policy should be developed to provide direction for the future planning and management of these lands.

9. Connecting with the Regions

Sydney, the Lower Hunter, Central Coast, Illawarra, Shoalhaven and Southern Highlands contain over 5.5 million people. The area leads Australia's business and trade, and needs strong economic infrastructure, social and environmental connections with regional NSW.

The draft *Long Term Transport Master Plan* is planning for efficient transport connections to move goods between Sydney and Regional NSW. Transport connections, including roads, railways and air services must also cater for growing demand for passenger movements. Council has provided Transport NSW and the Department of Planning with its list of critical infrastructure projects vital to connecting with the Regions.

Tourism in NSW relies on strong connections between Sydney and regional NSW. Sydney is a major destination for regional tourists and a gateway for international visitors who visit regional NSW. The Metropolitan Strategy also needs to recognise the relationship of Sydney with tourist attractions in regional areas including the Blue Mountains, Dubbo Zoo and Shoalhaven.

Sydney also relies on regional NSW for food, water, energy and the disposal of waste. There is a need for Sydney to become more self-sufficient.

Recommendations:

- 9.1 Critical regional corridors and infrastructure must be identified and funding scheduled to enable acquisition and construction. Refer to the list of projects provided in Council's submission to the Draft *Long Term Transport Master Plan*.
- 9.2 The Metropolitan Strategy should recognise the relationship of Sydney with tourist attractions in regional areas.
- 9.3 The Strategy should highlight the need to investigate strategies to further minimise waste, and to research ways in which Sydney may become more self-sufficient in terms of food, energy, water and the disposal of waste.

10. Delivering the Strategy

By 2031, Sydney must accommodate an additional 1.3 million people by providing 570,000 new homes, and 600,000 new jobs, whilst maintaining quality of life for both the existing and new population.

The new Metropolitan Strategy needs to contain well-reasoned and developed strategies that clearly articulate future development areas, infrastructure and biodiversity protection and the way in which projects will be funded and delivered. It must provide certainty for landowners, neighbours, developers, investors by reducing barriers to progress.

The Metropolitan Strategies of the past contained good visions and ideas, but have failed in the delivery. The key to the successful implementation of a Strategy is the framework in place beneath it. To ensure the targets in the Strategy are successfully delivered, a new approach is required.

It would be preferable to have a single, all encompassing Strategy that incorporates planning, transport and infrastructure, overseen by a single authority. However as they are proposed to be separate, it is essential that the key Strategies and Plans beneath the State Plan (*Metropolitan Strategy, Regional Strategies, State Infrastructure Strategy and Long Term Transport Masterplan*) are intricately linked. These Plans should share common, agreed goals, which are supported by a comprehensive program of funding and delivery, with definite timeframes.

The Strategy must resolve inherent barriers to its success by addressing at the very least:

- Government structure and agency coordination,
- Funding and timely provision of infrastructure and transport,
- Legislative complication and multi-layering,
- The implementation of the Strategy at the regional and local level, and
- Important issues such as biodiversity.

The delivery of the Metropolitan Strategy has been frustrated by conflict between the tiers of Government. There is a need for better integration and coordination in planning between all levels of Government as well as between Government agencies. All levels of Government need to take ownership and responsibility for the implementation of the Strategy.

At a local level, the delivery of metropolitan planning has been hindered by poor coordination between State agencies, limited State input into local plans and funding to support critical projects, a lack of commitment by the State Government to infrastructure planning and provision, and significant imposed financial constraints on Local Government revenue sources (ie. infrastructure contributions limits). There is also a need to better integrating the Strategy and other State plans with Local Government strategic plans (such as Council's Local Strategy).

The underlying issue is that State agencies often operate in isolation, with competing priorities and funding. A cultural shift in the Government is required. Agencies need to stop planning strategies in isolation from one another and from the overarching Strategy. The Government needs to arrange its agencies *around* the Strategy and its delivery, and all business plans must be directly linked back to the targets and objectives of the Strategy. There needs to be agreement and understanding across the board as to who is responsible to deliver what projects in what order and with what funding, and they need to be held accountable.

The Federal and State Treasuries must then act upon the commitments in the Strategy by releasing sufficient funds to the relevant agencies such as Sydney Water or Transport NSW. This will encourage investment and interest in development and infrastructure projects that can actually proceed. All of which assists in meeting the overall Strategy targets. For example, housing affordability can be addressed if you resolve the issues that are limiting the supply.

Delivery will also be assisted by the removal of duplicating environmental planning policies such as State Environmental Planning Policies (SEPPS), Joint Regional Review Panel and other restrictive layers that contravene the policies within the Strategy, and the Local Environmental Plans that have been prepared in accordance with that Strategy. Processes need to be streamlined and simplified. It is hoped that the planning system review will assist with breaking down these barriers.

Earlier in this report it was suggested that the Strategy should establish the overall urban footprint for Sydney, clearly identifying strategic transport corridors and areas for future development and biodiversity conservation. This could be achieved in Regional or Subregional strategies, which could provide more detail based on more localised analysis. Strategic plans should also be given more legal weight, with implementation at a local level through Local Strategies and Local Environmental Plans.

Strategic work at a local level, such as a Local Strategy that directly applies and relates to the Metropolitan and Subregional Strategies should be legislated. This will ensure that

Local Environmental Plans and other local actions are responding directly to the overriding State policies and associated targets.

The Hills Shire as a Case Study

In some ways, The Hills Council is an outstanding example, albeit at a smaller scale, of how a Metropolitan Strategy should be implemented.

The significant increase in population and employment opportunities expected in the Hills over the next 20 years will place considerable strain on the existing infrastructure in the North West of Sydney. The North West Subregional Strategy (which sits beneath the Metropolitan Strategy) specified targets of 47,000 jobs and 36,000 dwellings (14,500 in the North West growth centres, and 21,500 in existing urban and release areas) for 2031.

Through rigorous strategic planning, Council has increasingly gained the confidence of the community and investors. They can see a clear vision, direction, and plans based on comprehensive research that link directly to State policies. The Hills Shire is comparatively well placed to respond practically to the pressures that come from growth and, despite frustrations with infrastructure, transport and biodiversity, is on track to meet these targets.

Figure 3 illustrates the hierarchy of plans from the State to Local level and Council's strategic efforts to implement the Metropolitan Strategy.

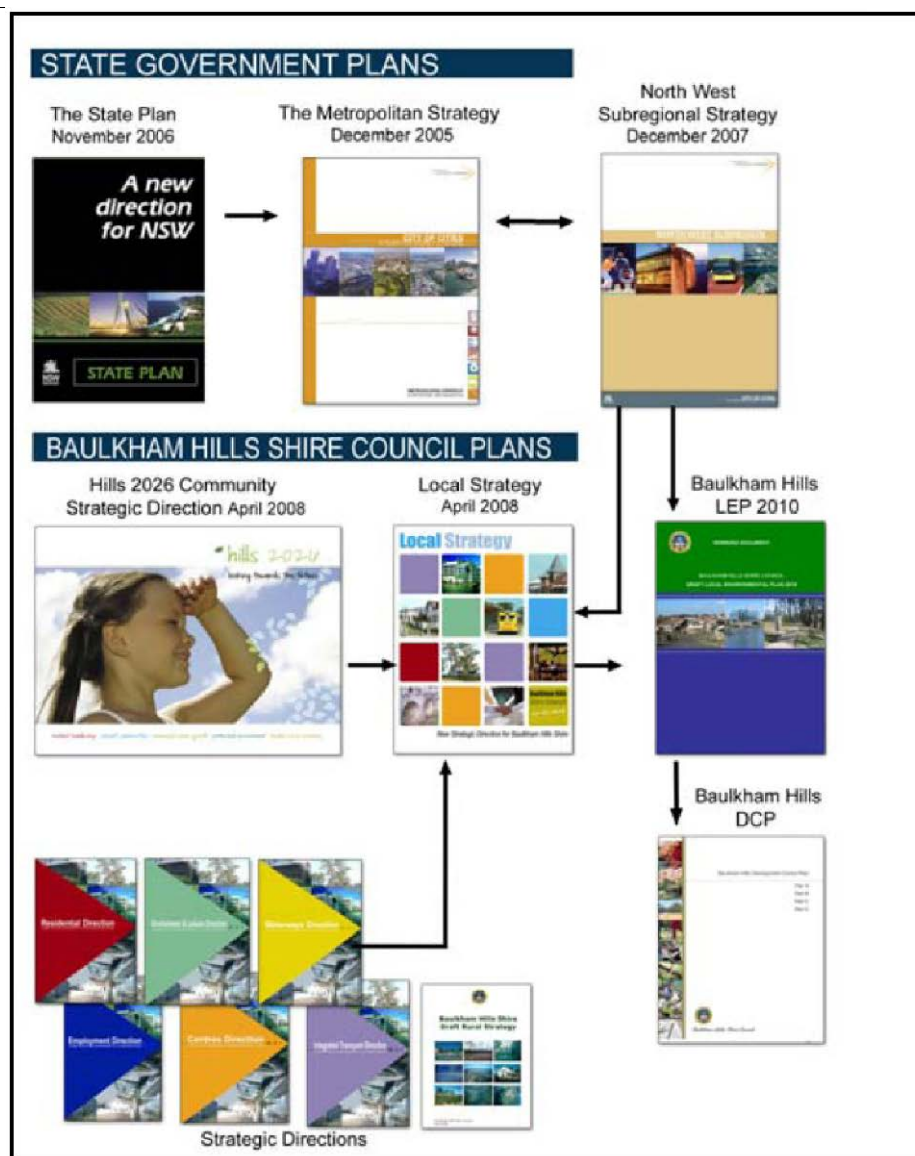


Figure 3 – Hierarchy of Plans (Source: Local Strategy)

Council's Local Strategy is the key document articulating Council's response to the strategies and actions identified in the Metropolitan Strategy and the Draft North West Subregional Strategy. The Local Strategy is also the main document to implement the themes and outcomes of the Hills 2026 Community Strategic Direction within the context of land use planning in the Shire and consists of the various Directions (ie. Residential, Centres, Employment, Integrated Transport etc). Hills 2026 represents the aspirations of the people who live, visit and work in the Hills Shire and each of its community outcomes is directly linked to the key directions in the Local Strategy.

Council's Residential Direction, for example, responds directly to the Metropolitan and Subregional Strategies with its four key directions and objectives: Accommodate population growth, Respond to changing housing needs, Provide a sustainable living environment and Facilitate quality housing outcomes. And The Hills Local Environmental Plan 2005 and draft The Hills LEP 2010 has responded to housing and employment targets in the Subregional Plan by ensuring zones allow for a mix of housing types across the Shire to ensure diversity in the supply of labour.

