

# North West Rail Link Corridor Strategy

## Issues Paper

September 2013

# 1 Introduction

The Draft North West Rail Link Corridor Strategy and Draft Structure Plans were exhibited from 16 March to 30 April 2013. Written submissions were accepted by the Department of Planning and Infrastructure during the exhibition period. Feedback was also received via four community information sessions held during the exhibition period at venues in Cherrybrook, Norwest, Rouse Hill and Castle Hill.

This issues paper identifies and discusses the issues raised during the exhibition of the strategy.

## 2 Issues raised during exhibition

This section identifies and discusses the nature of the main corridor-wide and precinct-specific issues raised in submissions and provides a response to the issues.

A total of 173 discrete written submissions were received by the department in response to the exhibition of the North West Rail Link Corridor Strategy. Submissions received include agency and council submissions (7), and public and landowner submissions (166).

Many submissions include comments relating to more than one precinct in the corridor. Figure 1 provides a breakdown of the submissions on a precinct-by-precinct basis, and includes those submissions that refer to more than one precinct.

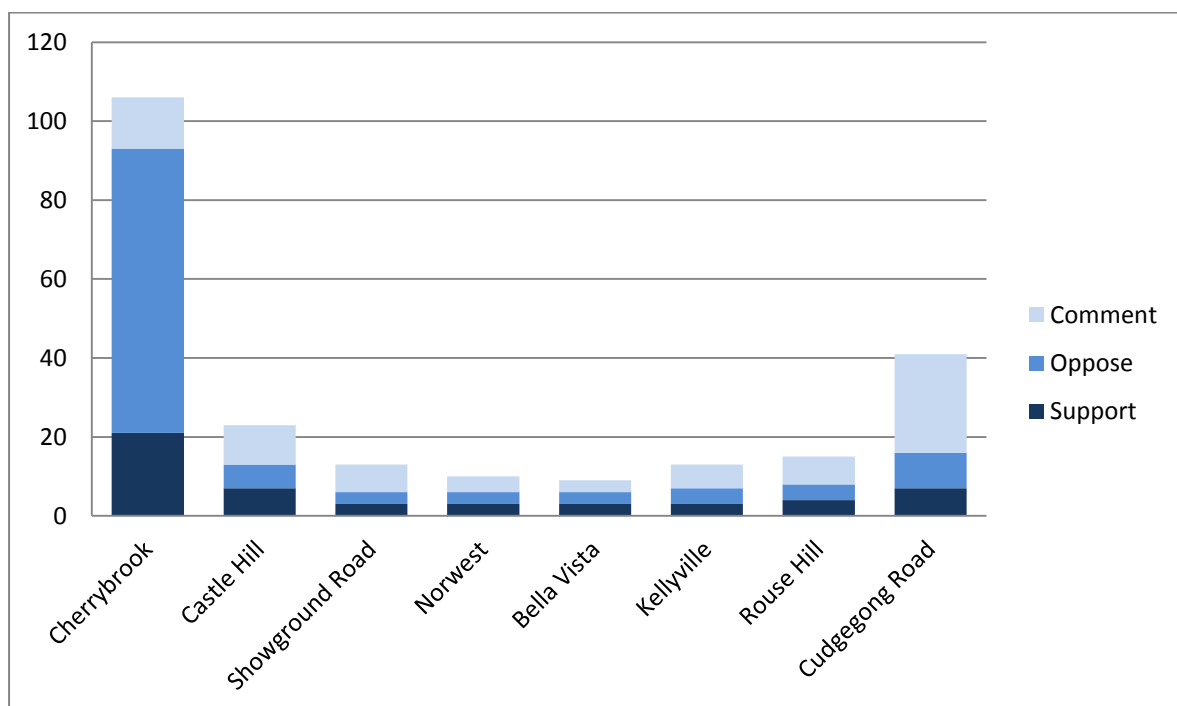


Figure 1 Breakdown of the submissions on a precinct-by-precinct basis

**Table 1 Summary of submissions**

<b>Precinct</b>	<b>No. of comments relating to each precinct</b>	<b>Support</b>	<b>Oppose</b>	<b>Comment</b>
Cherrybrook	106	21	72	13
Castle Hill	23	7	6	10
Showground Rd	13	3	3	7
Norwest	10	3	3	4
Bella Vista	10	3	3	4
Kellyville	13	3	4	6
Rouse Hill	15	4	4	7
Cudgegong Rd	41	7	9	25
<b>Total</b>	<b>231</b>	<b>51</b>	<b>104</b>	<b>76</b>

Common issues raised in the submissions and at the community information sessions include:

- traffic, access and parking
- social infrastructure
- character
- open space
- consultation
- servicing
- amenity impacts
- drainage
- precinct boundary
- projected growth
- opportunity sites.

