

HAWKESBURY CITY COUNCIL

PLANNING PROPOSAL

REDBANK AT NORTH RICHMOND

**REZONING OF LOT 27 DP 1042890, 108 GROSE VALE
ROAD, NORTH RICHMOND**

JUNE 2012

REF No: LEP11-002/11

Introduction

In March 2012 Hawkesbury City Council (Council) received a Planning Proposal (PP) prepared by JBA Planning (JBA) on behalf of the North Richmond Joint Venture (NRJV) for the rezoning of Lot 27 DP 1042890, 108 Grose Vale Road, North Richmond for predominantly residential purposes.

The PP was reported to the Ordinary Meeting of Council on 8 May 2012 whereby Council resolved as follows:

That:

1. *A Planning Proposal be prepared for the rezoning of Lot 27 DP 1042890, 108 Grose Vale Road, North Richmond as shown in plan titled Gateway Planning Proposal – Infrastructure and Staging North Richmond Joint Venture Concept Plan Redbank Proposed Draft LEP Zonings, prepared by J. Wyndham Prince, referenced 8607/SK44 and subject to the proposed B2 zone being changed to a B1 Neighbourhood Centre zone.*
2. *The Planning Proposal be supported by JBA Planning's Planning Proposal titled Redbank at North Richmond, dated March 2012 and associated reports and assessments.*
3. *The Planning Proposal be forwarded to the Minister for Planning and Infrastructure for a "gateway" determination.*
4. *The Minister for Planning and Infrastructure be requested to consider a community consultation period of not less than 60 days.*
5. *The matter be reported back to Council to consider submissions following public exhibition.*
6. *If the Department of Planning and Infrastructure determines that the planning proposal is to proceed, Council commence Voluntary Planning Agreement negotiations with the North Richmond Joint Venture and any other relevant party.*
7. *The North Richmond Joint Venture in preparing a Transport Management & Accessibility Plan for the proposed development is to include at least one other alternative to the proposed access route and Yarramundi Bridge crossing for consideration by Council, relevant public authorities and the community.*
8. *In the event of the Planning Proposal proceeding, the North Richmond Joint Venture is to develop a draft Masterplan and draft site specific DCP for the site, at their own expense, in conjunction with Council staff for final checking, amendment if required, and adoption by Council prior to finalisation of the rezoning.*

This PP has been prepared by Council staff in response to the above resolutions 1, 2 and 4 and should be read in association with the report to Council of 8 May 2012 and JBA's PP submitted Council.

This PP follows the Department of Planning and Infrastructure's (DP&I) format for PPs as outlined in *A guide to preparing Planning Proposals*, dated July 2009.

This PP is supported by the following reports/studies which have been either prepared or commissioned by JBA:

LEP Planning Proposal, Redbank at North Richmond
Preliminary Concept Plan, draft Zoning Plan and Indicative Layout Plans
Community Consultation Report
Summary of Consultation with NSW Government Authorities
Utilities and Traffic Infrastructure Report
Preliminary Geotechnical and Environmental Assessment
Agricultural Land Study
Conservation Management Plan
Aboriginal Heritage Assessment
Visual Landscape Analysis
Riparian Assessment
Environmental Constraints and Benefits Analysis and preliminary Seven Part Test
Flood and Bushfire Safety Evaluation
Bushfire Constraints and Opportunities Report
Infrastructure Site Servicing Plans and Infrastructure Delivery Schedule
Community Needs Assessment
Hawkesbury Residential Land Strategy Sustainability Criteria
Land Supply Data for Hawkesbury Region
Economic Impact Assessment
Proposed Access Route and Yarramundi Bridge Crossing
Community Net Benefit Assessment
Development Yield Schedule
Stormwater Management Strategy
Review of Flood Free Access
Consistency with State Environmental Planning Policies and s.117 Directions

JBA are currently overseeing the preparation of a Transport Management and Accessibility Plan (TMAP) to accompany the PP. It is envisaged this will be available post gateway determination.

JBA's PP and associated appendices provide detailed assessments of various planning, infrastructure, heritage, environmental, economic, and social matters and should be referred to as the primary source for detailed information. This PP does not seek repeat these detailed assessments however where appropriate summarise and/or refers to JBA's PP.

Whilst this PP is supported by JBA's PP, in the case of any inconsistency between this PP and JBA's PP this PP is to prevail.

Proposal Summary

JBA's proposal can be summarized as follows:

- Approximately 1,400 homes in addition to the Seniors Living Facility currently under construction on the subject site.
- Local Council roads including bus route.
- Small scale local centre of approximately 1.2ha adjacent to Grose Vale Road.

- Retention and modification of three (3) – four (4) existing farm dams within the project site to become open water bodies.
- Construction of four (4) primarily trunk drainage corridors (with a secondary riparian and tertiary open space function).
- Retention of an existing farm dam on Redbank Creek and vegetation improvement to the primarily riparian corridor along the south bank of Redbank Creek, which extends along the subject site perimeter.
- Capacity improvements to existing stormwater infrastructure along with water quantity management downstream of the subject site, discharging to Redbank Creek.
- An alternate east-west vehicular access to North Richmond.
- Multiple road connections to existing Grose Vale Road (3), Arthur Phillip Drive(2), Townsend Road (1) but no connection to Belmont Grove.

The proposal is supported by a Local Development Contributions and Infrastructure and Delivery Program. In summary this is a formal offer by NRJV to enter into a Voluntary Planning Agreement (VPA) with Council for the provision of local public amenities and services. The VPA would operate in lieu of a Section 94 or Section 94A developer contribution.