Council's Integrated Transport Direction identifies a package of transport improvements considered vital to the development of the Hills and the North West region. The package

seeks to improve public transport connectivity within the Shire and to the wider metropolitan network and to address and alleviate existing traffic congestion. There is also a focus on accommodating freight movements within and through the region. The Transport Direction provides a framework for responding to federal, state and other local government transport policy and projects.

Council's Long term financial and delivery plans then assist in the timely delivery of projects.

With regard to biodiversity, a rural cluster subdivision clause in draft LEP 2010 will enable low scale development of a certain portion of properties within the RU2 Rural Landscape zone with the remainder being protected in a community title arrangement. A bi-product of this initiative will be the identification and long term preservation of vegetation corridors which will help to address the conflicts between rural and residential development.

Where local planning efforts in the Hills Shire have not been successful, this can partly be attributed to frustrations caused by poor infrastructure provision, and legislative barriers as outlined in this report.

Periodic Review

The periodic independent review and audit of the objectives and actions of the Metropolitan Strategy will continually improve policy development and implementation, and will keep the Government at all levels accountable for its responsibilities. With appropriate reporting, monitoring also promotes public interest and provides information on the progress of Sydney towards sustainable development.

In addition, the Metropolitan Strategy must incorporate a degree of flexibility by which it may respond positively to changes in technology, environment, or political circumstances, and new information and ideas.

Recommendations:

- 10.1 The key to the successful implementation of a Strategy is the framework in place beneath it. To ensure the goals in the Strategy are successfully delivered, a new approach is required that seeks widespread community and stakeholder acceptance at this strategic stage. The Plan should define the outcomes and provide certainty in all facets of land use management for Sydney.
- 10.2 The new Metropolitan Strategy needs to contain clear, well-reasoned and developed strategies that clearly articulate future development areas and infrastructure. It must provide certainty for landowners, neighbours, developers, investors. To do this it must also be supported by a clear program for funding and delivery.
- 10.3 There is a need for better integration and coordination in planning between all levels of Government as well as between Government agencies. All levels of Government need to take ownership and responsibility for the implementation of the Strategy.
- 10.4 Agencies need to stop planning strategies in isolation from one another and from the overarching Strategy. The Government needs to arrange its agencies *around* the Strategy and its delivery, and all business plans must be directly linked back to the targets and objectives of the Strategy. There needs to be agreement and understanding across the board as to who is responsible to deliver what projects in what order and with what funding, and they need to be held accountable.
- 10.5 The key Strategies and Plans beneath the State Plan (*Metropolitan Strategy, Regional Strategies, State Infrastructure Strategy and Long Term Transport*

-
- Masterplan*) are intricately linked, sharing common, agreed goals and comprehensive program of funding and delivery with clear timeframes.
- 10.6 The Federal and State Treasuries must then act upon the commitments in Strategy by releasing sufficient funds to the relevant agencies to encourage investment and interest in development and infrastructure projects that can actually proceed.
- 10.7 Delivery will also be assisted by the removal of duplicating environmental planning policies such as State Environmental Planning Policies (SEPPS), Joint Regional Review Panel and other restrictive layers that contravene the policies within the Strategy, and the Local Environmental Plans that have been prepared in accordance with that Strategy. Processes need to be streamlined and simplified. Refer to Council's submission on the NSW Planning System Review.
- 10.8 Critical regional transport corridors must be identified and funding planned for acquisition.
- 10.9 Regional or Subregional strategies could provide more detail based on more localised analysis, with implementation at a local level through Local Strategies and Local Environmental Plans. Strategic work at a local level, such as a Local Strategy that directly applies and relates to the Metropolitan and Subregional Strategies should be legislated. This will ensure that Local Environmental Plans and other local actions are responding directly to the overriding State policies and associated targets.
- 10.10 The Hills Shire Council is an outstanding, smaller scale example of how a Strategy should be implemented. Rigorous, local strategic planning in the form of a community based vision "Hills 2026" and a Local Strategy consisting of Directions for Residential, Employment, Centres, Environment and Leisure, Integrated Transport and Waterways, respond directly to the Metro and Subregional Strategies, and enable their implementation at a local level. The Hills Shire is comparatively well placed to respond practically to the pressures that come from growth and, despite frustrations with infrastructure, transport and biodiversity, is on track to meet its required targets.
- 10.11 Periodic independent review of the Strategy and its underlying plans is necessary to assess progress, identify any impediments to the delivery, and keep the Government accountable. Information regarding the progress of the Strategy should be publicly available.
- 10.12 The Metropolitan Strategy must incorporate be enabling and flexible, with the ability to respond positively to changes in technology, environment, or political circumstances, and new information, and ideas.

NEXT STEPS

Following the consideration of submission to the Discussion Paper, the Department of Planning and Infrastructure are expected to release a Draft Metropolitan Strategy for public comment in the third quarter of 2012. The Final Metropolitan Strategy should be released by the end of 2012.

With respect to the draft Subregional Strategies, intention is to resume work on them in 2013 following the release of the new Metropolitan Strategy and Census data.

CONCLUSION

A Metropolitan Strategy is essential for the sustainable development of Sydney to 2031 and further into the future. Population growth will occur whether a Strategy is in place or not, and Sydney needs to be ready to respond by providing the necessary jobs, housing, transport and infrastructure.

The way in which the Strategy is delivered will be critical to its success. Conflicts within and between government levels, the agencies and competing or restricting legislation

need to be resolved. The Strategy must be wholly embraced at all levels and be supported by funding to ensure that critical transport and infrastructure projects are in place to support growth and facilitate investment.

It is therefore recommended that a submission be forwarded to the Department of Planning and Infrastructure highlighting the critical changes needed to ensure effective implementation. The submission should also reiterate Council's well documented position in relation to the NSW Planning System, housing, transport and infrastructure matters.

IMPACTS

FINANCIAL

This matter has no direct financial impact upon Council's adopted budget or forward estimates.

HILLS 2026

The development of a submission to *Sydney over the next 20 years: A Discussion Paper*, will ensure that our community is effectively represented, governed and managed at all levels of government, and that there is input into legislation that affects local issues.

RECOMMENDATION

1. A submission be forwarded to the Department of Planning and Infrastructure in response to the Discussion Paper, including the following:

Discussion Paper Principles

- 1.1 Overarching principles driving the new strategy should also encompass the following:
 - The commitment, cooperation and accountability of all levels of Government.
 - Cross-agency coordination with agreed goals and clear framework for delivery.
 - Resolution of competing land use conflicts (for example clearing for development, farmland and biodiversity).
 - Quality of life measures and targets.
 - A clear delineation throughout the metropolitan area of what is expected to be urban, agricultural, natural resources, biodiversity and recreational into the next 20 years.
 - Linkages with Regional NSW.
 - The role of tourism both within and outside the metropolitan area.
 - Future-proofing and flexibility: Withstanding and responding to changes and new ideas.

Housing

- 2.1 A new metropolitan strategy needs to target the necessary hard infrastructure, such as public transport, roads, sewer, water and power into this area to support growth.
- 2.2 Infrastructure must be ready before or concurrent with the release of new Greenfield land.
- 2.3 High density housing locations should be clearly identified and be in close proximity to excellent services, facilities and recreation / open spaces. It is

-
- inappropriate to provide a higher proportion of high density living outside of major centres and major infrastructure.
- 2.4 Infill development must consider impacts on open space and services to ensure that higher densities do not result in poorer amenity for new and existing residents. There needs to be a continual overarching focus on quality of life.
- 2.5 Caution must be exercised where industrial or employment land is being rezoned for residential. This has serious implications for the balance and distribution of employment and housing provision.
- 2.6 The Strategy needs to acknowledge the role and importance of local strategic plans that build community acceptance for managing Sydney's growth, and it needs to support them by delivering or assisting in funding key infrastructure projects.

Jobs

- 3.1 Where employment centres are decentralised or provided in Greenfield areas, they must be supported with early delivery of key infrastructure such as roads and public transport, to support economic development and build and retain business confidence and investment.

Transport

- 4.1 A new Metropolitan Strategy must focus on public transport and infrastructure linkages with the wider Sydney region and NSW by identifying and committing to strategic corridors that underpin and support the planning strategies outlined in the Strategy, and those of local government.
- 4.2 The Strategy should recognise and provide for key strategic corridors between Castle Hill and Hornsby, and Rouse Hill and Hornsby, and others at the local scale such as the link from Box Hill to Rouse Hill via Greenhills Drive.
- 4.3 Refer to Council's submission on the *Draft Long Term Transport Masterplan*.

Infrastructure

- 5.1 One central Ministry, incorporating Planning, Infrastructure and Transport, should be responsible for the planning and delivery of Sydney's growth. Refer also to Council's submission on the review of the *Metropolitan Strategy 2036*.
- 5.2 Where land is proposed to be rezoned for urban development, it should not be done unless it can be serviced within a set timeframe such as five years. Infrastructure planning and provision needs to be directly linked to the housing and job targets in the Metropolitan Strategy. This requires Treasury to support the Strategy through the release of adequate funds to the appropriate agencies.
- 5.3 Refer to Council's submission on the review of the NSW Planning System in relation to the abolishment of Section 94 caps and a special infrastructure levy.

Social Inclusion

- 6.1 An ultimate goal of the Metropolitan Strategy should be to ensure the quality of life of Sydney's inhabitants through equal access to opportunities, choices in housing size and location, recreation, jobs, efficient transport and adequate infrastructure.

Environment

- 7.1 Refer to Council's submission on review of the Metropolitan Strategy to 2036.
- 7.2 The urban footprint for Sydney, for at least the next 20 years should be identified, to provide clear boundaries for development and biodiversity. The Metropolitan

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- Strategy should determine all vegetation corridors and land to be retained for conservation in perpetuity to offset Sydney's future development.
- 7.3 Sydney as a whole should be biocertified, however as a minimum, biocertification of LEP's should be reinstated to enable Local Government Areas to provide certainty to residents, developers and investors as to the capabilities of land within its boundaries, and to identify land to be retained in perpetuity for biodiversity / conservation purposes.

Rural / Resource Lands

- 8.1 Like identifying housing and jobs for the next twenty years, the Metropolitan Strategy should also identify rural and resource lands for the next twenty years. Doing so will act as a signal for investment and focus effort into the right areas.
- 8.2 A Metropolitan Rural Resources Lands Policy should be developed to provide direction for the future planning and management of these lands.

Connecting with the Regions

- 9.1 Critical regional corridors and infrastructure must be identified and funding scheduled to enable acquisition and construction. Refer to the list of projects provided in Council's submission to the Draft *Long Term Transport Master Plan*.
- 9.2 The Metropolitan Strategy should recognise the relationship of Sydney with tourist attractions in regional areas.
- 9.3 The Strategy should highlight the need to investigate strategies to further minimise waste, and to research ways in which Sydney may become more self-sufficient in terms of food, energy, water and the disposal of waste.