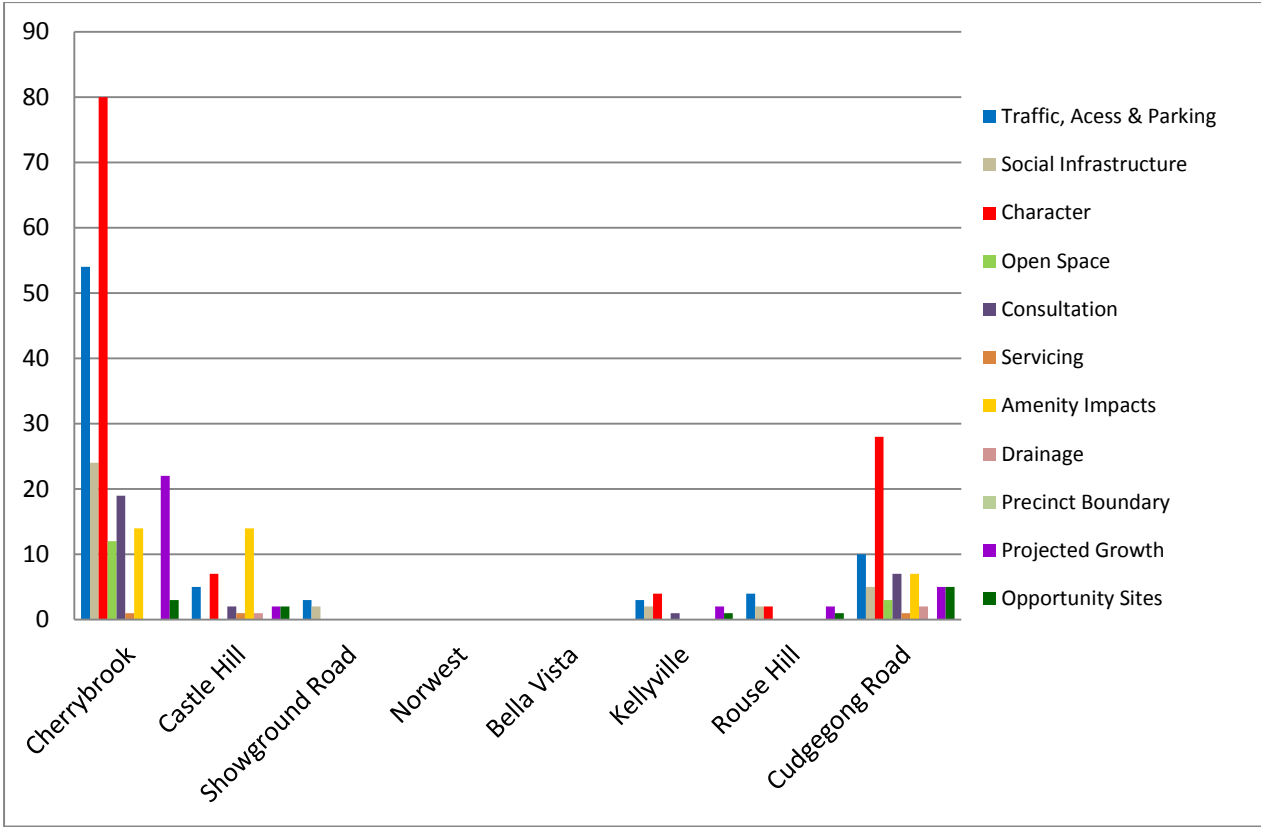


Figure 2 Frequency of issues raised across the corridor

## 2.1 Corridor-wide issues

---

Submissions relating to the entire corridor, or the corridor strategy in general, were also received. This section provides a discussion of these corridor-wide issues.

### **Social infrastructure**

NSW Department of Education and Communities (DEC) has asked that the strategy contain additional detail regarding the provision of educational infrastructure.

#### *Response*

In consultation with DEC, the implementation section of the strategy has been revised to strengthen discussion of provision of educational infrastructure.

### **Affordable housing**

The Council of Social Service of New South Wales requested the inclusion of a target for affordable rental housing of at least five per cent. There is an existing undersupply of affordable housing in the corridor.

#### *Response*

The strategy aims to provide for housing affordability by increasing housing diversity and supply rather than setting a target for affordable rental housing. This includes government-owned lands within the corridor.

### **Public domain**

Hills Shire Council and Blacktown City Council have requested that the Department of Planning and Infrastructure prepare a public domain strategy for the precincts within their local government areas. Blacktown City Council also requested to work in collaboration with the department and for public domain improvements to be undertaken without any cost to council.

#### *Response*

Improvements to the public domain can be addressed through future rezonings.

### **Traffic and access**

Comments were received that connectivity and access to proposed stations is difficult because of existing cul-de-sac development and poorly designed street layouts.

#### *Response*

The structure plans address these connectivity issues by indicating potential new links, which can be implemented through future rezonings.

### **Capacity analysis**

In respect of the precincts within its local government area, Hills Shire Council have requested the department work in collaboration with council to undertake further work to develop the capacity analysis.

UrbanGrowth requested information on how dwelling demand was calculated and how demand for housing typology was formulated. They considered the strategy contains differences in dwelling demand between the precincts, which appear to be derived from dwelling production rates, rather than forecast demand.

#### *Response*

The methodology used for the capacity analysis, including the assumptions, is considered robust as it was informed by a high-level feasibility analysis. The dwelling demand forecast is determined on a precinct-specific basis and is derived from recent dwelling production rates, extrapolated to

calculate future market demand. It is important to note that the capacity analysis identifies capacity based on realistic take-up. The figures are not targets.

## 2.2 Cherrybrook – issues

Of all the precincts within the corridor, the draft Cherrybrook Structure Plan was the subject of the highest number of submissions and, also, the most objections from local residents. Table 2 provides a summary of the issues raised by the community and the department’s response to those issues. Table 3 provides a summary of issues raised by local government and state agencies.