The offer includes the following:

- Transport improvements – new east-west bridge crossing at Grose Vale / Agnes Banks (Navua Reserve), off site road network improvements, bus stops and bus shelters within the site.
- Community facilities – approximately 300m² on site multipurpose community centre, social programs.
- Open space and recreation – provision of various open spaces throughout the site in conjunction with Redbank Creek, proposed drainage reserves, and adjacent to Peel Park.
- Drainage – various drainage works within the site and the duplication of a 1500mm stormwater line off site.

JBA also advise that NRJV also intend to enter into a VPA with the State government for the delivery of regional physical and community infrastructure.

The Site and Surrounds

Lot 27 DP 1042890, 108 Grose Vale Road, North Richmond is located on the northern side of Grose Vale Road and, immediately to the east of the North Richmond residential area and Peel Park, west of the Belmont Grove rural residential area, and south of Redbank Creek.

The property has an area of approximately 180ha and predominantly consists of cleared undulating land with a central saddle running approximately east-west creating two distinct valleys.

The property varies in height from approximately 60-90m AHD along Grose Vale Road down to Redbank Creek at approximately 20 – 40m AHD. Council's records shows that the site varies in slopes from reasonably flat terrain to land in excess of 15%.

The property is currently used for cattle grazing and contains a residence and minor farm related structures. A seniors living development is currently being constructed in the southern-eastern corner of the property.

There are 11 farm dams on the property which are part of a former demonstration / experimental Keyline irrigation system development by a previous owner (P A Yeomans) in the early 1950s.

The property is above the 1 in 100 year Hawkesbury River flood event level and a small part of the site (generally within the confines of the Redbank Creek riparian area) is below the Hawkesbury River Probable Maximum Flood level. Investigations regarding local flood extent are currently being finalised, however it is understood that local catchment flooding is generally confined to areas within the immediate vicinity of Redbank Creek.

The property is predicted to contain Class 5 acid sulfate soils and has moderate salinity potential.

Council's Bushfire Prone Land Map shows that most of the property is bushfire prone.

The land is identified as Class 3 agricultural land. The Agricultural Land Classification Atlas for the Sydney Basin and Lower Nepean – Hawkesbury Catchment defines Class 3 land as:

Grazing land or land well suited to pasture improvement. It may be cultivated or cropped in rotation with pasture. The overall level of production is moderate as a result of edaphic or environmental constraints. Erosion hazard, soil structural breakdowns, or other factors, including climate may limit the capacity for cultivation and soil conservation or drainage works may be required.

The property contains remnants of the former Richmond to Kurrajong railway line in the form of two culverts and the path of the former railway line is apparent. The property also contains 10 Aboriginal archaeological sites.

The property is currently zoned Consolidated Land Holdings under Hawkesbury Local Environmental Plan 1989 (HLEP 1989) and has no subdivision potential.

The property is proposed to be zoned RU4 Primary Production Small Lots under LEP 2012. The minimum allotment size proposed for the site under the LEP 2012 is 200 hectares. This effectively prohibits any subdivision of the land.

The Planning Proposal

Part 1 -Objectives and Intended Outcomes

The general objectives of the PP are to:

- Rezone the land from Consolidated Land Holdings to a range of urban uses (R2, R3, R5, B1 and SP2) as well as recreation and environmental uses (RE1 and E3) to accommodate predominantly residential development on the site.
- Meet increasing demand for additional housing supply and choices with the addition of approximately 1,400 dwellings.
- Provide development on land that will not significantly impact upon environmentally sensitive land.
- Provide the opportunity for the protection and adaptive re-use of significant heritage fabric.
- Create no public infrastructure costs.
- Contribute to achieving important objectives and directions in Government planning strategies and policies by providing future growth in the North West Subregion.

Part 2 - Explanation of Provisions

The effect of the PP would be to amend the yet to be gazetted draft Hawkesbury Local Environmental Plan 2012 (LEP 2012). At a minimum this would include amendment to the Land Zoning Map, Height of Buildings Map, and Lot Size Map. Other map amendments may be required and possibly the inclusion of a special clause(s) into the written instrument of the draft LEP. The actual amendments to LEP 2012 will be determined by the Department of Planning and Infrastructure (DP&I) and the NSW Parliamentary Counsel.

The proposed zones have been derived from those of the LEP 2012 and are as follows:

- R2 Low Density Residential
- R3 Medium Density Residential
- R5 Large Lot Residential
- B1 Neighbourhood Centre
- E4 Environmental Living
- RE1 Public Recreation
- SP2 Infrastructure (Trunk drainage)

An indicative zoning map and height of buildings map is attached to this PP.

At present a minimum lot size map has not been prepared. It is proposed to prepare this map after gateway determination and consultation with relevant public authorities as the outcome of these consultations may have an impact on the overall proposed lot yield, location and selection of zones, and hence selection of minimum lot sizes.

JBA advise that:

- The residential zones have been selected to ensure flexibility in the types of dwellings provided, whilst protecting sensitive environmental features and minimising the visual impact of the development.
- The proposed SP2 (Trunk Drainage) Infrastructure Zone incorporates land within the site that have a critical drainage function. This includes all of the riparian corridors that are proposed to be retained under the Stormwater Management Strategy, with the exception of an area of the existing Redbank Creek riparian corridor which is proposed to comprise open space as a natural extension of Peel Park.
- Those parts of the Redbank Creek corridor that are to be retained in private ownership, will be incorporated into larger residential lots along the Creek frontage. It is proposed to be zoned E4 Environmental Management in recognition of the ongoing conservation and management required.

Part 3 Justification

Section A – Need for the planning proposal

1. *Is the Planning Proposal a result of any strategic study or report?*

DP&I's North West Subregion Draft Subregional Strategy (Subregional Strategy) and Council's Hawkesbury Residential Land Strategy (HRLS) identifies targets of 5,000 – 6,000 new homes in the Hawkesbury LGA by 2031. There is limited capacity within existing residential zoned land of the LGA to accommodate more dwellings hence new dwellings will need to be provided from greenfield sites / extension of the footprint of existing urban villages.