Delivering the Strategy

- 10.1 The key to the successful implementation of a Strategy is the framework in place beneath it. To ensure the goals in the Strategy are successfully delivered, a new approach is required that seeks widespread community and stakeholder acceptance at this strategic stage. The Plan should define the outcomes and provide certainty in all facets of land use management for Sydney.
- 10.2 The new Metropolitan Strategy needs to contain clear, well-reasoned and developed strategies that clearly articulate future development areas and infrastructure. It must provide certainty for landowners, neighbours, developers, investors. To do this it must also be supported by a clear program for funding and delivery.
- 10.3 There is a need for better integration and coordination in planning between all levels of Government as well as between Government agencies. All levels of Government need to take ownership and responsibility for the implementation of the Strategy.
- 10.4 Agencies need to stop planning strategies in isolation from one another and from the overarching Strategy. The Government needs to arrange its agencies *around* the Strategy and its delivery, and all business plans must be directly linked back to the targets and objectives of the Strategy. There needs to be agreement and understanding across the board as to who is responsible to deliver what projects in what order and with what funding, and they need to be held accountable.
- 10.5 The key Strategies and Plans beneath the State Plan (*Metropolitan Strategy, Regional Strategies, State Infrastructure Strategy and Long Term Transport Masterplan*) are intricately linked, sharing common, agreed goals and comprehensive program of funding and delivery with clear timeframes.
- 10.6 The Federal and State Treasuries must then act upon the commitments in Strategy by releasing sufficient funds to the relevant agencies to encourage investment and interest in development and infrastructure projects that can actually proceed.

- 10.7 Delivery will also be assisted by the removal of duplicating environmental planning policies such as State Environmental Planning Policies (SEPPs), Joint Regional Review Panel and other restrictive layers that contravene the policies within the Strategy, and the Local Environmental Plans that have been prepared in accordance with that Strategy. Processes need to be streamlined and simplified. Refer to Council's submission on the NSW Planning System Review.
 - 10.8 Critical regional transport corridors must be identified and funding planned for acquisition.
 - 10.9 Regional or Subregional strategies could provide more detail based on more localised analysis, with implementation at a local level through Local Strategies and Local Environmental Plans. Strategic work at a local level, such as a Local Strategy that directly applies and relates to the Metropolitan and Subregional Strategies should be legislated. This will ensure that Local Environmental Plans and other local actions are responding directly to the overriding State policies and associated targets.
 - 10.10 The Hills Shire Council is an outstanding, smaller scale example of how a Strategy should be implemented. Rigorous, local strategic planning in the form of a community based vision "Hills 2026" and a Local Strategy consisting of Directions for Residential, Employment, Centres, Environment and Leisure, Integrated Transport and Waterways, respond directly to the Metro and Subregional Strategies, and enable their implementation at a local level. The Hills Shire is comparatively well placed to respond practically to the pressures that come from growth and, despite frustrations with infrastructure, transport and biodiversity, is on track to meet its required targets.
 - 10.11 Periodic independent review of the Strategy and its underlying plans is necessary to assess progress, identify any impediments to the delivery, and keep the Government accountable. Information regarding the progress of the Strategy should be publicly available.
 - 10.12 The Metropolitan Strategy must incorporate be enabling and flexible, with the ability to respond positively to changes in technology, environment, or political circumstances, and new information, and ideas.
2. Copies of Council reports and submissions on the following related matters also be forwarded as part of Council's submission:
 - Review of the *Metropolitan Strategy for 2036*
 - Review of the NSW Planning System
 - Exhibition of the draft *Long Term Transport Masterplan*

ATTACHMENTS

1. Discussion Paper: Sydney over the next 20 years (36 pages)
2. Council's submission on the Review of the *Metropolitan Strategy 2036* (30 April 2010) (3 pages)
3. Council's submission on the Review of the NSW Planning System (20 February 2012) (3 pages)
4. Council's submission on the *Draft Transport Master Plan* (4 May 2012) (15 pages)

30 April 2010



Metropolitan Strategy
Department of Planning
GPO BOX 39
SYDNEY NSW 2001

Dear Sir/Madam

Submission to Metropolitan Strategy Review – Sydney Towards 2026

I refer to the Metropolitan Strategy Review – Sydney Towards 2026 which was on exhibition from 21 February 2010 to 30 May 2010.

Council considered a report on the Plan at its meeting of 27 April 2010. At this meeting Council resolved to forward the following recommendations to the NSW Government for incorporation in the Metropolitan Plan:

- 2.1 *The creation of one central Ministry to be responsible for the planning and delivery of Sydney's growth via one single authority that incorporate the agencies of Infrastructure, Transport and Planning.*
- 2.2 *The Metropolitan Plan is to be supported by a 10 year financial model that clearly outlines the delivery of road, transport and utilities to support Sydney's growth.*
- 3.1.1 *Any change in dwelling or employment targets must be done in consultation with Council.*
- 3.1.2 *The areas of Sydney that are supported by infrastructure and have immediate access to the amenity of Sydney City need to accommodate the higher density housing types.*
- 3.2.1 *The State and Federal Governments need to provide a uniform policy to guide land use planning and the design of urban infrastructure in response to climate change.*
- 3.2.2 *Council supports urban development that is as efficient as possible to provide sustainable development outcomes.*

- 3.2.3 *The State Government needs to provide financial assistance to support the replacement of inefficient existing infrastructure with more energy efficient technologies.*
- 3.2.4 *Council supports the integration of the Transport Plan into the Metropolitan Strategy but that integration must be accompanied with a resourcing plan that contains a long term financial model to allow confidence in the delivery timetable.*
- 3.3.1 *Work on the North West Rail Link commence immediately.*
- 3.3.2 *The implementation of the Carlingford Rail Line Passing loop be undertaken as a priority.*
- 3.3.3 *Identification and purchase of the alignment for an extension of the North West Rail Link to the Richmond Line at Vineyard, be undertaken as a short term priority.*
- 3.3.4 *Work on the Epping to Parramatta Link commence as a medium term priority.*
- 3.4.1 *Any change in the employment target in the North West Subregional Strategy must be done in consultation with Council.*
- 3.4.2 *The Metropolitan Plan recognise that decentralising employment centres needs to be supported with road and public transport investment and that employment centres ought to be planned having regard to the proximity of skilled workers.*
- 3.5.1 *The Metropolitan Plan highlight the importance of timely delivery of infrastructure to support and grow employment opportunities.*
- 3.5.2 *The State Government should undertake an economic analysis to support the location of employment centres.*
- 3.6.1 *Involve Council's in the identification of new centres and existing centres to transition to larger centres beyond 2036 in the Metropolitan Strategy.*
- 3.6.2 *The Metropolitan Plan should provide a focus on the creation and maintenance of quality public space.*
- 3.6.3 *Urban renewal projects be undertaken with a clear understanding of the centres ability to be serviced by utilities, roads and transport and to provide the quality urban environment that will be desired by the growing population.*
- 3.7.1 *Any change in the dwelling target in the North West Subregional Strategy must be done in consultation with Council.*
- 3.7.2 *Higher densities living should be located in areas of Sydney that have underutilised land with capacity in existing infrastructure to provide the opportunity of ensure these communities have better urban environments with better urban design and improved amenity than what currently exists in those locations. Higher densities should be discouraged in areas where the current infrastructure has no capacity, there is no access to quality public facilities and no opportunity to borrow from the amenity provided by vibrant public space.*
- 3.7.3 *Strategies to assist in the take up of zoned residential land, particularly addressing issues of fragmented ownership should be investigated.*

- 3.7.4 *The provision of sewer, water, power and transport infrastructure must follow the rezoning of land more closely in the areas that have been identified as growth centres. The roll out of such infrastructure in areas outside the growth centres cannot compete with the land release within the identified growth areas*
- 3.8.1 *Local planning for non urban parts of Sydney be the responsibility of Local Councils.*
- 3.9.1 *Areas of urban renewal should be clearly identified and be in locations that have existing capacity in terms of infrastructure, services, facilities and vibrant public spaces.*
- 3.9.2 *A central planning authority reporting to one minister needs to oversee urban renewal sites and ensure that it occurs in locations that make economic, social and environmental sense.*
- 3.9.3 *State agencies need to recognise that urban renewal cannot happen without an appropriate level of investment to augment existing transport and infrastructure and placing higher densities without that support will result in poor outcomes that the community will fail to accept.*
- 3.10.1 *The establishment of the Sydney Metropolitan Development Authority include greenfields sites associated with transport infrastructure and provide Council with partnering opportunities.*
- 3.10.2 *Provide opportunity to make comments on a draft Metropolitan Plan prior to its finalisation.*

Please find attached a copy of the Council report and resolution. If you have any enquiries in relation to this matter, please contact me on 9843 0264.

Yours faithfully



Rebecca Johnston
PRINCIPAL FORWARD PLANNER

20 February 2012



Ms Lia Saunders
Planning Review Manager
GPO Box 39
SYDNEY NSW 2001

lia.saunders@planningreview.nsw.gov.au

Our Ref: FP85

Dear Ms Saunders,

ISSUES PAPER OF THE NSW PLANNING SYSTEM REVIEW

I refer to the Issues Paper of the NSW Planning System Review released on 6 December 2011. Council at its Ordinary Meeting of 14 February 2012 considered a report on this matter and resolved that:

'A submission be forwarded to the Planning System Review Panel detailing responses to the questions raised in the Issues Paper (Attachment 2 of report) and highlighting recommended changes to the planning system to improve matters of importance to the Shire as set out below:

1. Strategic planning

- a) *Give more legal weight to strategic plans. The legislation could require such plans to be prepared, including appropriate consultation processes. Regional or subregional strategies would need to provide more detail than current subregional strategies such as appropriate areas for development and conservation based on more detailed analysis. Implementation would be via each Council's Standard Instrument LEP and DCP.*
- b) *Rationalise State Environmental Planning Policies (SEPPs) – Most State policies are implemented at the local level and could be incorporated into the land use table or relevant provisions of Standard Instrument LEPs. Appropriate mechanisms would need to be established to ensure that opportunity is provided for local input so that State objectives are implemented in a way that has least impact on local community values.*
- c) *Introduce a Standard Instrument DCP – A DCP template could support the Standard Instrument LEP and provide further opportunity for rationalising SEPPs. For example development standards for public infrastructure and complying development could be included in such a document rather than within State policies.*

- d) *Do not introduce appeal rights for any planning proposals to ensure that community confidence in the implementation of strategic plans.*

2. Development decision making

- a) *Make the Joint Regional Planning Panel or any other external assessment of development applications an optional choice for councils.*
- b) *Provide for a new stream for development approvals that do not meet complying development criteria yet do not require a full development application. An example could be dwelling additions that are outside of complying development and require minor merit assessment and consultation with neighbours.*