**Table 2 Cherrybrook: issues raised by the community**

Issue	Detail	Response
Character	<ul style="list-style-type: none"> <li>• Opposition to medium density in north of precinct</li> </ul> <p>Loss of amenity, privacy and sunlight. High quality design and layout of medium density housing areas required.</p> <ul style="list-style-type: none"> <li>• Opposition to the provision of a business/commercial centre at the station</li> <li>• Review council’s DCP controls for density, unit size and parking as they impede apartment construction</li> </ul>	<ul style="list-style-type: none"> <li>• North of precinct is appropriate for medium density character, given proximity to the planned station.</li> </ul> <p>Design and interface issues, including consideration of impact on amenity, will be resolved by a review of relevant development control plans, which will be undertaken as part of detailed future precinct planning</p> <ul style="list-style-type: none"> <li>• Business/commercial uses at the centre will be limited to convenience retail/commercial uses.</li> <li>• Councils to implement zoning and review existing controls</li> </ul>
Projected growth	<ul style="list-style-type: none"> <li>• 1800 additional dwellings on 300 lots is unrealistic</li> <li>• Negative impact on social infrastructure, traffic congestion and amenity</li> </ul>	<ul style="list-style-type: none"> <li>• The projected growth is appropriate given the investment in public transport infrastructure</li> <li>• Studies will be undertaken as part of any future rezoning to identify impacts</li> </ul>
Constraints analysis	<ul style="list-style-type: none"> <li>• Topographical and access/permeability constraints north of Castle Hill Rd</li> <li>• Precinct is not yet suitable for renewal – contains ‘recent development’</li> </ul>	<ul style="list-style-type: none"> <li>• The north of the precinct is not subject to topographical constraints</li> <li>• For sites immediately adjoining the southern side of Castle Hill Road, any potential constraints associated with topography should be subject to geotechnical investigations</li> <li>• Constraints analysis has taken into consideration recent development</li> </ul>
Traffic, access and parking	<ul style="list-style-type: none"> <li>• Local road network unable to accommodate growth in population and traffic</li> <li>• New residents will not use the train for all trips and will continue to use their cars</li> </ul>	<ul style="list-style-type: none"> <li>• Further studies, including a traffic and access study, will be undertaken as part of future detailed precinct planning</li> </ul>

Issue	Detail	Response
	<ul style="list-style-type: none"> <li>• Provide kiss and ride bays on Castle Hill Rd</li> </ul>	
Social infrastructure	<ul style="list-style-type: none"> <li>• Existing schools are at capacity and will not cope with an additional 1,800 families</li> </ul>	<ul style="list-style-type: none"> <li>• DEC have been consulted and will use the strategy's projected growth figures to plan for future schools, as required</li> </ul>
Open space	<ul style="list-style-type: none"> <li>• Robert Park has been omitted. Community opposed to loss of open space</li> </ul>	<ul style="list-style-type: none"> <li>• Drafting error – park included in the finalised plan</li> </ul>
Property values	<ul style="list-style-type: none"> <li>• Property values will decrease</li> </ul>	<ul style="list-style-type: none"> <li>• Feasibility analysis has not indicated that a reduction in property values is an issue; property values may also increase at this location</li> </ul>
Consultation	<ul style="list-style-type: none"> <li>• Level of consultation was inadequate and there was a lack of individual notification</li> <li>• Request for greater community consultation in the future</li> </ul>	<ul style="list-style-type: none"> <li>• Public exhibition included an advertised community consultation event held in a community venue in the precinct</li> <li>• Individual households will be notified of any rezoning proposals in the future</li> </ul>
Opportunity sites	<ul style="list-style-type: none"> <li>• Support for redevelopment south of Castle Hill Road</li> <li>• Landowners adjoining the south side of Castle Hill Road requested medium density. Advice is that geotechnical issues are not a constraint</li> <li>• Hills Shire Council supports medium density on these lands, subject to traffic management, geotechnical and vegetation studies</li> <li>• Support for redevelopment along Castle Hill Rd, between Franklin and Edward Bennett Dr</li> </ul>	<ul style="list-style-type: none"> <li>• Land immediately adjoining the southern side of Castle Hill Road to be identified for medium density, subject to geotechnical, vegetation and traffic impact investigations</li> </ul>
Implementation	<ul style="list-style-type: none"> <li>• Strategy to clarify steps to be undertaken to get land rezoned</li> <li>• Additional studies to include a broad ecological study, a TMAP, and identification of local and regional infrastructure</li> <li>• The department should undertake the rezoning as precinct straddles two local government areas</li> <li>• The department should use a regional infrastructure contribution to fund necessary infrastructure, including open space</li> </ul>	<ul style="list-style-type: none"> <li>• The department to meet with councils to explain future implementation</li> <li>• Hills and Hornsby Shire Councils to implement the plan through rezonings and reviews of DCPs, as required</li> <li>• The department and council to scope additional studies, including traffic and transport, required for future rezonings</li> <li>• Infrastructure and services planning to accompany detailed precinct planning</li> </ul>



**Table 3 Cherrybrook: issues raised by state and local government**

Council/agency	Issue	Response
UrbanGrowth	<ul style="list-style-type: none"> <li>• Allow for 8-10 storeys in the mixed use area</li> </ul>	<ul style="list-style-type: none"> <li>• Hornsby Shire Council indicated support for 3-6 storey apartments in close proximity to the station within the Hornsby LGA, as set out in the draft structure plans. As such, change to the proposed character within the Hornsby LGA is not supported.</li> </ul>
Hills Shire Council	<ul style="list-style-type: none"> <li>• Land within Hornsby LGA, in close proximity to station suitable for 7-12 storeys</li> <li>• Undertake investigations (geotechnical, vegetation and traffic management) to determine the capacity for redevelopment of land to south of Castle Hill Rd</li> <li>• Provide additional pedestrian links (bridge or signalisation) across Castle Hill Rd</li> </ul>	<ul style="list-style-type: none"> <li>• As Hornsby Shire Council indicated support for 3-6 storey apartments in close proximity to the station within the Hornsby LGA, as set out in the draft structure plans, no change to the proposed character within the Hornsby LGA</li> <li>• Land immediately adjoining the southern side of Castle Hill Road identified as suitable for medium density 3-6 storeys, subject to further studies, including geotechnical and traffic/access</li> <li>• Further studies, including a traffic and access study, will be undertaken as part of future detailed precinct planning</li> </ul>
Hornsby Shire Council	<ul style="list-style-type: none"> <li>• Include infrastructure and services plan for state agencies to plan, provide and fund infrastructure and services</li> <li>• Identify upgrades to roads/intersections, bus network, water/electricity servicing, open space network/public domain, recreation and health services, and stormwater/ overland flow mitigation</li> <li>• The department should prepare a regional traffic and parking study</li> <li>• The department should fund studies for rezonings including biodiversity, overland flow, drainage augmentation, cycle way and</li> </ul>	<ul style="list-style-type: none"> <li>• Strategy and draft structure plans provide a guide for future growth in the rail corridor, which State agencies can use to inform future infrastructure and services planning</li> <li>• Further studies will be undertaken as part of future detailed precinct planning</li> <li>• Further studies, including a traffic and access study, will be undertaken as part of future detailed precinct planning</li> <li>• Funding for further studies as part of future detailed precinct planning to be separately negotiated between council and the department</li> </ul>