The majority of land within the LGA is highly constrained in terms of its environmental characteristics, including State and National Parks and other significant vegetated areas, agricultural land values, flooding, bushfire and aircraft noise. The subject site is relatively free from these constraints and accordingly is identified as a 'High Priority Future Investigation Area' for urban release.

The development has a yield of approximately 1400 dwellings and will make a significant contribution to the LGA's housing targets.

2. *Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

The proposed amendments to LEP2012 are necessary to allow development of the site as intended. The proposed amendments will assist in Council achieving the housing targets set by the HRLS and the Subregional Strategy.

3. *Will the net community benefit outweigh the cost of implementing and administering the planning proposal?*

The PP is supported by a Community Net Benefit Assessment and a Community Needs Assessment. In summary JBA claim the benefits of the proposal are:

- A range of improvements to the road network, including the additional road/bridge linkage with the site, will greatly alleviate road congestion for existing and potential new residents.
- Opportunities are identified for enhancement of public transport through increased demand.
- View corridors which are identified as an important community value are proposed to be protected and enhanced as a result of the proposed development.
- The proposal allows for retention and enhancement of areas of conservation value, including elements of the Yeomans Keyline System and areas of Cumberland Plain Woodland (CPW) habitat, and for the appropriate interpretation of these.
- The proposal includes the provision of trunk drainage areas which will perform a tertiary function as passive open space. This will improve the rural feel of the development, and provide space for passive recreation.
- The proposal includes the landscape embellishments, including vegetation, walking and cycling paths, signage and street furniture. This will promote access and the active and passive use of open space and provide opportunities to improve wellbeing and social interaction.
- Embellishments to Peel Park, including the provision of a community building nearby, will enhance participation in active and passive recreation and create an asset of potentially regional significance. The provision for a community building which will include flexible space which can be used by a number of currently under provided for groups. This will provide a significant benefit to the local community.
- The development will provide a heritage facility which will improve the engagement of the wider community, including the significant Aboriginal community, and provide greater understanding and access to the significant heritage assets in the area.
- The provision of a small local shopping centre, with commercial land, will provide valuable amenity for local residents.
- The creation of a significant number of jobs within the Hawkesbury LGA during construction and operation phases of the development.
- There is a potential to capitalise upon the 'strong well of social capital' in the community through community development activities linking the existing and new communities, including community environmental education programs, planting days, 'green transport' planning, etc.
- Developing the potential for intergenerational activities associated with proposed community facilities adjacent to the residential aged care facility, for example child care provision.
- Substantial flood mitigation benefits for existing residents of North Richmond township have been identified as a result of the proposed development.

- The proposal allows for completion of the original 'plan' for North Richmond township, potentially providing for a more cohesive, safer community with enhanced amenities and services.
- There will be substantial employment opportunities associated with the proposed development both during the 10 year staging of development and post-development. These are important in the context of the Sydney Metropolitan Strategy for the provision of local employment and for strengthening the economic wellbeing of the local community.

Section B - Relationship to Strategic Planning Framework

4. *Is the Planning Proposal consistent with the objectives and actions contained with the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

The table below provides an assessment of the PP against the relevant actions of the Metropolitan Plan for Sydney 2036 and Subregional Strategy. The Metropolitan Plan actions are prefixed with the letters MP, the Subregional Strategy actions are prefixed with the letters NW.

Actions	Response
MPB1.1 Plan for centres to grow and change over time.	The proposed development is on the fringe of the North Richmond residential area. The Subregional Strategy classifies North Richmond as a Local Centre - Village.
MPD1.1 Locate at least 70 per cent of new housing within existing urban areas and up to 30 per cent of new housing in new release areas.	
MPD2.1 Ensure local planning controls include more low rise medium density housing in and around smaller local centres.	The Subregional Strategy acknowledges that the LGA is largely constrained by the Hawkesbury - Nepean flood plain, with limited capacity for additional growth to the south of the Hawkesbury River due to the risk of flooding. The Subregional Strategy assumes that the majority of future housing growth within the LGA will need to occur on land located predominantly to the north of the River, in association with existing local centres.
MPF1.1 Focus land release in Growth Centres.	The HRLS was prepared in response to the Subregional Strategy. The HRLS found that is limited capacity within existing residential zoned land of the LGA to accommodate more dwellings hence urban growth will need to be provided from greenfield sites / extension of the footprint of existing centres.
NWB2.1.1 Councils to consider planning for houses growth in centres, particularly those well serviced by public transport.	
NWC1.1.3 Hawkesbury Council to prepare a strategic residential land use study to consider opportunities for further growth around local centres to the north of the Hawkesbury River, cognisant of flooding and flood evacuation issues.	The HRLS recognises that urban growth in the Hawkesbury is severely limited by environmental constraints such as State and National parks, agricultural land
NWC1.3.1 North West councils to plan for sufficient zoned land to accommodate their local government area housing target in their Principal LEPs.	