3. Complying development

- a) *Simplify the Codes SEPP requirements by integration within a template LEP.*
- b) *Provide for councils to make local variations to the exempt and complying code that recognises local constraints such as bushfire, flooding, topography and biodiversity and local character.*

4. Building certification

- a) *Do not introduce any greater role for private certifying authorities and ensure they are accountable to the local council.*
- b) *Introduce provisions that require certification from Council that a Construction Certificate or Occupation Certificate complies with the development consent prior to its issue. A timeframe for Council certification could also be included.*
- c) *Introduce 'Stop the Clock' provisions when awaiting additional information to make the 10 day processing commitment realistic and attainable.*

5. Provision of infrastructure

- a) *Abolish any cap on developer contributions and re-establish Council responsibility for the determination of section 94 levies using best practice financial management methods.*
- b) *Only involve IPART in the review of contributions plans if they are adequately resourced and operating on a very clear brief.*
- c) *Implement an alternative funding mechanism for land acquisition that spreads the burden of providing for Sydney's housing growth. This could be a special infrastructure levy across the whole of Sydney by way of the Sydney Futures Fund framework or similar.*
- d) *Do not rezone land for urban development that cannot be serviced within a set timeframe - say 5 years.*
- e) *Ensure state infrastructure levies are spent where collected to facilitate delivery of major public transport and road infrastructure in a timely manner.*

6. *Improving public authority involvement*

- a) *Provide a statutory framework for strategic outcomes sought by public authorities to be clearly articulated by upfront. This would be by way of more detailed subregional or regional plans.*
- b) *Implement a mandatory timeframe for public authority responses to LEPs and DCPs after which it may be assumed that no objection is raised.*
- c) *Provide a formal process for timely resolution of disputes between public agencies and councils and provide a review mechanism to ensure consistency of advice between agencies prior to referral to Council. An option is to provide a single referral agency to ensure coordinated and timely responses.'*

Please find attached a copy of the Council report on this matter (Attachment 1) together with a table providing detailed responses to the questions raised in the Issues Paper (Attachment 2). Council looks forward to providing further comment on policy options and draft legislation as the review process continues. If you have any questions in relation to Council's submission please do not hesitate to contact me on 9843 0105.

Yours faithfully



Stewart Seale
ACTING GROUP MANAGER STRATEGIC PLANNING

04 May 2012



The NSW Long Term Transport Master Plan Team
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

Our Ref: 97357408

Dear Sir/Madam

NSW Long Term Transport Master Plan Discussion Paper

I write in reference to the NSW Long Term Transport Master Plan Discussion Paper and wish to advise that Council considered a report on this matter at its Ordinary meeting of 24 April 2012. I have attached a copy of the report that explains Council's position and, in particular, its response to the specific questions raised in the Discussion Paper. In considering the matter Council resolved:

1. *A submission be forwarded to Transport for NSW detailing responses to the questions raised in the Discussion Paper on the NSW Long Term Transport Master Plan (Attachment 3 of report) and incorporating the diagrams shown in Attachment 2.*
2. *The information on the Joint Study on Aviation Capacity in The Sydney Region be received and Council continue to support investigations into the expanded use of Richmond airport for domestic services.*
3. *The information on the East Coast High Speed Rail Study (Phase 1) be received and the outcomes of Phase 2 be reported to Council when available.*
4. *The Hills Shire Council and Parramatta Council enter into discussions regarding the proposed light rail system and its impact on transport systems in our LGA. However Parramatta Council is to be advised that our transport priorities, as shown in submissions to the Dept of Planning and Transport for NSW, have already been developed in consultation with the community and with the State Government. Light rail options, while having long term merit, will not be supported over those projects detailed in our submissions.*
5. *A submission be forwarded to Transport NSW on the Discussion Paper for North West Transport Options reiterating the need to retain the original rail route alongside the Box Hill precincts to Vineyard as shown in the 2006 Growth Centres Structure Plan.*

In relation to the Council's first resolution, the attached report and its attachments contain the detailed response of Council to the questions raised in the Discussion Paper. In relation to Council's last resolution, Council has been concerned since the time that the previous NSW Government released the plans for Area 21 in the Blacktown LGA, that the route of the Norwest Rail Link had been diverted away from the future Box Hill Precinct. Council is of the view that the route, as originally exhibited through the BOX Hill precinct and linking to the Richmond Line at Vineyard, represented a better long term solution given the housing and employment that will be delivered in that precinct and beyond. Council has never been given the benefit of any explanation as to why the route was changed.

Council appreciates the opportunity to contribute to the discussion about meeting the transport needs of Sydney and Council looks forward to the results in due course.

Should you have any queries please do not hesitate to phone me on 9843 0105.

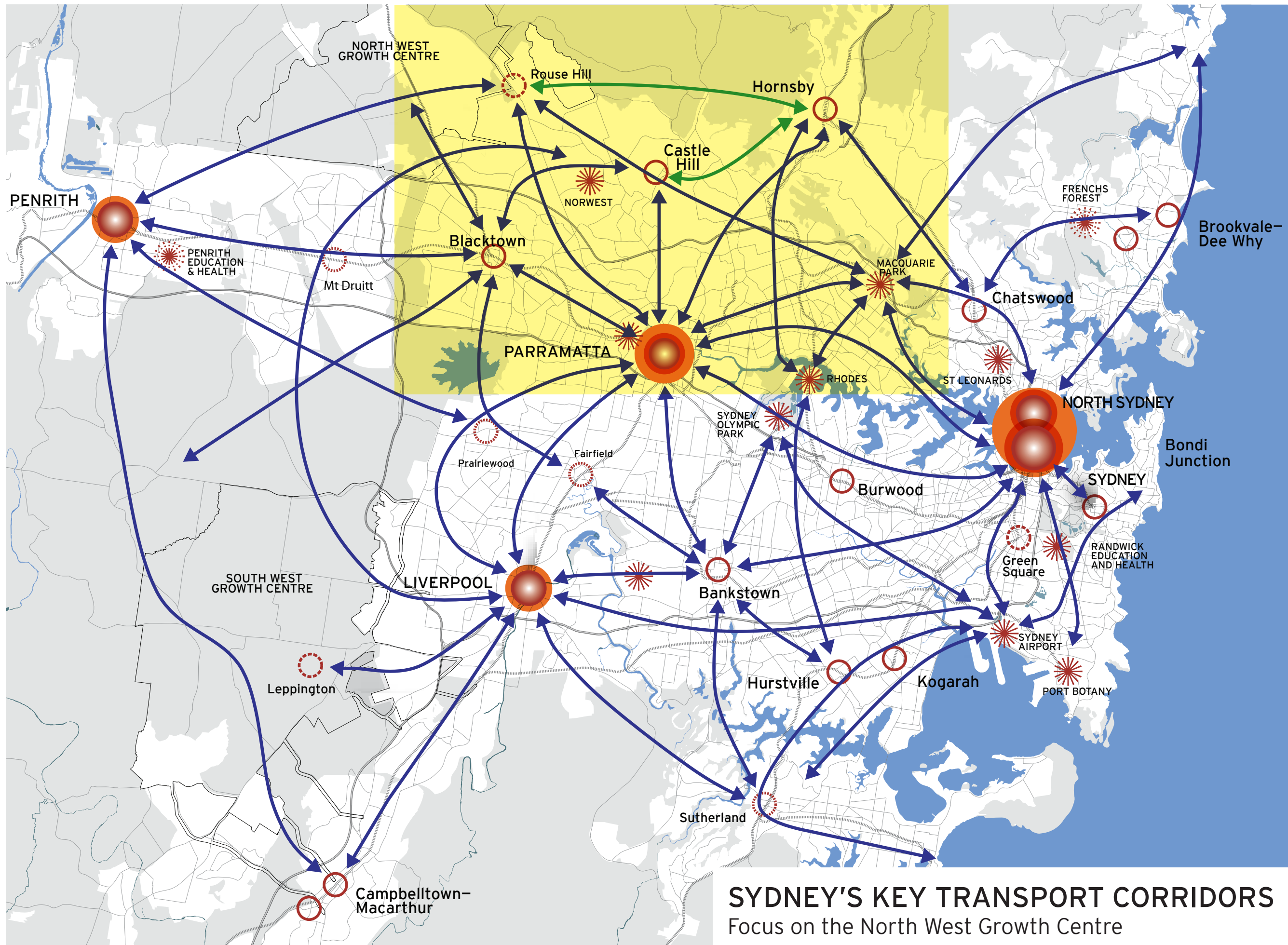
Yours faithfully

A handwritten signature in black ink, appearing to read 'Michael Edgar', with a large, stylized circular flourish at the bottom.