Council/agency	Issue	Response
	<p>pedestrian networks and local road upgrades</p> <ul style="list-style-type: none"> <li>Identify timing and responsibility for implementation of investigations for future rezoning (studies and review of controls and S94 plans etc)</li> <li>Extend exhibition period</li> </ul>	<ul style="list-style-type: none"> <li>Future detailed precinct planning will be undertaken by councils, except where the precinct meets the criteria of the Urban Activation Precinct program</li> <li>Department agreed to accept a late submission from council and even though no official deadline extension was provided to the public, late submissions were accepted</li> </ul>
	<ul style="list-style-type: none"> <li>Provide a community facility as part of the contract to develop the station</li> </ul>	<ul style="list-style-type: none"> <li>The delivery of a community centre as part of the contract to develop the station is an issue to be negotiated with Transport for NSW</li> </ul>

## Cherrybrook – discussion of issues

### *Densification north of Castle Hill Road*

The draft structure plan identifies land north of Castle Hill Road for medium density character. The majority of submissions from the local community opposed the introduction of medium density housing in the northern half of the precinct. Local residents objected to the change from the existing low density residential character, the projected growth, the perceived loss of amenity, and the potential impact on existing roads, schools and facilities.

The department considers that the proposed medium density character in the north of the precinct is appropriate in the long term, as it will provide increased residential densities within walking distance of the planned train station, consistent with transit-oriented development principles. This will ensure development pressures arising from the provision of the new train station at Cherrybrook are managed appropriately by providing a guide for future rezonings within the precinct. In addition, the department considers the projected growth is appropriate for this location, to optimise use of the planned station. This view is supported by Hornsby Shire Council.

As such, it is recommended that the structure plan retain the proposed medium density residential character at this location.

### *Densification south of Castle Hill Road*

The draft structure plan identifies land adjoining the south of Castle Hill Road for low density character. Submissions from landowners requested certain lots be identified for medium density. Council is supportive of medium density at this location, subject to further geotechnical and traffic/connectivity investigations.

The subject lots are in close proximity to the proposed station and currently contain low density dwellings. The department considers that medium density residential character would be suitable at this location, if it can be demonstrated that:

- geotechnical constraints to development can be safely overcome
- traffic and access issues, particularly north-south connectivity across Castle Hill Rd, can be addressed
- vegetation impacts are considered acceptable.

The projected growth within the precinct has been revised accordingly.

#### *Development constraints*

The draft structure plan did not accurately reflect the extent of existing community/strata title lots to the west of the station, which have no short-term redevelopment potential. As such, the combined constraints map and opportunity sites map has been revised to accurately reflect this position. The projected growth has been revised accordingly.

#### *Consultation*

The strategy and the draft structure plans were publicly exhibited from 16 March to 30 April 2013. Four public consultation events were held throughout the corridor during the exhibition period, including one at Cherrybrook. The department considers that adequate consultation has been undertaken in respect of the strategy and draft structure plan. Consultation in respect of future detailed precinct planning will be undertaken by the relevant rezoning authority.

#### *Additional studies and implementation issues*

A number of submissions, including from councils, requested additional studies be undertaken to inform rezonings and for the strategy to identify the timing of these studies and implementation of the strategy. The strategy identifies future character and growth capacity taking into account realisation rates, for each precinct. It does not discuss future studies, timing for preparation of these studies, preparation of public domain strategies, infrastructure and services plans or other implementation issues.

The structure plan will be implemented through rezonings undertaken by council, unless the precinct meets the criteria of the Urban Activation Precinct program. The relevant rezoning authority will determine the required studies for the rezoning, when detailed precinct planning is undertaken.

## 2.3 Castle Hill – issues

This section identifies and responds to the issues raised by the community, key landowners and local government/state agencies during exhibition. As part of the consultation process, the department met with Hills Shire Council and key landowners to discuss issues raised in the submissions.

Tables 4, 5 and 6 summarise issues raised by stakeholders and set out the department’s position in relation to these issues, followed by a more detailed discussion of key issues.

**Table 4 Castle Hill: issues raised by the community**

Issue	Details	Response
Character	<ul style="list-style-type: none"> <li>• Opposed to high rise development on ridges, east of Ludlow Rd, or east of ridge running north-south from Greenup Park to St Bernadette’s School across Olola Ave. High rise to not be visible from Castlewood estate, Timothy Ave and the eastern end of Cecil Ave.</li> <li>• Need medium density transition between high and low density areas</li> <li>• Limit medium density to within 400m of the station, not in the south of the precinct which is 15-20 minutes walk from the station</li> </ul>	<ul style="list-style-type: none"> <li>• Design and interface issues will be resolved by a review of relevant development control plans, which will be undertaken as part of detailed future precinct planning</li> <li>• The majority of the proposed medium density character is located within a 10-minute walk of the station (800m)</li> </ul>