NWC2.1.2 Councils to provide in their LEPs zoned capacity for a significant majority of new dwellings to be located in strategic and local centres. NWC2.3.2 North West councils to provide an appropriate range of residential zonings to cater for changing housing needs.	values, flooding issues, and noise constraints. The subject site is relatively free from these constraints and accordingly is identified as a 'High Priority Future Investigation Area' for urban release. The subject site presents the opportunity to provide approximately 1,400 residential dwellings within the timeframe of the Metropolitan Plan and Subregional Strategy. The subject site would contribute approximately 32% of the housing target that has been set for the LGA by the State government. The PP proposes three housing zones, these being, R2 Low Density Residential, R3 Medium Density Residential and R5 Large Lot Residential. The Vineyard Precinct is the only part of the LGA that is located within the North West Growth Centre. Whilst Vineyard has the potential to accommodate 1,000-1,500 dwellings (not all of which are in the LGA), it is understood that this land is not due to be released by the State government for urban development in the short to medium term.
MPB1.3 Aim to locate 80 per cent of all new housing within walking catchments of existing and planned centres of all sizes with good public transport. NWC2.1.3 North West councils to ensure location of new dwellings improves the subregion's performance against the target for State Plan Priority E5. NWD2.3.3 State and local government to improve existing interchanges and bus stops. NWD3.1.1 The Roads and Traffic Authority (now Roads and Maritime Service (RMS)), in cooperation with the local government, to continue to upgrade walking and cycling facilities, including cycleway development in Blacktown, Castle Hill and Colo. NWD3.1.2 The NSW Government and	State Plan Priority E5 sets a target to increase the proportion of people living within 30 minutes by public transport of a Strategic Centre. The nearest Strategic Centres are Penrith (Regional Centre) and Rouse Hill (planned Major Centre). The provision of public transport, pedestrian/bike paths to service the development are to be considered as part of the TMAP.

local government to work together to align local walking and cycling networks with public transport routes to improve accessibility to public transport.	
MPH3.1 Design and plan for healthy, safe, accessible and inclusive places. NWC5.1.2 Councils to reflect best practise established by the Growth Centres Commission in land release areas outside the North West Growth Centre.	It is anticipated that as part of the consultation with the DP&I, relevant public authorities and community these matters will be considered and appropriate provisions be included in the LEP and proposed DCP, TMAP and VPA.
NWE2.1.2 Sydney Metropolitan and Hawkesbury – Nepean Catchment Management Authorities to work with agencies and North West councils to ensure that the aims and objectives of Catchment Action Plans are considered in the future management and planning of local council areas.	It is anticipated that as part of the consultation with public authorities the Hawkesbury – Nepean CMA will given an opportunity to comment on the PP.
MPG5.2 Ensure water cycle management for new release areas and sites for urban renewal. NWE2.1.5 North West council to continue to promote water sensitive urban design.	Council resolution of 8 May 2012 requires the preparation of a site specific Development Control Plan (DCP). It is anticipated that water sensitive urban design requirements will be considered as part of the preparation of the DCP.
NWE6.3.1 The Heritage Office to work with local councils to identify areas in the North West Subregion to promote and provide access to heritage places, contribute to local economies and assist in sustaining heritage places.	The Heritage Branch is currently considering listing the site on the State Heritage Register due to the significance of the Keyline irrigation system. It is anticipated that as part of the consultation with public authorities the Heritage Office will be given an opportunity to comment on the PP.
NWF2.1.1 Councils to maintain or enhance the provision of local open space particularly in centres and along transport corridors where urban and residential growth is being located. NWF2.1.2 Council to consider open space improvement programs with better facilities to encourage use. NWF2.1.3 Councils to consider mechanisms to increase the capacity of local sports fields to a district level. NWF2.1.4 NSW Government and local	The PP proposes additional open in the form of an extension to Peel Park and drainage reserves. The adequacy, use and improvements to these areas will be considered throughout the PP process and in discussions with NRJV regarding the VPA.

councils to develop links between smaller reserves to create diversity and broader user experience. NWF2.1.5 Local councils to consider modifying under utilised open space for informal activities such as skating, basketball, netball and the establishment of cafes.	
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5. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

The relevant strategic plans are the Hawkesbury Community Strategic Plan 2010 – 2030 (CSP) and the HRLS.

The CSP is based on five themes:

- Looking after people and place
- Caring for our environment
- Linking the Hawkesbury
- Supporting business and local jobs
- Shaping our future together

Each theme contains a number of Directions, Strategies, Goals and Measures.

Relevant Themes and Directions are as follows:

Looking after People and Place

- *Offer residents a choice of housing options that meets their needs whilst being sympathetic to the qualities of the Hawkesbury.*
- *Population growth is matched with the provision of infrastructure and is sympathetic to the rural, environmental, heritage values and character of the Hawkesbury.*
- *Have development on both sides of the river supported by appropriate physical and community infrastructure.*
- *Have future residential and commercial development designed and planned to minimise impacts on local transport systems allowing easy access to main metropolitan gateways.*

Caring for our environment

- *Be a place where we value, protect and enhance the cultural and environmental character of Hawkesbury's towns, villages and rural landscapes.*

- *Take active steps to encourage lifestyle choices that minimise our ecological footprint.*

The purpose and targets of the HRLS have been discussed above. An assessment of the proposal against the HRLS Sustainability Criteria is attached to this PP.

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

JBA's assessment of the proposal against relevant SEPPS is attached to this PP.

In response to SEPP 55 – Remediation of Land, JBA has provided a Preliminary Geotechnical and Environmental Assessment. This report may require augmentation as a result of certain specific provisions of SEPP 55. At this stage JBA has not been requested to provide further information or an amended assessment as any current inconsistency is considered to be minor. It is requested that the DP&I advise Council on how to address this matter as part of the gateway determination.

7. *Is the planning proposal consistent with application S.117 Directions?*

JBA's assessment of the proposal against relevant S117 Directions is attached to this PP.

In response to Direction 4.1 Acid Sulfate Soils, JBA has provided a Preliminary Geotechnical and Environmental Assessment. This report may require augmentation as a result of certain specific provisions of the Direction.

The assessment has not considered Section 117 Direction 4.3 Flood Prone Land. A relatively small part of the site is subject to flooding from the Hawkesbury – Nepean River and preliminary investigations have been undertaken in respect of localised flooding. It is believed that the flood affected area is within the confines of the Redbank Creek riparian area and proposed open space areas. It is considered that the impact of the flooding on the site and proposed development would be minor.