Michael Edgar
GROUP MANAGER - STRATEGIC PLANNING

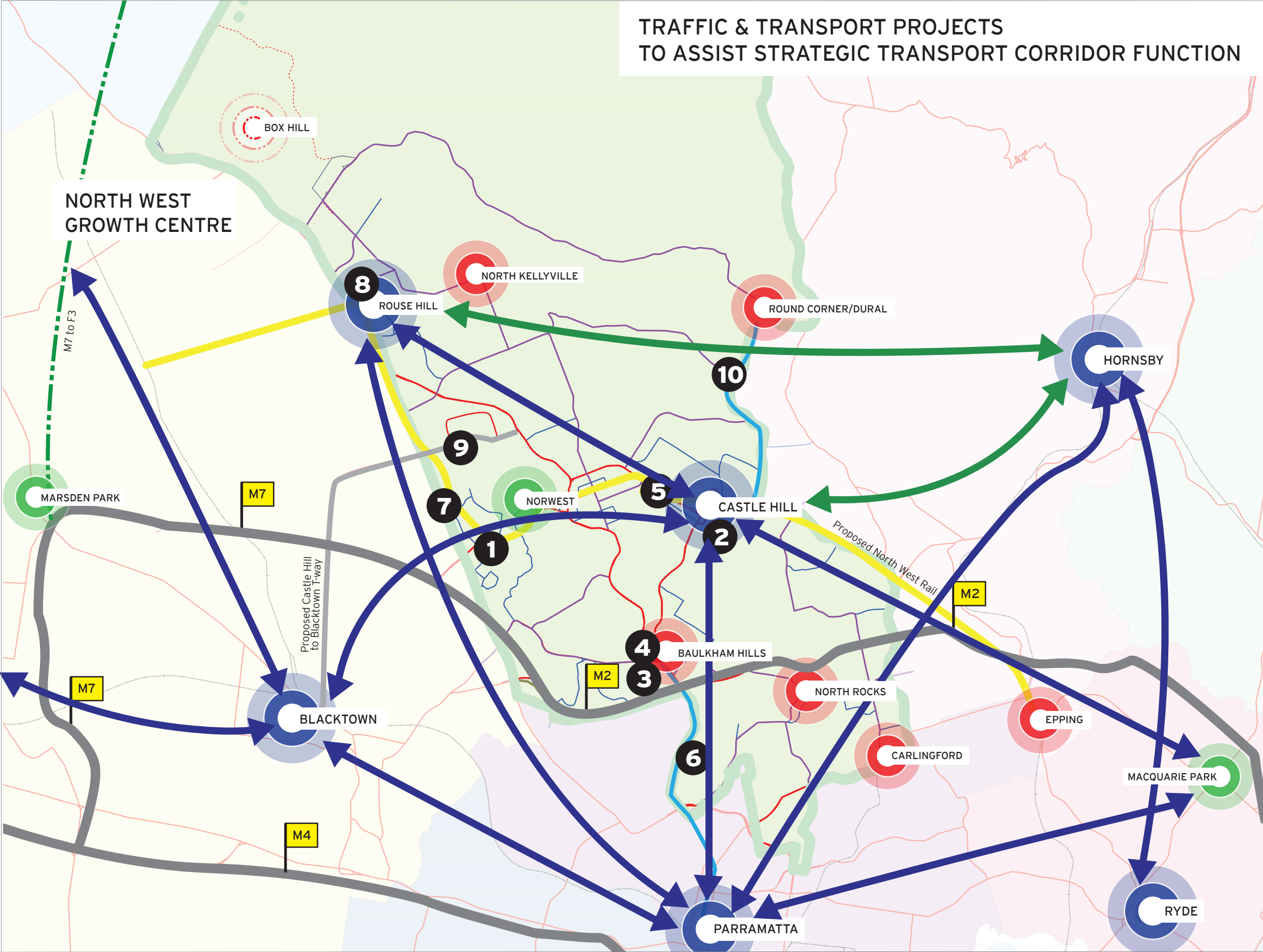
STRATEGIC TRANSPORT REQUIREMENTS

The Hills Shire Council



KEY Strategic Transport Corridors Proposed Strategic Transport Corridor

TRAFFIC & TRANSPORT PROJECTS
TO ASSIST STRATEGIC TRANSPORT CORRIDOR FUNCTION



PROJECTS

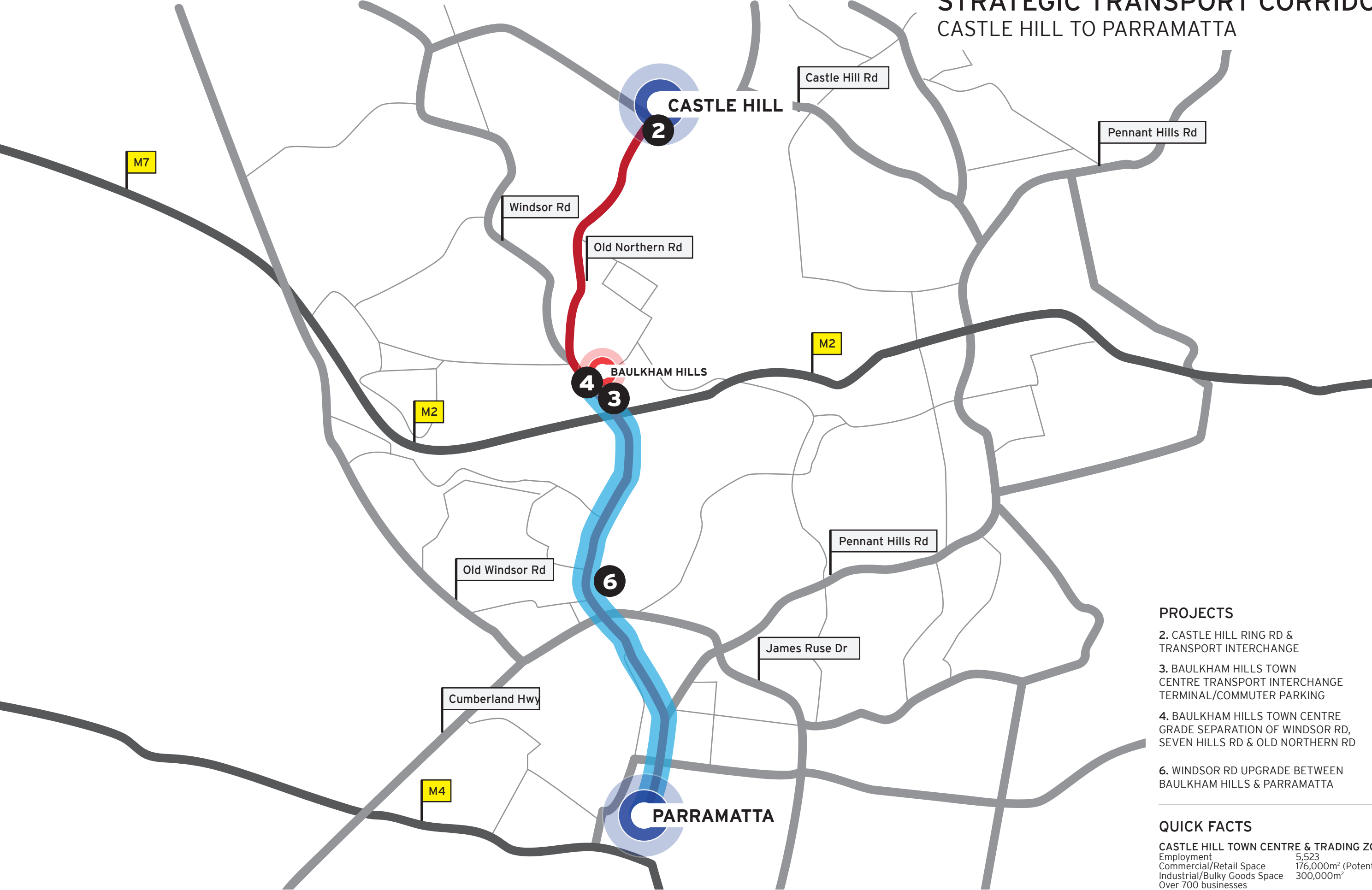
1. NORWEST BOULEVARD
2. CASTLE HILL RING RD & TRANSPORT INTERCHANGE
3. BAULKHAM HILLS TOWN CENTRE TRANSPORT INTERCHANGE TERMINAL/COMMUTER PARKING
4. BAULKHAM HILLS TOWN CENTRE GRADE SEPARATION OF WINDSOR RD, SEVEN HILLS RD & OLD NORTHERN RD
5. SHOWGROUND RD WIDENING & COMPLETION
6. WINDSOR RD UPGRADE BETWEEN BAULKHAM HILLS & PARRAMATTA
7. BUS T-WAY CONNECTION BLACKTOWN TO CASTLE HILL, VIA NORWEST
8. COMPLETION OF REGIONAL TRANSPORT CONNECTION BETWEEN BOX HILL & ROUSE HILL TOWN CENTRE
9. SIGNALISED INTERSECTION MEMORIAL AVE & ARNOLD AVE
10. SIGNALISED INTERSECTION OLD NORTHERN RD & GLENHAVEN RD

QUICK FACTS

BOX HILL	
Employment (Potential)	130 ha
Residential (Potential)	16,700 jobs
	9,700 dwellings
	25,000 population
ROUSE HILL REGIONAL CENTRE	
Commercial/Retail Space	90,000 m ²
Residential	1,800 dwellings
NORWEST BUSINESS PARK	
Projected Employment	Over 30,000 by 2031
Commercial and Industrial	600,000 sqm (Potential)
172 hectares	
Over 800 businesses	
CASTLE HILL TOWN CENTRE & TRADING ZONE	
Employment	5,523
Commercial/Retail Space	176,000m ² (Potential)
Industrial/Bulky Goods Space	300,000m ²
Over 700 businesses	
BALMORAL ROAD	
16.70 hectares	
Light industries	
Commercial and Industrial	125,000 sqm
Population	13,000
Dwellings	6,000
Multi-unit Dwellings	60%
ANNANGROVE LIGHT INDUSTRIAL	
120 hectares	
Potential 400,000 sqm of light industrial	
NORTH KELLYVILLE	
Dwellings	5,185
Population	15,500
INFILL DEVELOPMENT RESIDENTIAL DIRECTION 2008	
Dwellings	11,000
METROPOLITAN PLAN FOR SYDNEY 2036	
82,000 infill dwellings in North West Subregion	

STRATEGIC TRANSPORT CORRIDOR

CASTLE HILL TO PARRAMATTA



PROJECTS

- 2. CASTLE HILL RING RD & TRANSPORT INTERCHANGE
- 3. BAULKHAM HILLS TOWN CENTRE TRANSPORT INTERCHANGE TERMINAL/COMMUTER PARKING
- 4. BAULKHAM HILLS TOWN CENTRE GRADE SEPARATION OF WINDSOR RD, SEVEN HILLS RD & OLD NORTHERN RD
- 6. WINDSOR RD UPGRADE BETWEEN BAULKHAM HILLS & PARRAMATTA

QUICK FACTS

CASTLE HILL TOWN CENTRE & TRADING ZONE

- Employment5,523
- Commercial/Retail Space176,000m² (Potential)
- Industrial/Bulky Goods Space300,000m²
- Over 700 businesses

STRATEGIC TRANSPORT CORRIDOR

CASTLE HILL TO BLACKTOWN



PROJECTS

- 1. NORWEST BOULEVARD
- 2. CASTLE HILL RING RD & TRANSPORT INTERCHANGE
- 5. SHOWGROUND RD WIDENING & COMPLETION
- 7. BUS T-WAY CONNECTION BLACKTOWN TO CASTLE HILL VIA NORWEST
- 9. SIGNALISED INTERSECTION MEMORIAL AVE AND ARNOLD AVE