Issue	Details	Response
	<ul style="list-style-type: none"> <li>Detailed planning required to provide open space and protect existing amenity</li> </ul>	<ul style="list-style-type: none"> <li>Detailed precinct planning will be undertaken, which will include analysis of open space requirements and a review of relevant development control plans to ensure the protection of amenity</li> </ul>
Traffic and access	<ul style="list-style-type: none"> <li>Inadequate traffic analysis. No discussion of pinch points such as Terminus St/Crane Rd intersection</li> <li>Medium density will increase traffic on the existing road network, which is already at capacity. It is unrealistic to expect new residents will use the train for all trips.</li> <li>To facilitate access to the precinct, two additional sets of traffic lights will be required along Castle Hill Rd</li> <li>Grade separated pedestrian/bike access is required along Castle Hill Rd</li> <li>Showground Rd needs widening</li> </ul>	<ul style="list-style-type: none"> <li>Further studies, including a traffic and access study, will be undertaken as part of future detailed precinct planning</li> </ul>
Opportunity sites	<ul style="list-style-type: none"> <li>Additional opportunity sites close to the station for medium and high density (up to 20 storeys)</li> <li>Medium density sub-precinct in the south contains no large opportunity sites, therefore should not be identified</li> <li>Western side of Old Castle Hill Road, up to Gilham St, suitable for high density</li> <li>Land &amp; Housing Corporation owns a large site on a single lot which it is looking to redevelop for higher density at 24 Pennant St, Castle Hill</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity sites identified in the structure plan will be retained</li> <li>The opportunity site in question is already identified as high density</li> </ul>
Implementation	<ul style="list-style-type: none"> <li>Rezoning should be timed to occur in line with commencement of operation of the North West Rail Link to avoid increased traffic congestion</li> <li>To improve certainty for industry, state government should adopt the draft plan as soon as possible and obtain council's endorsement of the strategy/plan</li> </ul>	<ul style="list-style-type: none"> <li>Future detailed precinct planning will be undertaken by council, except where the precinct meets the criteria of the Urban Activation Precinct program</li> <li>The strategy forms the basis for future detailed planning, in collaboration with council</li> </ul>
Amenity impacts	<ul style="list-style-type: none"> <li>Townhouse sub-precinct in the south will impact negatively on amenity</li> </ul>	<ul style="list-style-type: none"> <li>Detailed future precinct planning will be undertaken, which will include a review of relevant development</li> </ul>

Issue	Details	Response
		control plans to ensure the protection of amenity
Consultation	<ul style="list-style-type: none"> <li>Plan is supported, as there has been no redevelopment for 30 years. However, it requires consultation with the community</li> </ul>	<ul style="list-style-type: none"> <li>Further consultation with the community will be undertaken as part of detailed future precinct planning</li> </ul>
Feasibility and projected growth	<ul style="list-style-type: none"> <li>For apartment development to be viable on Purser Avenue, a minimum of R4 zoning and site amalgamation are required</li> <li>The DCP should be revised to allow the precinct to develop like major centres at Chatswood and Parramatta</li> </ul>	<ul style="list-style-type: none"> <li>Noted. The subject site is already identified for high density residential</li> <li>Detailed future precinct planning will be undertaken, which will include a review of relevant development control plans to enable the projected future character and growth</li> </ul>
Water quality	<ul style="list-style-type: none"> <li>Additional residential development will create additional run-off which will pollute Excelsior Creek</li> </ul>	<ul style="list-style-type: none"> <li>Detailed future precinct planning will be undertaken, which will include assessments of water quality and drainage impacts</li> </ul>

**Table 5 Castle Hill: issues raised by state and local government**

Agency	Details	Response
Transport for NSW	<ul style="list-style-type: none"> <li>Support for pedestrian/cycle links but not vehicle links at McMullen Ave, Castle Hill and Pennant St, Castle Hill</li> </ul>	<ul style="list-style-type: none"> <li>Structure plan has been revised to ensure these links do not allow for vehicle access</li> </ul>
Hills Shire Council	<ul style="list-style-type: none"> <li>Generally supports the proposals</li> <li>Revise opportunity sites – expanded high density to west and south-east, fewer high density sites in the south and few medium density sites in the south west</li> <li>Overall dwelling growth should be higher than proposed (4,910 not 4,400), subject to detailed investigations</li> <li>Revise opportunity sites to include 7+ storey development in the south and west, at the Pennant St Target site, rather than 3-6 storeys</li> <li>Future development within mixed use core unlikely to include residential</li> <li>Existing R4 already allows for high density residential</li> </ul>	<ul style="list-style-type: none"> <li>Noted</li> <li>Opportunity sites have been updated to take into account Council’s views, where considered appropriate (see discussion)</li> <li>Growth has been revised based on structure plan revisions to take into account Council’s views, where considered appropriate</li> <li>Agreed</li> <li>This issue was discussed with council. The department has met with QIC, the landowner, who indicated an interest in residential development as part of the mixed use at this location</li> <li>The plan identifies projected capacity within the precinct, which includes sites with existing high density potential</li> </ul>

**Table 6 Castle Hill: issues raised by key landowner**

Landowner	Details	Response
QIC, owner/operator of Castle Towers shopping centre	<ul style="list-style-type: none"> <li>The structure plan sets out a more urban character for Castle Hill and therefore provides an opportunity to review QIC’s existing development applications which were prepared with a suburban context in mind. QIC does not want to prejudice any opportunity for density uplift</li> <li>Detailed precinct planning needs to be undertaken for the precinct, such as through the Urban Activation Precinct process to engage with council, agencies, community and key landholders, like QIC</li> <li>Majority of short to medium term commercial development will occur</li> </ul>	<ul style="list-style-type: none"> <li>The structure plan will guide, and be implemented through, future detailed precinct planning, to be undertaken by council, except where the precinct meets the criteria of the Urban Activation Precinct program</li> <li>The structure plan proposals are informed by a feasibility analysis,</li> </ul>

Landowner	Details	Response
	at Norwest rather than Castle Hill. Therefore, commercial potential of Castle Hill needs to be realistic	which has taken future demand for a range of land uses into account

## Castle Hill – discussion of issues

### *Residential component within mixed use area*

Council consider that the mixed use core is unlikely to include a residential component. However, the department met with QIC, the landowner and operator of Castle Towers, who indicated an interest in a residential component as part of the mix of uses at this location.

### *Growth projections*

Council's submission included a detailed review of opportunity sites and the proposed character. The submission identified locations which council consider could accommodate more growth and higher density than proposed, locations where townhouses are preferable to apartments and other locations where council are of the opinion that no increase in density is appropriate.