At this stage JBA has not been requested to provide further information or an amended assessment as any current inconsistency is considered to be minor. It is requested that the DP&I advise Council on how to address these matters as part of the gateway determination.

Finally, the assessment does not consider Section 117 Direction 6.2 Reserving Land for Public Purpose. This is a matter for Council, not JBA, and accordingly approval is sort through this PP from the Director – General of the DP&I to create or alter zonings for public purposes, i.e. the proposed RE1 Public Recreation and SP2 Infrastructure (Trunk drainage) zones.

Section C - Environmental, Social & Economic Impact

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

This PP is supported by an Ecological Constraints and Benefits Analysis (ECBA) which concludes that the majority of the site has little conservation value due to clearing and the presence of exotic pasture. The site does however contain some larger stands of

remnant vegetation and creek lines which contain threatened ecological communities and threatened fauna and habitat resources. A preliminary Seven Part Test has been conducted by GHD, which concludes that the proposal is unlikely to result in a significant impact on CPW, pursuant to s.5A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The analysis identified Cumberland Plain Woodland (CPW), a critically endangered ecological community, in two locations i.e. a 3.5ha stand located on the site's western boundary and a 0.5ha stand located in the central part of the site. The analysis also identified River-Flat Eucalypt Forest on Coastal Floodplains (RFEF), an endangered ecological community, within the Redbank Creek riparian corridor.

JBA advise that the development will require the removal of 1.05ha of CPW consisting of the 0.5ha stand located in the central part of the site and part of the 3.5ha stand located on the site's western boundary. The impact of this proposed removal, comments from State and possibly Federal government authorities and the need for biodiversity offsets will be examined during the PP process.

The intact area of CPW located on the site's western boundary is proposed to be managed in private ownership. This area of the site is proposed to be zoned R5 Large Lot Residential, and whilst a small area of CPW is proposed to be removed to accommodate water infrastructure, the remaining area is proposed to be managed through a Vegetation Management Plan.

The RFEF will be protected within the Redbank Corridor and at this stage it proposed that part of the Redbank Creek riparian corridor land be retained in private ownership to be maintained by the owners of individual lots in the release area. Ongoing contributions for maintenance of the riparian land on this title would come from the future residents. Accordingly, the riparian corridors would provide 'private open space' or 'recreation area' only available to residents who own the title.

The NRJV will prepare Vegetation Management Plans for the CPW and Redbank Creek riparian corridor which will be registered on the title of the relevant private allotments.

The ECBA found no threatened flora species on the site. Threatened flora species and populations known to occur in the locality were considered and the analysis concluded that due to the highly modified nature of the site none of these species are considered likely to occur.

The ECBA recorded 37 threatened fauna species known to occur in the locality and three threatened bat species (Large-footed Myotis, Eastern Bentwing-bat and Eastern Freetail Bat) were recorded on the site. The analysis concludes that threatened fauna with the potential to occur on the site are most likely to utilize habitat along Redbank Creek or the pockets of CPW and, whilst some species may forage over cleared areas of the site, these are most likely to occur only on an occasional, transient or migratory basis.

The analysis found the Cattle Egret (*Ardea ibis*), a species listed as migratory under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), occurred within the study area. The analysis also found the Great Egret (*Ardea alba*) may also occur at the site. These species are considered "Matters of National Environmental Significance". An assessment of potential impacts under the EPBC Act will need to be undertaken as part of any future development of the property.

This PP is also supported by a Riparian Assessment which has assessed the habitat value and condition of Redbank Creek, as well as the drainage lines associated with the Keyline irrigation system. The Creek, although substantially modified, is the most ecologically important feature of the site, providing terrestrial and aquatic habitat.

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

As stated previously JBA's PP and associated appendices provide detailed assessments of various environmental matters and should be referred to as the primary source for detailed information.

By way of summary the primary environmental considerations are as follows.

Access and Transport

At present there exists long standing community concern regarding traffic congestion in the North Richmond area. The focus of these concerns is the Bells Line of Road/Terrace Road/Grose Vale Road intersection and the capacity of North Richmond Bridge and the approaches to the bridge.

The Utilities and Transport Report that accompanies this PP notes that existing traffic volumes already significantly exceed serviceable capacity parameters and that upgrading works are limited due to the proximity of property boundaries and infrastructure. Further the report finds that the existing North Richmond Bridge requires augmentation by either an upgrade, or establishment of a second crossing. These two issues are the subject of two separate studies currently being undertaken by the Roads and Maritime Services (RMS) and are expected to be completed later this year and in 2013.

In response to these matters NRJV proposes road infrastructure works as part of the PP. The key element of the works is a bridge across the Grose River at Navua Reserve, Grose Vale / Yarramundi Reserve, Agnes Banks for the purposes of enabling travel westerly along Springwood Road or travel easterly over Yarramundi Bridge.

JBA advise that the proposed bridge is a concrete span bridge with a deck height between 11.0m AHD and 13.5m AHD (note: the 1 in 5 year flood event height for the area is approximately 13.1m AHD). The route from the subject site is southerly along Grose River Road, turn left at Ashtons Road and head easterly along Grose River Road and enter Navua Reserve, over the new bridge, enter Yarramundi Reserve and head southerly along the unnamed road until reaching Springwood Road.

The land required to construct the bridge is either owned by Council or the Crown and under the care control and management of Council, generally in the form of Road Reserves.

JBA claim this second crossing will:

- Alleviate existing traffic congestion at Richmond Bridge.
- Divert traffic away from the already congested Grose Vale Road / Bells Line of Road intersection.
- Provide flood free access for an extended period of time.