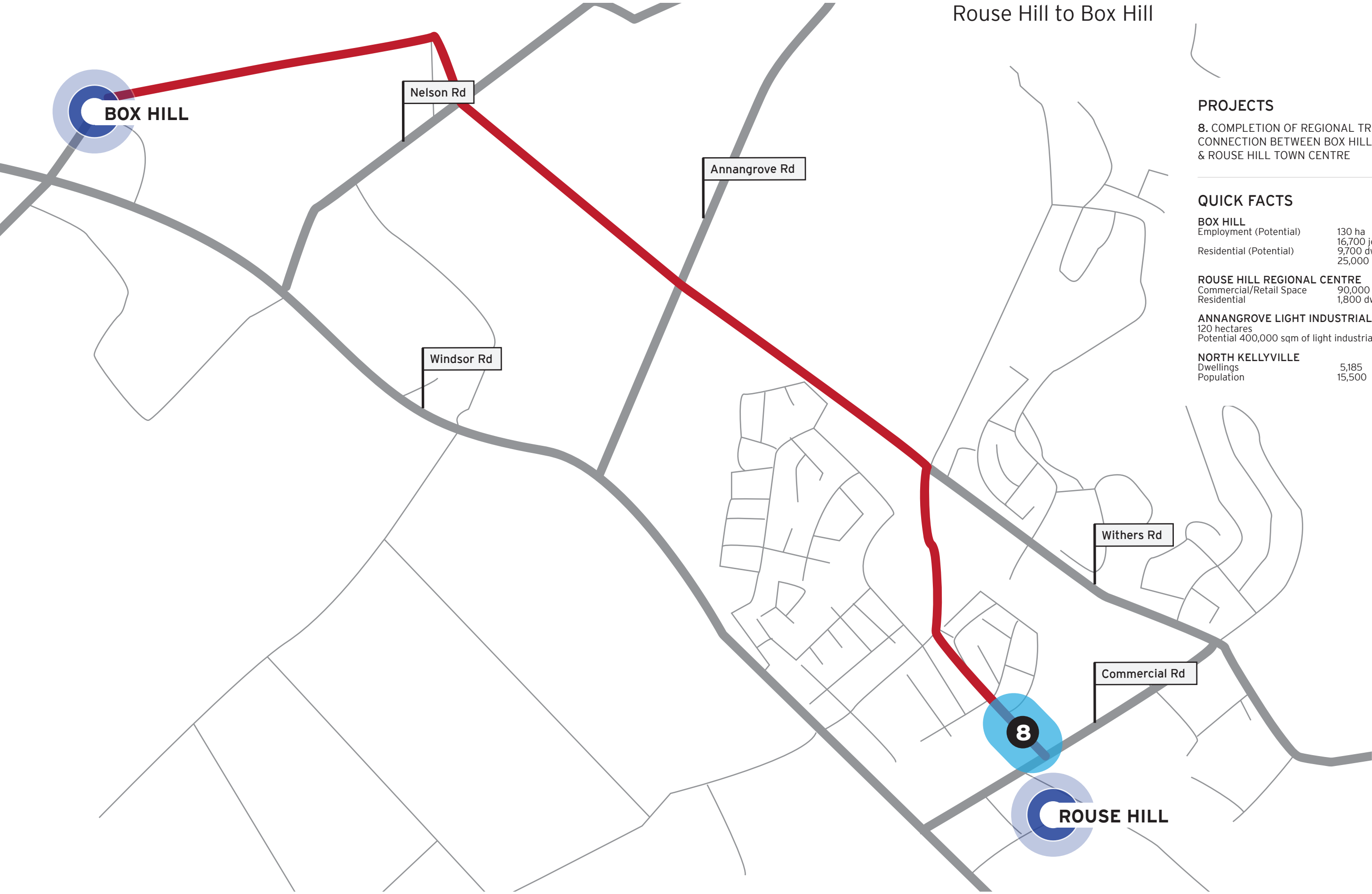
QUICK FACTS

NORWEST BUSINESS PARK		
Projected Employment	Over 30,000 by 2031	
Commercial and Industrial	600,000 sqm (Potential)	
172 hectares		
Over 800 businesses		
CASTLE HILL TOWN CENTRE & TRADING ZONE		
Employment	5,523	
Commercial/Retail Space	176,000m ² (Potential)	
Industrial/Bulky Goods Space	300,000m ²	
Over 700 businesses		
NORTH KELLYVILLE		
Dwellings	5,185	
Population	15,500	

KEY — Road — Major Road — Motorway — Current Route — Proposed

STRATEGIC TRANSPORT CORRIDOR

Rouse Hill to Box Hill



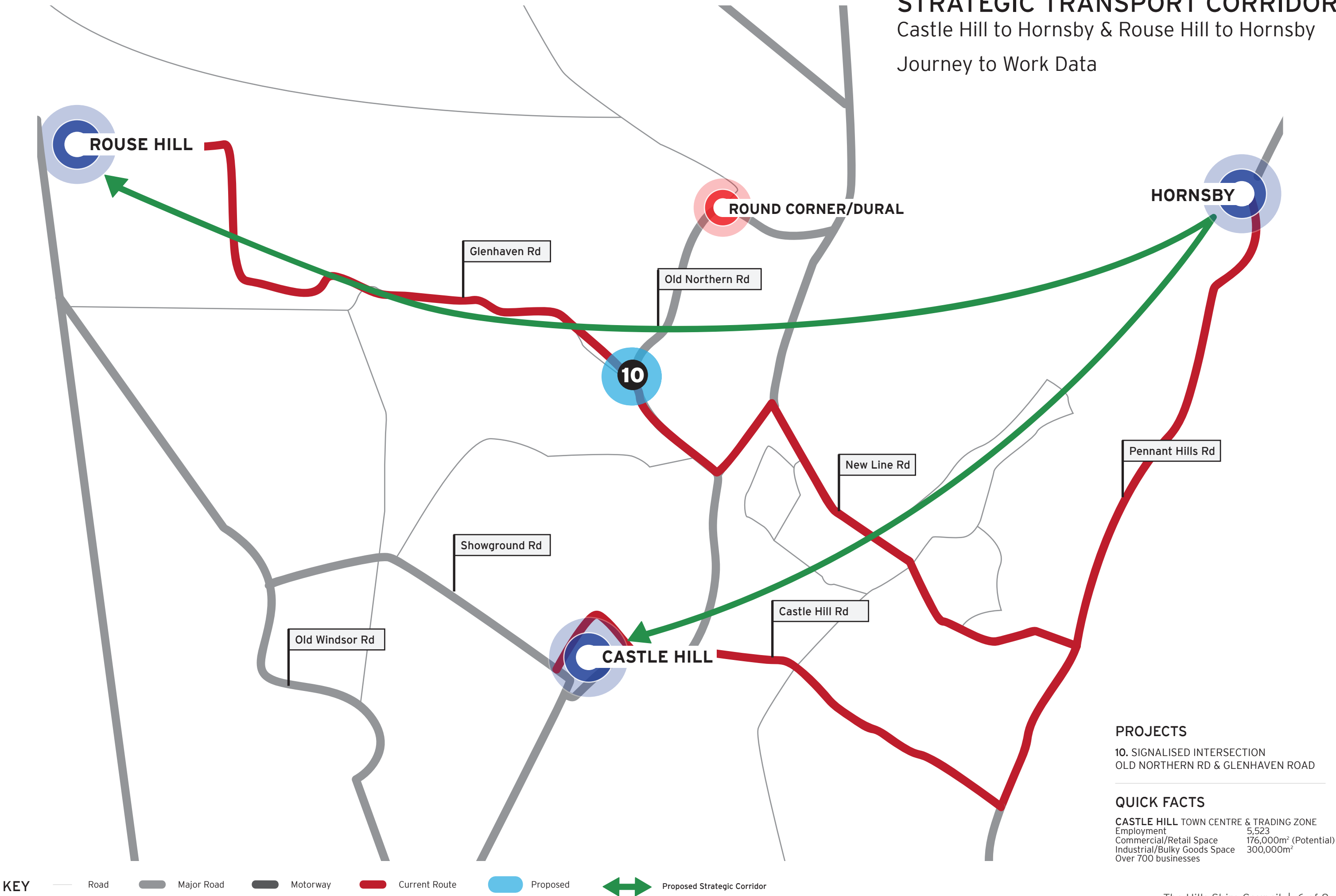
PROJECTS

8. COMPLETION OF REGIONAL TRANSPORT CONNECTION BETWEEN BOX HILL & ROUSE HILL TOWN CENTRE

QUICK FACTS

BOX HILL		
Employment (Potential)	130 ha	
	16,700 jobs	
Residential (Potential)	9,700 dwellings	
	25,000 population	
ROUSE HILL REGIONAL CENTRE		
Commercial/Retail Space	90,000 m ²	
Residential	1,800 dwellings	
ANNANGROVE LIGHT INDUSTRIAL		
120 hectares		
Potential 400,000 sqm of light industrial		
NORTH KELLYVILLE		
Dwellings	5,185	
Population	15,500	

STRATEGIC TRANSPORT CORRIDOR
Castle Hill to Hornsby & Rouse Hill to Hornsby
Journey to Work Data



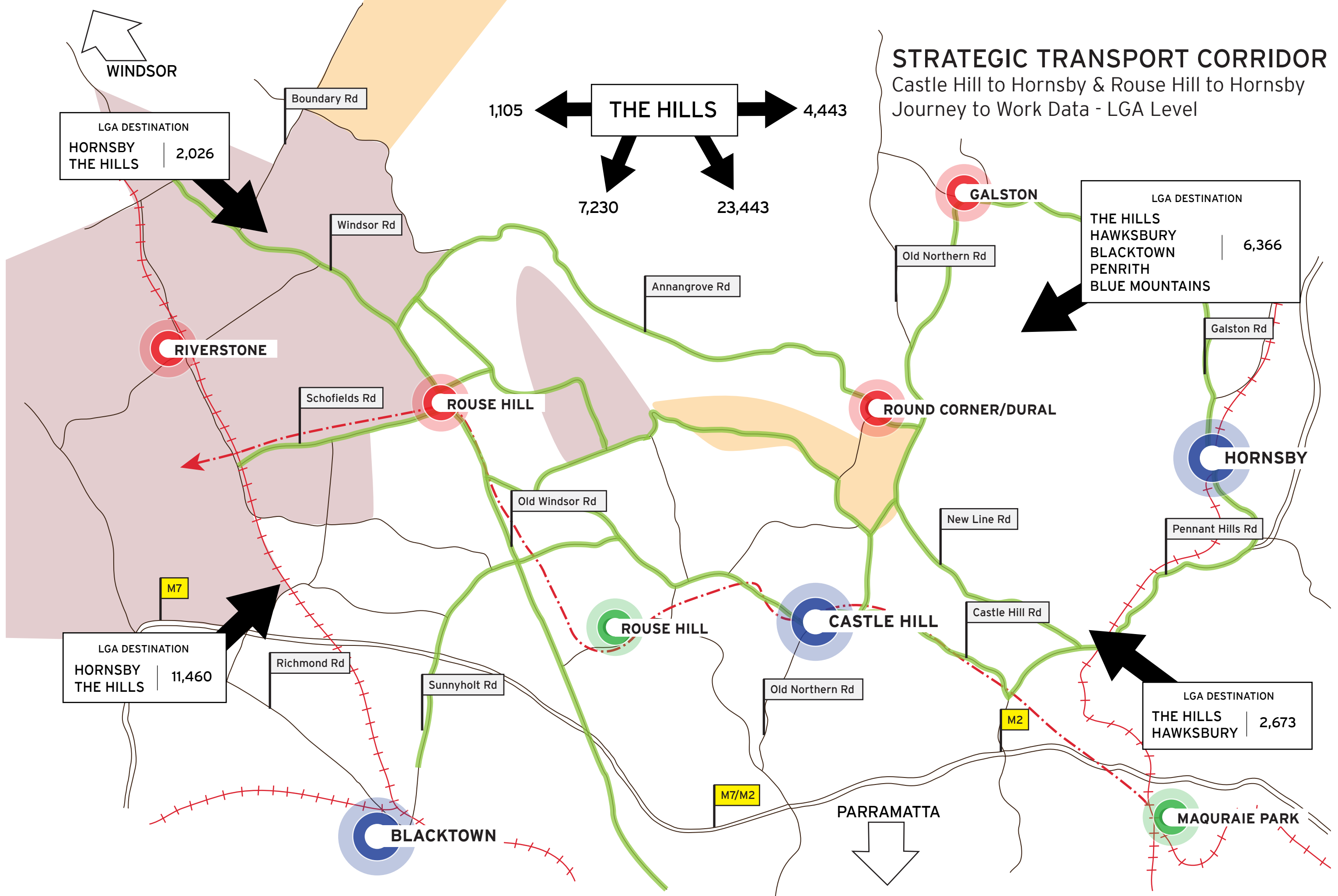
PROJECTS
10. SIGNALISED INTERSECTION
OLD NORTHERN RD & GLENHAVEN ROAD

QUICK FACTS

CASTLE HILL TOWN CENTRE & TRADING ZONE	
Employment	5,523
Commercial/Retail Space	176,000m ² (Potential)
Industrial/Bulky Goods Space	300,000m ²
Over 700 businesses	