Council supports increasing density at certain locations within the centre of the precinct from 3-6 storeys to 7+ storeys, such as at the Target site, which abuts the north side of Pennant Street, north of the retail core.

In response to council's submission, the department has revised the structure plan to:

- identify the Target site for high density residential character, rather than mixed use
- remove the RSL site in the west from the opportunity site's map
- exclude lots from the opportunity sites map which are of insufficient size to realistically accommodate medium or higher density development
- update the growth projections according to the above revisions.

Council's estimate of projected growth within the precinct (4,910) is higher than that of the structure plan (4,400), based on a review of opportunity sites and future character. The higher growth is achieved by increasing densities at core locations and reducing densities at locations that council considers are more suitable for low density or townhouse development.

Community submissions requested that increased densities be prohibited on ridgelines to reduce visual impact. The department considers issues relating to height, visual impact and impact on amenity be addressed at detailed design stage.

## 2.4 Showground Road – issues

This section provides a summary of, and response to, the issues raised by the community, key landowners and local government/state agencies during exhibition. As part of the consultation process, the department met with Transport for New South Wales and UrbanGrowth, who own land around the planned train station, and Hills Shire Council to discuss issues raised in the submissions.

**Table 7 Showground: issues raised by the community**

Issue	Details	Response
Character	<ul style="list-style-type: none"> <li>• Only redevelop along Castle Hill Rd and Carrington Rd and former council building for medium density</li> </ul>	<ul style="list-style-type: none"> <li>• Locations for medium density considered appropriate based on planning considerations including an analysis of existing constraints on the land and the location relative to</li> </ul>

Issue	Details	Response
	<ul style="list-style-type: none"> <li>Castle Hill Showground site - In Figure 20, realign the boundary between the proposed mixed use area and the existing B2 zone to protect the Showground</li> </ul>	<p>the proposed station</p> <ul style="list-style-type: none"> <li>The alignment of the mixed use area boundary has been made consistent with that of Transport for NSW's landholding (see discussion below)</li> </ul>
Boundary change	<ul style="list-style-type: none"> <li>Extend boundary to south to include R2 low density to ensure transition to R3</li> </ul>	<ul style="list-style-type: none"> <li>Agreed</li> </ul>
Traffic, access and parking	<ul style="list-style-type: none"> <li>Showground Rd needs widening</li> </ul>	<ul style="list-style-type: none"> <li>Traffic/access studies at rezoning stage will address these issues</li> </ul>

**Table 8 Showground: issues raised by state and local government**

Council/ agency	Issues	Response
UrbanGrowth	<ul style="list-style-type: none"> <li>Mixed use area should comprise up to 15-20 storey towers</li> </ul>	<ul style="list-style-type: none"> <li>The department supports 7-15 storeys at this location</li> </ul>
Hills Shire Council	<ul style="list-style-type: none"> <li>Additional dwelling capacity is 2,611, rather than 3,600, comprising a greater proportion of higher density but less medium density development</li> <li>Higher density (7-15 storeys) more appropriate for mixed use area at station</li> <li>Extend the study area to the south-east and identify the additional area as medium density townhouse development to ensure transition in built form from high to medium density</li> <li>Redevelopment of low density areas for 3-6 storeys on Ashford Avenue in the east is unlikely due to vegetation and age of building stock</li> </ul>	<ul style="list-style-type: none"> <li>The department is supportive of higher density and higher yields within the mixed use area and exclusion of small sites from medium/high density</li> <li>The department supports 7-15 storeys at this location, however, the structure plan will not include a specific height range for the mixed use area</li> <li>The department supports the extension of precinct to the south-east and identification of the additional area for medium density; future detailed precinct planning will involve the review of relevant DCPs, which address design issues related to interface and amenity</li> <li>Noted, opportunities map revised to reflect constraints and projections revised accordingly</li> </ul>
	<ul style="list-style-type: none"> <li>Provide townhouses on Fishburn Cr and Warwick Pde to avoid isolated pocket of low density</li> </ul>	<ul style="list-style-type: none"> <li>Future detailed precinct planning will involve the review of relevant DCPs, which address design issues related to interface and amenity</li> </ul>

### Showground – discussion of issues

#### *Growth projections and opportunity sites*

Council's submission questions the feasibility of providing for medium or high density residential on sites which are below a certain size or have inadequate dimensions to accommodate such densities.



The department agrees that the opportunity sites identified in the structure plan should take into consideration site size and dimensions. As such, the opportunity sites map has been revised to exclude lots of insufficient size.

#### *Protection of Castle Hill Showground*

The Castle Hill and Hills District Agricultural Society, a community organisation responsible for managing events within the showground, have requested that lands to the north west of the station that contain sheds used as part of the Showground facilities be changed from ‘mixed use’ to ‘leisure/culture’.

The department has agreed to the requested change following consultations with UrbanGrowth and Transport for NSW to ensure consistency with conceptual master-planning proposals prepared for state-owned lands within the precinct.

#### *Future character in mixed use area*

Transport for NSW/UrbanGrowth have undertaken conceptual master planning for State-owned lands within the mixed use sub-precinct. The master plan proposes mixed use, predominantly residential towers of up to 22 storeys. The department considers that the master plan proposals are a suitable future character and have revised the structure plan accordingly.

## 2.5 Norwest – issues

The draft Norwest structure plan was the subject of submissions from Hills Shire Council, Transport for NSW and UrbanGrowth. No submissions were received from the residential or business community in respect of Norwest. Table 9 identifies issues raised in submissions, and a discussion of key issues is provided below.

