

Appendix E

Comments from Government Departments and Agencies

COMMENTS FROM GOVERNMENT DEPARTMENTS AND AGENCIES

During the preparation of the *Housing Strategy*, Council consulted with thirty-six government departments and agencies to assist in the identification of relevant opportunities and constraints within the general areas selected for consideration. As part of the exhibition process, feedback on the *Strategy* and the proposed precincts was requested from the same government agencies, along with adjoining Councils. The responses are summarised below.

Parramatta City Council

Parramatta City Council resolved to endorse the strategic basis of the *Housing Strategy* to locate housing in areas well serviced by public transport and other facilities. Parramatta Council also resolved to refer a report to Council concerning the *Strategy*. The report comments that, overall, the *Housing Strategy* has strategic merit and is supported. However, concern is raised that the bulk and scale of five storey residential flat buildings may be out of context with the surrounding area. The report also notes the proposal by Hills Shire Council in the Carlingford area for up to 18 storeys and questions whether the cumulative impacts on traffic flow along Pennant Hills Road have been considered.

Hills Shire Council

Hills Shire Council raises concern that Council's full dwelling target is not being achieved through the *Housing Strategy*, and that future redevelopment opportunities may be lost with a *Strategy* that plans only for the next 10 years. The submission states that consideration should be given to any smaller neighbourhood centres that may be suitable for medium density development, and that higher densities (8-10 storeys) should be permitted where suitable transport infrastructure and servicing are available. The submission discusses the Carlingford and West Pennant Hills precincts in particular and comments that consideration should be given to higher density development in both precincts.

NSW Fire Brigades

The NSW Fire Brigades comments that there is only one issue it wishes to raise in relation to the *Housing Strategy*. The Berowra Fire Station is located within the proposed Berowra Waters Road, Berowra precinct. The NSW Fire Brigades does not consider the relocation of Berowra Fire Station a desirable or feasible option.

Ministry of Transport

The Ministry of Transport commends Council on developing a *Strategy* that responds to the aims and objectives of the *Integrating Land Use and Transport* (ILUT) Policy package, the *draft North Subregional Strategy* and the *State Plan*. The Ministry suggests transport related initiatives to be incorporated in future development, and that Council consider the Department of Planning's *Development near Rail Corridors and Busy Roads – Interim Guidelines* and the *Infrastructure State Environmental Planning Policy* in developing future planning controls.

NSW Department of Primary Industries

The NSW Department of Primary Industries comments that the intent to control housing development in the Shire through planned precincts rather than ad-hoc dispersed settlement is supported.

RailCorp

RailCorp comments that it is generally supportive of the *Strategy*, and it recognises the importance of the *Strategy* in terms of meeting the dwelling targets in the *Subregional Strategy*. The submission recommends that Council consult with Transport Infrastructure Development Corporation (TIDC) concerning the possible duplication of the Northern Line. The submission also advises that Council should consider new timetabling to be introduced in the second half of 2009 which will integrate the Epping to Chatswood Rail Link and other projects into the timetable, and the document *Development near Rail Corridors and Busy Roads – Interim Guidelines*. RailCorp requests that it be consulted prior to drafting specific Local Environmental Plan (LEP) amendments, particularly in relation to how new housing will consider station access and pedestrian connectivity.

Transport Infrastructure Development Corporation (TIDC)

TIDC comments that it is generally supportive of the *Strategy* as it will serve to promote the usage and increased mode share of public transport for residents in the subregion. The submission advises that feasibility work is being undertaken concerning the possible amplification of the Northern Railway Line, and that Council will be regularly updated regarding the status of the project to identify and resolve any potential conflicts which may arise.

TIDC comments that appropriate development controls will be required for noise sensitive development adjacent to the railway line consistent with the *Infrastructure State Environmental Planning Policy* and the document *Development near Rail Corridors and Busy Roads – Interim Guidelines*. TIDC also comments that future development of the Carlingford Road precinct would need to have regard to the *Infrastructure State Environmental Planning Policy* as it relates to the existing approved corridor for the Parramatta Rail Link.

Housing NSW

The submission from Housing NSW comments that the proposed increase in residential densities proposed by the *Housing Strategy* is welcomed. Housing NSW advises that it is looking to increase its housing densities to meet the growing demand for one and two bedroom dwellings or units and requests that sites owned by NSW Housing in Pennant Hills, Hornsby and Asquith be reviewed for increased residential densities. Housing NSW also requests that the floor space ratio for 5 storey development be increased to between 1.8:1 and 2:1.

The submission notes that the *Housing Strategy* recommends increases to the minimum requirements for the provision of adaptable dwellings in multi-unit housing to 30% and that at least 10% of proposed dwellings are to be accessible. Housing NSW supports this recommendation which will allow residents to 'age in place'. Housing NSW suggests that the LEP include provisions to actively promote affordable housing.

Energy Australia

Energy Australia comments that the proposed increases in building heights and dwelling density will lead to an increase in the demand for electricity, and that it is likely that new electricity infrastructure will be required to provide the additional capacity to service development permissible under the *Housing Strategy*. There may also need to be new zone substations, with a significant number of new 11,000V cables emanating from the substations to the surrounding streets. The submission comments that the installation of these cables may be funded by the developer, as would any lowering or relocation of existing cables resulting from road or footpath level changes as part of future developments. The submission also states that it will be important

to ensure that new developments do not interfere with the safe operation of existing Energy Australia assets.

Rural Fire Service

The Rural Fire Service notes that if any of the proposed precincts contain bushfire prone land identified on the Bushfire Prone Land Map, any future development will be required to comply with the relevant bushfire legislation.

Roads and Traffic Authority (RTA)

The submission from the RTA provides comments concerning traffic improvements for each centre. The comments are generally consistent with comments from Council's Traffic and Road Safety Branch. The RTA recommends that a plan be developed in consultation with the RTA as part of the *Housing Strategy* to address future infrastructure and funding needs, listing the agreed improvements required in the short, medium and long term future.

Department of Ageing, Disability and Home Care (DADHC)

The Department of Ageing, Disability and Home Care (DADHC) comments that planning for housing can significantly impact on the housing choices available to older and less mobile members of the community. DADHC is concerned that the *Strategy* discourages dual occupancy and is based too heavily on planning for able bodied and middle to high income earners. DADHC does not support the identification of some precincts for 3 storey development. This form of development, which does not require the installation of lifts, would render that precinct as generally unsuitable for aged or otherwise mobility impaired residents.