STRATEGIC TRANSPORT CORRIDOR

Castle Hill to Hornsby & Rouse Hill to Hornsby
Journey to Work Data - LGA Level



1. NORWEST BOULEVARD

Installation of traffic signals at roundabout of Norwest Boulevard and Lexington Drive.

JUSTIFICATION

This roundabout fails to operate in morning and afternoon peak periods, severely impacting traffic onto the M7. The installation of traffic signals will extend the capacity of the existing intersection pending future upgrade works.

FUNDING STRATEGY

Short Term - Transport for NSW;
Long Term - The Hills Shire Council

2. CASTLE HILL RING ROAD & TRANSPORT INTERCHANGE

Realign Old Northern Road, McMullen Avenue and Brisbane Road Intersection.

JUSTIFICATION

Intersection realignment will improve the circulation of traffic around the Castle Hill Ring Road, create opportunities for increased housing densities adjacent to the future Castle Hill Railway Station, and improve access to the North West Rail.

FUNDING STRATEGY

Transport NSW

3. BAULKHAM HILLS TOWN CENTRE TRANSPORT INTERCHANGE TERMINAL/ COMMUTER PARKING

Incorporate Crown land into a joint development site to fund a transport interchange and commuter parking within a mixed-use commercial development.

JUSTIFICATION

The bus stop on Windsor Rd, Baulkham Hills, is the most heavily patronised stop with passenger queues exceeding 100m at various times throughout the peak. Private bus operators provide a marshalling service to cope with capacity and no shelter is available for commuters from weather. This area represents a major hub in any future transport corridors.

The Hills Shire Council has consulted with the former land and Property Management Authority to establish a Project Control Group. Acquisition of private land is required to provide street frontage to existing Crown land reserve.

FUNDING STRATEGY

Transport NSW & The Hills Shire Council

4. BAULKHAM HILLS TOWN CENTRE GRADE SEPARATION OF WINDSOR ROAD, SEVEN HILLS ROAD AND OLD NORTHERN ROAD

Grade separation to alleviate traffic congestion along Windsor Road approaching the M2 Motorway in both directions.

JUSTIFICATION

Substantial traffic growth associated with the North West Growth Centre will increase traffic demand on this already congested major route. This portion of Windsor Road is an important junction for several strategic transport corridors.

FUNDING STRATEGY

Transport for NSW.

5. SHOWGROUND ROAD WIDENING AND COMPLETION

Upgrade Showground Road to a minimum two lanes in each direction, plus bus priority lanes.

JUSTIFICATION

The upgrade of Showground Road will provide critical additional road capacity and resolve long-standing road safety issues. Showground Road provides a significant east-west connection through The Hills Shire LGA that links employment locations in the North West and is part of the Strategic Transport Corridor (T-Way) between Castle Hill to Blacktown. Additional traffic volumes are expected with the construction of Stage 3 of Castle Towers - extending one of NSW's largest shopping centres to over 160,000sqm.

FUNDING STRATEGY

Transport NSW, The Hills Shire Council and QIC

6. WINDSOR ROAD UPGRADE BETWEEN BAULKHAM HILLS AND PARRAMATTA

Widening of Windsor Road to six lanes.

JUSTIFICATION

The widening of Windsor Road to six lanes, incorporating dedicated bus lanes, is required to reduce significant congestion into and out of Parramatta, and onward to inner western employment zones like Homebush.

FUNDING STRATEGY

Transport for NSW

7. BUS T-WAY CONNECTION - CASTLE HILL TO BLACKTOWN CHANGE ROUTE FROM PARKLEA TO CASTLE HILL VIA NORWEST BOULEVARD

Redirect planned route from Memorial Avenue to Norwest Boulevard.

JUSTIFICATION

A T-Way link along Norwest Boulevard will connect bus services to the North West Rail Link's proposed stations and provide improved access to the major higher order employment centre in North West Sydney.

FUNDING STRATEGY

Transport for NSW

8. COMPLETION OF REGIONAL TRANSPORT CONNECTION BETWEEN BOX HILL AND ROUSE HILL TOWN CENTRE

Commercial Road to complete the planned transport corridor between the Rouse Hill Town Centre and the Box Hill Release Area Employment and Residential Precincts.

JUSTIFICATION

This transport corridor is required to enable the regional bus routes to implement the North West Growth Centre Bus Servicing Plan, between Box Hill and the Rouse Hill Town Centre, and the impending North West Rail Link.

FUNDING STRATEGY

Transport for NSW

9. SIGNALISED INTERSECTION OF MEMORIAL AVENUE WITH ARNOLD AVENUE, KELLYVILLE

Land purchase, road and signal construction.

JUSTIFICATION

Immediate land acquisition is required by Roads and Maritime Services to facilitate intersection improvements that will enable significant housing construction in the Balmoral Road Release Area to commence. Temporary intersection upgrade will address controlled access and road safety.

FUNDING STRATEGY

Transport for NSW, The Hills Shire Council and Roads and Maritime Services.

10. SIGNALISATION OF OLD NORTHERN ROAD AND GLENHAVEN ROAD

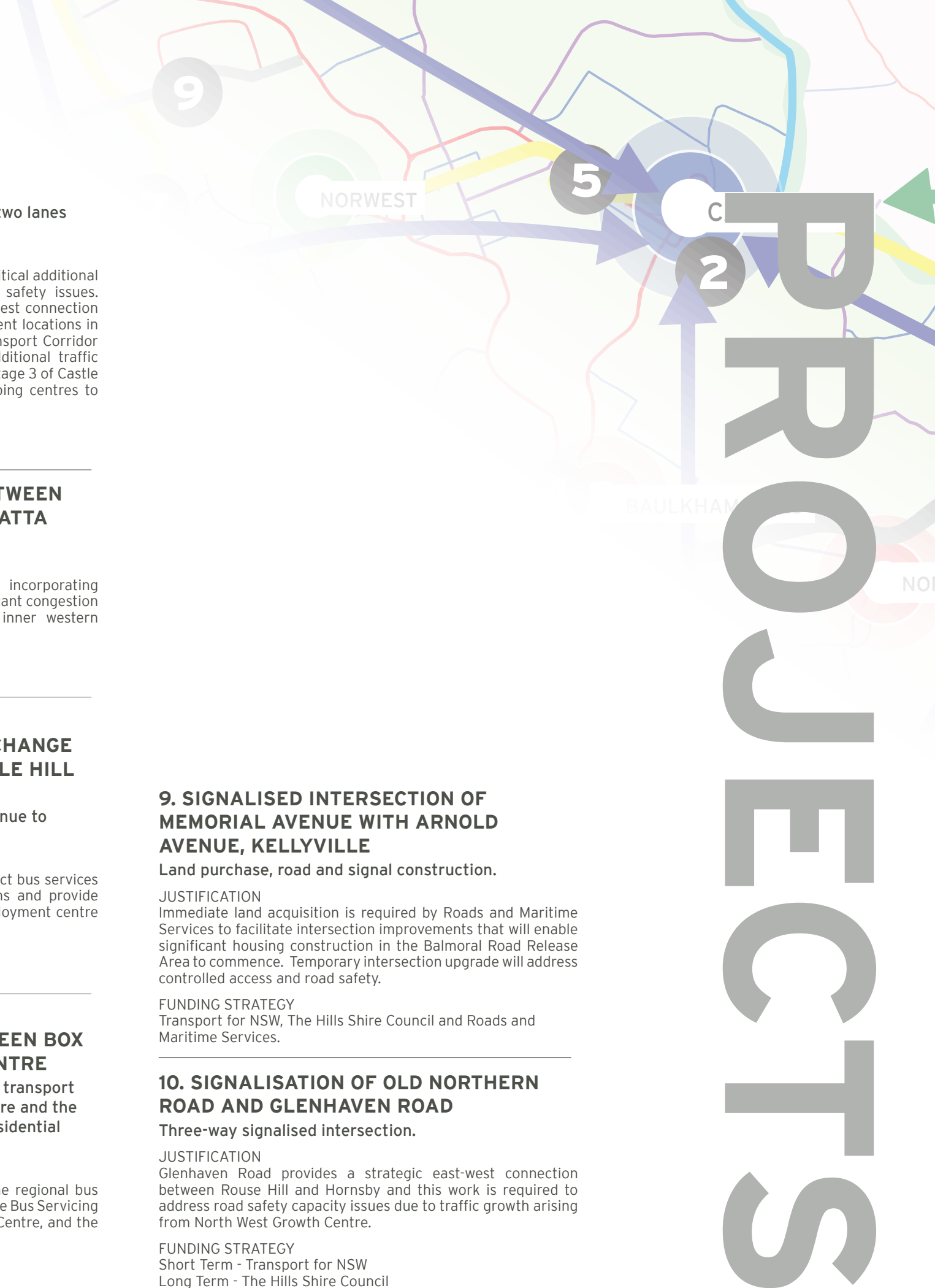
Three-way signalised intersection.

JUSTIFICATION

Glenhaven Road provides a strategic east-west connection between Rouse Hill and Hornsby and this work is required to address road safety capacity issues due to traffic growth arising from North West Growth Centre.