**Table 9 Norwest: issues raised by state and local government**

Council/ agency	Issues	Response
Transport for NSW	<ul style="list-style-type: none"> <li>Prepare a master plan for Norwest Specialised Precinct, in conjunction with key stakeholders, which reviews existing design standards, identifies infrastructure needs and public domain enhancements, and establishes a clear secondary road network</li> <li>Pedestrian/cyclist path on Windsor Rd to be located on the western side, between Showground Rd and Memorial Ave</li> </ul>	<ul style="list-style-type: none"> <li>Detailed future precinct planning will be undertaken, which will include analysis of traffic and access issues</li> <li>Noted, structure plan has revised accordingly</li> </ul>
UrbanGrowth	<ul style="list-style-type: none"> <li>Further assessment of building heights required in the commercial area. Preference for 15-20 storeys</li> </ul>	<ul style="list-style-type: none"> <li>The department supports higher built form character in the commercial core</li> </ul>
Hills Shire Council	<ul style="list-style-type: none"> <li>Council projects dwelling growth of 1,399, compared to 4,350 under the plan, as a result of over-estimation of townhouse and medium density dwellings</li> </ul>	<ul style="list-style-type: none"> <li>The projected growth figures have been revised to reflect the capacity of the precinct, taking into consideration opportunity sites (see discussion below)</li> </ul>

	<ul style="list-style-type: none"> <li>• The draft plan under-estimates opportunities for high density (7-12 storeys) residential development, and over-estimates opportunities for medium density, such as in the south</li> <li>• Opportunities for redevelopment will require careful management of traffic and other impacts. State government is requested to work closely with Council to identify future opportunities and undertake investigations to provide a solution that responds to the local context</li> </ul>	<ul style="list-style-type: none"> <li>• Noted and agreed (see discussion below)</li> <li>• Detailed precinct planning, including scoping for further investigations and analysis of traffic and access issues, will be undertaken by Council unless the precinct meets the criteria of the Urban Activation Precinct (UAP) program</li> </ul>
--	--	--

## Norwest – discussion of issues

### *Height controls within commercial core*

Transport for NSW and UrbanGrowth have undertaken conceptual master planning for State-owned lands within the precinct, which has identified the potential for mixed use towers up to 30 storeys within the commercial core. The department considers that the commercial core could accommodate such towers at appropriate locations by virtue of their proximity to the planned train station, subject to merit assessment. As such, the structure plan has been revised accordingly.

## 2.6 Bella Vista – issues

The draft Bella Vista structure plan was the subject of submissions from the business community, Hills Shire Council, Blacktown City Council, Transport for NSW and UrbanGrowth. No submissions were received from local residents in respect of the plan. This section identifies issues raised in submissions, sets out the department’s responses to those issues and includes a more detailed discussion of key issues.

**Table 10 Bella Vista: issues raised by state and local government**

Issue	Detail	Response
Business community	<ul style="list-style-type: none"> <li>• McDonald’s Bella Vista drive-through restaurant is concerned that the structure plan does not acknowledge the existence of its restaurant at this location, and that the TOD principles will undermine its ‘drive through’ concept</li> <li>• McDonald’s was not consulted as part of this process</li> </ul>	<ul style="list-style-type: none"> <li>• The structure plan is based on TOD principles which seek to promote development that is amenable to active modes of transport</li> <li>• The structure plan was exhibited from 16 March to 30 April 2013 during which time community consultation events were held, including at Norwest and Rouse Hill</li> </ul>
Transport for NSW	<ul style="list-style-type: none"> <li>• Business park designation for lands north of Balmoral Rd and west of Elizabeth Macarthur Creek to be changed to mixed use</li> <li>• Provide new links along proposed</li> </ul>	<ul style="list-style-type: none"> <li>• Noted, plan has been revised accordingly (see discussion below)</li> <li>• Noted, plan has been revised</li> </ul>

Issue	Detail	Response
	<p>riparian corridors. Links should be public streets where possible, or pedestrian/cyclist paths</p> <ul style="list-style-type: none"> <li>Support pedestrian/cycle links but not vehicle links at Memorial Ave, Kellyville</li> </ul>	<p>accordingly</p> <ul style="list-style-type: none"> <li>Noted, plan has been revised accordingly</li> </ul>
UrbanGrowth	<ul style="list-style-type: none"> <li>Replace Business Park north of Balmoral Rd (west of Elizabeth Macarthur Creek) with mixed use area</li> <li>Commercial area could accommodate 20-25 storeys</li> <li>Mixed use and residential areas could accommodate 12-16 storeys</li> </ul>	<ul style="list-style-type: none"> <li>Noted, plan has been revised accordingly (see discussion below)</li> <li>The department supports the accommodation of tower forms within close proximity to the station (see discussion below)</li> <li>The department supports the accommodation of tower forms within close proximity to the station (see discussion below)</li> </ul>
Hills Shire Council	<ul style="list-style-type: none"> <li>Projected commercial growth is overestimated due to existing development, strata ownership, limited additional capacity in the road network</li> <li>Council has undertaken its own growth projections which project lower dwelling yield (3,510 dw) than the draft plan (4,400 dw), and more high density residential development than the draft plan</li> <li>Local road improvements to be identified in collaboration with Council, and other stakeholders. This may require a broader traffic /transport investigation before any land uses changes can occur</li> <li>State government to collaborate with Council to identify future opportunities and undertake investigations to provide a solution that responds to the local context</li> </ul>	<ul style="list-style-type: none"> <li>Noted, growth projections have been revised to take existing constraints into consideration</li> <li>Noted, growth projections have been revised to take existing constraints into consideration</li> <li>Detailed precinct planning, including analysis of traffic and access issues, will be undertaken by Council unless the precinct meets the criteria of the Urban Activation Precinct (UAP) program</li> <li>Detailed precinct planning, including scoping for further investigations, will be undertaken by Council unless the precinct meets the criteria of the Urban Activation Precinct (UAP) program</li> </ul>
Blacktown City Council	<ul style="list-style-type: none"> <li>Valentine Sports Park and open space at Date Grove Glenwood to be identified as low density residential</li> <li>Concerns regarding the extent of commercial lands identified around the station and their potential rezoning for B3 commercial core. Council would prefer the lands to be</li> </ul>	<ul style="list-style-type: none"> <li>Noted, plan has been revised accordingly</li> <li>The extent of commercial lands identified in the structure plan will not undermine existing major centres elsewhere (see discussion</li> </ul>