- Significantly reduce the frequency upon which the proposed development will be isolated from travel to the east.
- From a flood evacuation perspective, reduce, by one to two days, the time that the long route west along Bells Line of Road to cross the river would need to be taken.
- Reduce travel times by 90 minutes when compared to the Bells Line of Road.
- Reduce the evacuation time to 6 hours provided at least one of the existing routes remains open.

NRJV propose that the new bridge would be opened following completion of the 459th dwelling on the site.

JBA advise that detailed analysis of the new bridge and other traffic management issues will be undertaken as part of the TMAP process. JBA advise that the TMAP will be completed post gateway determination and be submitted to Council prior to public exhibition of the PP. The TMAP is to address the following:

- Existing transport and accessibility infrastructure and deficiencies.
- Possible transport and accessibility infrastructure opportunities.
- Proposed solutions and funding apportionments to inform a VPA agreement and implementation program.

Based on the concept plans provided, the proposed river crossing will affect the access and existing car parks in both Yarramundi Reserve and Navua Reserve. It is likely that the road would be well utilised and thus noise could also affect the current use patterns of these Reserves. The existing access into Navua Reserve would need to be widened to allow this proposal and this would impact on existing vegetation.

Council's Plan of Management for Yarramundi Reserve proposes closing off these Crown Roads and adding them to the Crown Reserve and states the following:

"When no longer required for through access, the following road reservations should be closed and added to the Crown reserve:

- *Portion of unmade road reserve between Lot 90 DP 786549 and Lot 1 DP 1040789;*
- *Portion of unmade road reserve between Lot 189 DP 803295 and Lot 1 DP 1040789;*
- *Portion of unmade road reserve within Lot 90 DP 786549.*

The inclusion of the above land parcels would be important for the reserve's future integrated management and ecological restoration as a contiguous area of Crown land."

In relation to the proposed alternate river crossing some of the implications for Council would be:

- Preparation of a specific Plan of Management for Navua Reserve (as this is currently covered by a generic Plan) and a review of the Plan of Management for Yarramundi Reserve. This work is likely to take up to 12 to 18 months.
- The existing car parks and access points to these Reserves will need to be relocated and constructed and these works can only commence once the Plans of Management have been changed/adopted.
- The proposed works would impact on existing vegetation and require the preparation of flora and fauna surveys and assessments. This could be undertaken as part of the Plan of Management process.

Yarramundi Reserve and Navua Reserve are, jointly, a regional facility which is well utilised by local residents and tourists. Council has invested a large amount of money (both internal and grant funded) to develop these facilities for the community. A local bushcare group have contributed to the environmental improvement of Navua Reserve over the last 15 years. Yarramundi Reserve has been a National Tree Day site since 2006. The Grose River in the area is also relatively active in terms of movement of sand and redefinition of bank during flood events.

In light of this, it is considered that the proposed bridge and associated road works within Navua and Yarramundi Reserves are likely to create significant community interest and feedback to Council. JBA has therefore been requested to, as part of preparing the TMAP, propose at least one other alternative to the proposed crossing for consideration by Council, relevant public authorities and the community.

Agricultural Land Capability

The PP is accompanied by an Agricultural Land Study of the site. The key findings of the study are:

- The use of the site for grazing is no longer viable due to rising land values and subsequent increases in rates and taxes.
- Due to slope, high potential for soil erosion and general topography, the subject land is not suitable for cultivation or cropping. Further, the site is now 'book-ended' by urban development to the east and west, with the proximity of residential development preventing the intensification of agricultural uses due to land use conflicts such as noise, odour, chemicals and visual intrusion that would arise.
- The surrounding land uses, the soil profile of the land, and the statutory controls provide insurmountable constraints to the intensification of agriculture on the land.
- Development of the site for urban uses would have no impact on primary production on neighbouring properties, essentially because the properties are residential or rural residential.
- With respect to the impact of the proposal on food production in the Sydney basin, the agricultural commodity value of the site is only 0.03% (or one 33rd of 1%) of the total value of agricultural production in the Sydney Basin, and so its redevelopment would have no impact.

Bushfire

A Bushfire Planning Assessment that supports this PP argues that Council's current Bushfire Prone Land Map is incorrect in the way it categorizes the vegetation types on the property. In light of this JBA request Council review the map in line with the Rural Fire Service's mapping guidelines.

Council and RFS staff are currently reviewing the Bushfire Prone Land Map for the whole City and the findings of the Bushfire Planning Assessment can be considered in this review.

It is considered that this apparent mapping anomaly does not act as an impediment to the progression of the PP.

Flooding and Stormwater

The property is above the 1 in 100 year Hawkesbury River flood event level and a small part of the site (generally within the confines of the Redbank Creek riparian area) is below the Hawkesbury River Probable Maximum Flood level. Investigations regarding local flood extent are currently being finalised, however it is understood that local catchment flooding is generally confined to areas within the immediate vicinity of Redbank Creek.

The site is divided into four main catchments with three draining northerly to Redbank Creek via a series of channels and farm dams. The remaining southern catchment drains in an easterly direction to an existing channel that runs between the approved seniors living development and the existing residential development of Kemsley Downs. JBA claim that the redevelopment of the site represents the opportunity to:

- Integrate open space areas and stormwater treatment devices.
- Ameliorate existing flooding of residential properties downstream of the site.
- Consider opportunities for storage and re-use of water as a resource for maintenance and watering purposes.
- Maintain supply of stormwater (quality and quantity) to downstream users and environment.
- Integrate the heritage and environmental values of the key-line system dams as focal points in the surrounding community and drainage corridors.