FUNDING STRATEGY

Short Term - Transport for NSW
Long Term - The Hills Shire Council



REGIONAL PRIORITY PROJECTS			
NO.	PROJECT	DESCRIPTION	JUSTIFICATION
1	Sydney Orbital –M7/F3 link.	Work to commence planning, design and construction of the M7/F3 link. The impediment to date has been the Department of Planning and Infrastructure's unwillingness to commit because Transport for NSW is unwilling to commit. Federal funding for a Route Determination may be needed.	The M7/F3 orbital can provide the potential link to the major freight corridor between Melbourne, Sydney and Brisbane. The identification of employment land in the Box Hill and Box Hill Industrial precincts needs to be matched with a range of strategic transport options. With Blacktown City Council, planning is well underway for the North West Growth Centres delivering homes and jobs. At some point, the outer Sydney orbital is required. It would be prudent to make provision for these corridors in the current North West precinct plans.
	Action by 2021	Establish commitment to the delivery of the M7/F3 link by investing in its planning and design.	
2	North West Rail	Council supports this rail project and commends the NSW Government for its commitment to this project. Council encourages continued dialogue in delivering this project and especially future land use planning around the stations.	This is a key transport infrastructure which would support the planned growth around the North West and in particular in Box Hill's future residential and employment developments.
	Action by 2021	Completion of the rail link to Rouse Hill.	
3	Rail Extension to Vinyard	Council is concerned about the unexpected change in the North West Rail Link as depicted on the exhibited plans for Area 20 and Box Hill. Council has not received a satisfactory explanation for the diversion of the North West Rail Link from that previously shown on the Growth Centres Structure Plan where the route extended north west from Rouse Hill via Box Hill and connected to the Richmond line at Vineyard Station.	This link should remain on future strategic land use planning maps. The proposed alternative extension to Marsden Park Industrial Area will isolate 11,000 new homes at Box Hill.
	Action by 2021	Reinstate public transport servicing of Box Hill Precinct and future north west urban release areas.	
4	Richmond Airport	Council supports a study to look at whether Richmond RAAF Base could perform a similar role for Sydney's North West aviation needs in the similar way that Williamstown RAAF base does for the Hunter Region.	Access to conveniently located inter-state air travel will have significant economic benefits for employment areas such as Norwest and the transport of local goods and produce.
	Action by 2021	Review of options for limited second Sydney airport	
5	Parramatta – Epping Rail Link	The New South Wales Government granted planning approval in February 2002 for the construction of the Parramatta Rail Link (PRL) project. The approved project is for a 28 kilometre railway linking Parramatta and Chatswood via Epping. The rail link will add four new stations to the CityRail network and upgrade seven existing stations, including new transport interchanges at Parramatta and Chatswood. Council supports this rail link but not at the expense of the North West link.	The North West Rail Link provides important links with areas such as the Sydney CBD, Macquarie Park employment area and Parramatta. In addition, it will also provide vital linkages between the Shire's major centres (Castle Hill and Rouse Hill) and the Norwest Business Park.
	Action by 2021	Planning and Design	

SHIRE WIDE PRIORITY PROJECTS			
NO.	PROJECT	DESCRIPTION	JUSTIFICATION
6	Norwest Boulevard Upgrade	Upgrade involving widening for bus lanes and signalised intersections. Current roundabouts should be signalised to improve pedestrian movement and traffic movement in the interim. The Roads and Maritime Services have reviewed Council's strategy and should now implement the identified improvements.	The Norwest/Castle Hill area contains the Castle Hill major centre, Castle Hill trading zone and Norwest Business Park. These centres represent a significant concentration of around 45% of the jobs within the Shire. Greater consideration needs to be given to improve movement in and around these centres.
	Action by 2021	Implement and construct upgrades to Norwest Boulevard involving widening for bus lanes and signalised intersections.	
7	Pennant Hills Road Tunnel		
	Action by 2021	Plan, design and construct the F3/M2 tunnel under Pennant Hills Road.	
8	Castle Hill Transport Interchange	Regional bus links in and out of Castle Hill need to be supported with facilities to store buses, provide amenities for drivers and patrons.	The Castle Hill Town Centre experiences a significant number of passengers that start / finish their travel or change modes of transport. A transport interchange in this location is required to facilitate the convenient access to public transport that compliments future rail and transit parking strategies. The interchange will improve public transport options in the Shire and will consequently have a positive environmental impact by reducing car dependency.
	Action by 2021	Plan and design bus interchange facilities in Castle Hill to allow timely construction above the new rail station.	
9	New Line Road & Old Northern Roads	Increase capacity to improve access to existing urban development and potential urban release areas i.e. South Dural	There is expected to be a significant increase in demand for travel due to the Shire's capacity for additional growth in certain locations. Without existing provisions for viable travel options, roads will be placed under further considerable strain.
	Action by 2021	Increase capacity to improve access to existing urban development and potential urban release areas	
10	Widening of Windsor Road between Baulkham Hills & Parramatta	Bus priority is planned, but this work needs to consider Council housing strategy for Northmead.	The widening of Windsor Road to six (6) lanes incorporating dedicated bus lanes is required to reduce travel times and increase the attractiveness of public transport.
	Action by 2021	Implement widening of Windsor Road to facilitate bus priority.	

11	Grade Separation of Windsor, Old Northern & Seven Hills Roads, Baulkham Hills	In order to improve traffic flows and public transport, Council has been lobbying for the grade separation of Windsor Road, Seven Hills Road and Old Northern Road intersection. A bus priority proposal exists, but a long term plan for major reconstruction should be considered.	This will improve the function and amenity of the Baulkham Hills Town Centre.
	Action by 2021	Invest in the reconstruction of Windsor Road, Seven Hills Road and Old Northern Road intersection to include grade separation.	
12	Baulkham Hills Town Centre – Bus Interchange Terminal/Commuter Parking & general improvement	Bus interchanges are targeted for Castle Hill and Baulkham Hills town centre where a significant number of passengers start and finish their travel or change modes of transport. Crown land should be incorporated into a joint development site to fund transport improvements.	Council has a role to play in construction of these facilities and lobbying for support and funding.
	Action by 2021		
13	Showground Road – Widening and completion	This State road linkage is long overdue for upgrading to a minimum two lanes in each direction. Negotiations need to be finalised with Queensland Investment Corporation regarding their financial contribution for the work.	Council has been planning for additional road capacity and road safety and seek the support of Government in implementing this.
	Action by 2021	Invest, implement and construct the widening of Showground Road to a minimum two lanes in each direction.	
14	Bus Tway connection Parklea to Castle Hill	The planned Memorial Avenue upgrade needs the Roads and Maritime Services to begin property acquisitions and drainage investigations to allow orderly development.	Rezoning of the Balmoral Road Release Area occurred in July 2006. Intersection treatments require the land acquisition to enable private developers to comply with conditions of development consent.
	Action by 2021	- Commence property acquisition and drainage investigations. - Construct bus Tway connection Parklea to Castle Hill.	
15	Green Hills Drive transport link - between Box Hill Urban Release Precincts & Rouse Hill Town Centre.	Completion of the regional transport connection between Box Hill and Box Hill Industrial Precincts and Rouse Hill Town Centre. Council will shortly complete the design, but Transport for NSW needs to commence negotiations on acquisition costs and construction costs.	With the diversion of the North West Rail to Schofields, there is a need to provide a transport link between the planned release of Box Hill and Box Hill Industrial precincts and Rouse Hill Town Centre. The regional bus route proposed in the North West Growth Centre Bus Servicing Plan travels through Box Hill and three district bus services travelling through Rouse Hill–Vineland-Schofields, Rouse Hill-Box Hill and Rouse Hill-Box Hill–Riverstone. One of these district routes is within the identified transport link.
	Action by 2021	- Transport NSW to commence negotiations on acquisition and construction costs. - Completion of the Green Hills Drive transport link	

16	Crown Road (Unsealed Roads)	The State government currently does little or no maintenance work on crown roads in the Shire. Council can accept the responsibility for the management of upgraded Crown Roads, through their transfer as public roads. This is contingent on the State Government allocating sufficient funding to bring these roads to an acceptable unsealed road status.	The transfer of existing crown roads as public roads will improve safety and access conditions for our residents.
	Action by 2021	- Transfer unsealed Crown Roads for Council's management. - Invest in funding to bring these roads to an acceptable unsealed road status.	
17	Hawkesbury River – Ferries / Bridges	Is there any strategic planning being done to replace/renew Roads and Maritime Services ferries in the short term, and consider new bridges in the medium term?	The existing ferries that service the lower Portland community are viewed as an essential service that benefit both residents and people who visit the various tourist facilities along the Hawkesbury River.
	Action by 2021	Plan for permanent connections across the Hawkesbury River.	
18	Caddies Creek Recreation Area	The Kellyville/Rouse Hill Open Space and Recreation Plan identified an area of 16.47 hectares to be developed for active recreation. A preliminary master plan has been prepared for the provision for the sports of athletics, baseball, cricket, and rugby codes with an associated amenities and car parking.	This project is critical to fulfilling the open space and recreation requirements for the Kellyville/Rouse Hill release areas. Using the trunk drainage land for recreation and leisure in addition to drainage provides for multi-purpose functionality and will provide a key link to the recreational track network either as formal pathways or informal tracks or as dog off-leash areas.
	Action by 2021	Land transfer and construction	

Development Delivery Issues			
NO.	PROJECT	DESCRIPTION	JUSTIFICATION
19	S94 Deficit (Resolution)	The Minister for Planning and Infrastructure has issued a Direction under S94E of the EP&A Act that limits local development contributions to a cap of \$30,000 per residential lot or dwelling in Greenfield development areas. The impact of the cap is a funding deficit of approximately \$300 million to deliver essential infrastructure in release areas such as Balmoral Road, North Kellyville and Box Hill.	
	Action by 2021	Council requests in the short term: - Confirmation of the arrangements following the announcement on the 17th December 2010 by the Minister for Planning and Minister for Transport about the ongoing financial support to be provided to Council's to meet the cost of essential infrastructure in Greenfield release areas. - Reconsideration of the definition of "essential works" used by IPART to assess Council's Contribution Plans. - The Box Hill release area exhibition be placed on hold until Council is assured of how contribution funding shortfalls will be addressed.	
20	State Infrastructure Contribution Funding	With the Northwest and Southwest Growth Centres, regional infrastructure is funded in part by the Government through the Budget process, and through a Special Infrastructure Contribution (SIC).	
	Action by 2021	Completion of the rail link to Rouse Hill.	
21	Vegetation & Urban Development – Regional Open Space/Biodiversity Strategy	Implementation of the Metropolitan Strategy requires a regional approach to address conflict between housing and employment strategies and conservation outcomes addressed via different environmental planning instruments, acts and regulations.	A regional open space and biodiversity strategy is required to provide certainty that land zoned for development may be developed for its intended purpose. Where land is identified for reservation, the authority prescribing the requirements should be responsible for acquisition of that land.
	Action by 2021	Provision of infrastructure and delivery program	