Heritage - Aboriginal

The site is located in an important archaeological corridor, forming part of the Hawkesbury- Nepean River system, where many significant archaeological sites are found. A Preliminary Archaeology Investigation and Aboriginal Heritage Assessment has been undertaken and found 10 archaeological features, including nine sites and one potential archaeological deposit (PAD). Seven of these features are contained within the riparian corridor of Redbank Creek. Three sites will be affected by the proposed development and will require archaeological salvage prior to development.

The assessment included consultation with the Deerubbin Local Aboriginal Land Council, Darug Tribal Aboriginal Corporation, Darug Custodian Aboriginal Corporation and Darug Aboriginal Cultural Heritage Assessments.

Heritage - European

The property contains no heritage items as listed by HLEP 1989 or the NSW Heritage Office. However the site is associated with P. A. Yeomans, a pioneer of the Keyline irrigation system. In response to this JBA have commissioned a Conservation Management Plan (CMP).

The CMP has determined that the site has high historical significance at a State level for its role as one of the first two demonstration farms where the Keyline irrigation system was developed in the early 1950s.

Whilst the Keyline irrigation system has not operated on the property as intended since 1967 and subsequent nearby subdivision and housing development has diminished the integrity of the system, key surviving elements of the system are to be incorporated into the proposed development. This is to be achieved by way of the retention of some dams and associated feeder and irrigation drains and spillways, retention of views from Grose Vale Road, and via an interpretation strategy.

NRJV have lodged the CMP with the Heritage Branch of the Office of Environment and Heritage for endorsement. The Heritage Branch has advised of their intention to proceed with the listing of the site on the State Heritage Register and their comments will be considered throughout the PP process.

Visual impact

The site's landscape character is typified by the Redbank Creek corridor, a series of open valleys and north facing slopes, ridgetops, and views to the eastern escarpment of the Blue Mountains.

The Redbank Creek corridor consists of a dense vegetated understory with mature trees surrounded by grasses. This landscape feature extends along the entire northern boundary of the property and forms a barrier between the subject site and existing development to the north. This corridor is proposed to be retained and enhanced as part of the development.

The open valleys are characterised by farm dams adjoining open gullies surrounded by scattered trees and grasses. The north facing slopes consist of intermittently spaced tree clusters surrounded by grasses. JBA claim that these areas have a moderate to high capacity to change as the landscape is substantially modified from its original state.

The ridgetops consist of moderately vegetated areas characterised by mature trees and grasslands. JBA claim that this landscape type has low to moderate capacity for change as the vegetation forms part of a layered view across the site and beyond.

JBA advise that to ensure the site's landscape features are treated appropriately, and that the visual impact of the development is mitigated, the following are to be adopted in the future development:

- The use of carefully sited landscape elements such as native tree planting and landscape buffers to mitigate the visual impact of the built form in more visually sensitive areas, such as adjacent to Grose Vale Road.

- The use of street tree planting along all roads to mitigate the visual impact of built form.
- The provision of a minimum buildings setback (to be determined at master planning stage) from Grose Vale Road, to enable views across and over the subject site to distant hills, and to reduce the visual impact of buildings in the landscape setting.
- Avoiding buildings sited directly on top of ridges.
- Retention of individual native mature trees where possible and practical.
- Retention of tree lines along ridge tops to maintain the layering of the landscape.
- The use of road alignments to frame views of key landscape and topographic features including the central ridgeline, the foothills of Tabaraga Ridge and retained features of the Keyline system.
- Retention of the prominent rural character along the ridgeline that Grose Vale Road is located on, including avoiding buildings interrupting the tree line when viewed from key vantage points.
- Positioning of buildings along existing contours where possible to minimise cut and fill.
- Retention of the Redbank Creek corridor and treeline.
- Framing of views from Peel Park to the foothills of Tabaraga Ridge, and Keyline dams at the central ridgeline via road alignments connecting to Peel Park.

It is considered that managing and mitigating the visual impact of the development is best achieved through further “master planning” and a site specific Development Control Plan.

10. How has the Planning Proposal adequately addressed any social and economic effects?

Social effects

A Community Needs Assessment has been prepared by Urbis on behalf of JBA. The assessment has determined the facilities required to support the development, which will increase the local population by up to 3,920 people over a 10 year period.

The assessment identifies North Richmond as a significant and self-sufficient community in the Hawkesbury LGA and that the site itself is well located to access and support a range of health, education, community and recreation facilities, as well as human services and open space. The surrounding region also offers a large variety of district and regional facilities and services. Notwithstanding this, some additional infrastructure is required to service the future population.

The NRJV is proposing to provide a multi-purpose community facility (approximately 300m²) adjacent to Peel Park. JBA suggest the building will help to relieve pressure on existing community facilities, as well as providing services that are lacking in the area,

such as a men's shed service, potential space for youth activities, and a heritage facility. The men's shed will provide a valuable service to residents of both the proposed development and the adjacent seniors living development.

In addition to the above, the assessment has identified a need for the following infrastructure:

- Ensure that the community building provides a flexible space, including lockable storage space along with limited kitchen and bathroom facilities, as well as parking and shade sails appropriate to its location by Peel Park.
- Improve connectedness of the site to the surrounding areas through investigation of additional roadways to North Richmond village and Richmond town, aligned with Councils Mobility Plan.
- Consideration to the provision of social programs in the wider area to build on the strong social capital of the area, and improve connectedness between the development and North Richmond village.

The proposed development has the capability to accommodate the necessary social infrastructure to sustain any future residential community. The increased population will also support the viability of a range of local facilities (including primary schools) which are experiencing reduced enrolments, and will provide the critical mass required to support additional local transport facilities.

Urbis has also recommended that due to the potential increase in secondary school age children at the site, and the limited capacity at the existing secondary school, further consultation is undertaken with the Regional Education Director to identify the Department's response to this matter.

JBA advise that the provision of these facilities will form part of future local VPA offers. The VPAs will incorporate a comprehensive range of human services infrastructure responding to the identified demands of the incoming population.

Economic effects

Economic Growth

An Economic Impact Assessment has been prepared by Urbis on behalf of JBA.

The assessment estimates the level of economic activity that will be generated by the project and assesses the contribution of the project to local employment. The assessment considers the direct and indirect economic impacts generated during the construction and occupation phases, and takes into account both the residential and seniors living development.

The net present values (NPV) of economic impacts and revenues have been quantified over a 20 year period, in accordance with the NSW Treasury's Guidelines for Economic Appraisal. It is noted that the expected construction period for the development is only 10 years, and therefore the impacts of construction will occur within the first 10 years, resulting in higher NPV's compared to if the construction impacts were realised over the entire 20 year period.

The assessment concludes that the development will generate substantial economic benefit, much of which will be captured within the LGA and surrounding region. The key outcomes of the assessment are summarised as follows (note that all figures are given in NPV):

- The project will generate \$473 million in output (total market value of goods and services produced) over the 10 year construction period.
- Resident expenditure and the operation of the seniors living development will generate \$366 million in output over a 20 year period.
- The project will generate \$583 million gross value added (total market value of goods and services produced, less the cost of delivering those goods and services) over a 20 year period from construction and resident expenditure.
- 'Leakages' or losses from the LGA will be minimised by selecting local labour and suppliers for the development where possible.
- The project will assist in maintaining existing employment positions, particularly in the construction, manufacturing, and professional, scientific and technical services industries through the generation of 579 direct and indirect FTE jobs during each year of construction (10 years). With construction and manufacturing being the two largest employers in the LGA, the development will generate significant job opportunities for local residents and contribute to increasing levels of employment self-sufficiency in the region.
- Once all dwellings are constructed, direct and indirect jobs generated by resident expenditure and operation of the seniors living development will reach 1,079 FTE (approximately 108 during each year of construction) and these jobs will be sustained for as long as dwelling are occupied. This includes 400 FTE jobs within the proposed local centre.
- The increase in housing mix and affordability has the potential to attract new residents with a different demographic profile to existing residents, thereby generating a range of benefits including an ability to fill local jobs, retaining incomes and expenditure in the local area.

Urbis has also considered the Government revenues that would be generated by the development. The development will provide a revenue stream to State and local government in the form of stamp duties, Goods & Services Tax (GST) and Council rates. In summary:

- Stamp Duty - \$42.5 million over a 20 year period, based on stamp duties generated from the initial sale of the lots and the resale of dwellings (assuming properties are sold every 7 years on average).
- GST - \$76.4 million over a period of 20 years based on GST on building materials and labour during the construction phase, and GST payments generated from resident retail expenditure.
- Council rates - \$9.9 million over a 20 year period. It is noted that the site is currently subject to the payment of Council rates, and so this figure is not a net increase on existing rates.

Employment

Under the Subregional Strategy 3,000 jobs are to be accommodated in the Hawkesbury LGA by 2031. As detailed above, the residential and seniors living developments will generate significant employment on the site.

With regards to the availability of jobs in the locality more broadly, Hawkesbury Council's Employment Lands Strategy identifies the following employment characteristics:

- A high proportion of residents (greater than 50%) work within the LGA. This compares with a figure of approximately 30% for the Penrith LGA. Only 3% of the workforce travels to Sydney CBD.
- Key industries include the RAAF base, mushroom farming, the University of Western Sydney, the equestrian industry and agriculture. There is also a high level of self-employment.
- The LGA has a strong network of villages and town centres. North Richmond and Richmond are typified by retail and industrial uses.

JBA claim that North Richmond is well located to employment opportunities in the north-west region and western Sydney more broadly. The site:

- Is within a 30 minute drive to the Penrith Regional Centres.
- Is within a 30 minute drive of the Rouse Hill Town Centre and the new Marsden Park industrial estate at M7.
- Is within 40 minutes of the Norwest Business Park.
- Has rail links to Blacktown and Parramatta via the North-West Growth Centre.

The site is also within close proximity to the Sydney Business Park in Blacktown LGA. Once complete, the business park will accommodate approximately 1,425,000m² of bulky goods, industrial and commercial floor space, offering many employment opportunities for future residents.

Section D- State and Commonwealth interests

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

As a result of investigations undertaken so far, JBA advise as follows.

The full range of utility services, including power, telecommunication, water and sewer are currently available to support the first stage of the development, without the need for infrastructure upgrades.

Augmentation to potable water and sewerage specific infrastructure points to support later stages of the project can readily occur, and will be an ongoing commercial agreement with Sydney Water.

Services Infrastructure can be provided without limiting the provision of water and sewer infrastructure in the North-West Growth Centre or elsewhere.

There are pre-existing road and traffic issues in the locality. The NRJV is consulting with both the Council and the RMS to determine an appropriate alternative river crossing to accommodate the additional traffic generated by the proposal, and to alleviate pre-existing traffic issues.

12. What are the views of State and Commonwealth public authorities in accordance with the gateway determination?

This is to be completed post gateway determination.

Part 4 - Community Consultation

The Department of Planning and Infrastructure's *A guide to preparing local environmental plans* outlines the consultation required for different types of PPs with the guideline stating that the exhibition period for this type of proposal should be 28 days. Given the nature of the proposal, the volume of supporting report/studies, and the likely community interest in the matter it is recommended that the exhibition period be a minimum of sixty (60) days.

Attachments

1. Draft zoning map
2. Draft height of buildings map
3. JBA Planning's Planning Proposal titled Redbank at North Richmond, dated March 2012 and associated reports and assessments
4. Hawkesbury Residential Land Strategy Sustainability Criteria