Issue	Detail	Response
	identified for B4 mixed use. B3 zoning is appropriate only for a designated major centre, with a wide range of uses, and could potentially undermine Blacktown major centre	below)

## Bella Vista – discussion of issues

### *Future character north of proposed station*

The draft structure plan identified the future character of lands located to the north of the station as ‘business park’. In consultation with Transport for NSW and UrbanGrowth, who have undertaken conceptual master planning for State-owned lands within the site, the preferred character has been identified as ‘mixed use’. The department considers that mixed use is an appropriate future character for this area on the basis that it will provide a transition from commercial to residential, at a location that is in close proximity to the planned station. The structure plan has been revised to accommodate this accordingly.

### *Heights in commercial core*

TfNSW/UrbanGrowth have undertaken feasibility analysis which has informed the development potential of lands in State ownership. This analysis indicates that the commercial core could accommodate 20-25 storeys and the mixed use area could accommodate up to 16 storeys. As such, the structure plan has been revised to include reference to these heights, as a guide only.

### *Commercial lands*

Blacktown City Council has objected to the extent of commercial lands within the precinct on the basis that it would potentially undermine the viability of Blacktown major centre. Council consider that the identification of commercial lands at Bella Vista will result in a B3 Commercial Core zoning, which it considers is only suitable for major centres. The department considers that the identification of commercial lands at this location is appropriate given the proposed North West Rail Link, the existing T-Way services and the projected increase in resident population over the lifetime of the Corridor Strategy. As such, no changes have been made to the commercial lands.

## 2.7 Kellyville – issues

The draft Kellyville structure plan was the subject of submissions from Hills Shire Council, Blacktown City Council, Transport for NSW and UrbanGrowth. No relevant submissions were received from local residents or the business community in respect of the plan. This section identifies issues raised in submissions, sets out the Department’s responses to those issues and includes a more detailed discussion of key issues.

**Table 11 Kellyville: issues raised by state and local government**

Agency/council	Issues	Response
Transport for NSW	<ul style="list-style-type: none"> <li>Support pedestrian/cycle links but not vehicle links at Memorial Ave, Kellyville</li> </ul>	<ul style="list-style-type: none"> <li>Noted, plan has been revised accordingly</li> </ul>
Hills Shire Council	<ul style="list-style-type: none"> <li>Council projects higher growth - 4,855 dwellings, compared to 4,400 under the strategy</li> <li>Increased opportunities for medium density and higher density near the</li> </ul>	<ul style="list-style-type: none"> <li>See discussion</li> <li>See discussion</li> </ul>

Agency/council	Issues	Response
	station <ul style="list-style-type: none"> <li>• Medium density opportunities at Kellyville village centre</li> <li>• Consider undertaking a more in-depth feasibility study to ascertain the demand for increased high density residential development in the area</li> <li>• Apartments to the south-east of the station are out of character - townhouses are more suitable</li> <li>• Council requests to remain planning authority for implementation of strategy</li> </ul>	<ul style="list-style-type: none"> <li>• See discussion</li> <li>• See discussion</li> <li>• The department consider this location to be suitable for townhouses, given its proximity to the proposed station</li> <li>• Council to undertake rezonings unless the precinct meets the criteria of the Urban Activation Precinct (UAP) program</li> </ul>
Blacktown City Council	<ul style="list-style-type: none"> <li>• Medium density close to the station is not opposed, however, the residential area between Midlands Terrace and Old Windsor Rd comprises recent development</li> </ul>	<ul style="list-style-type: none"> <li>• The area is identified as a long term opportunity site, suitable for low and medium density, which takes into account recent development</li> </ul>

## Kellyville – discussion of issues

### *Future character and projected growth*

Hills Shire Council have requested a number of changes to the future character within the precinct, including the increasing residential densities at locations in close proximity to the station and removing medium density designations at locations further from the station. In finalising the Corridor Strategy, the department met with Council officers to discuss its views regarding specific site and sub-precincts. The department agreed to revise the opportunity sites map to only include sites of sufficient size and dimension to accommodate medium or high density. Council has also requested the department undertake a more detailed feasibility study. In preparing the Corridor Strategy, high-level feasibility analysis was undertaken which informed the proposed future character for each precinct. The department considers that the analysis undertaken to date is sufficient for the purposes of a subregional planning exercise, like the Corridor Strategy. More detailed feasibility analysis will be undertaken at rezoning stage.

## 2.8 Rouse Hill – issues

The draft Rouse Hill structure plan was the subject of submissions from the local business community, key landowners and Hills Shire Council. This section identifies issues raised in submissions, sets out the department’s responses to those issues and includes a discussion of key issues.

**Table 12 Rouse Hill: issues raised by state and local government**

Agency/ council	Issues	Response
Hills Shire Council	<ul style="list-style-type: none"> <li>• Council projects growth of 360 dwellings, compared to 950 under the strategy</li> <li>• Reduced opportunity sites for medium density due to recent development, current lower density proposals and restrictive site area</li> </ul>	<ul style="list-style-type: none"> <li>• See discussion</li> <li>• See discussion</li> </ul>
Blacktown City Council	<ul style="list-style-type: none"> <li>• No comments</li> </ul>	

**Table 13 Rouse Hill: issues raised by key landowners**

Landowner	Detail	Response
GPT, operator of Rouse Hill Town Centre	<ul style="list-style-type: none"> <li>• Projected growth is under-estimated for the following reasons: <ul style="list-style-type: none"> <li>– Rouse Hill’s status strategic importance as a major centre</li> <li>– Rouse Hill is a planned TOD capable of supporting more higher density (15-16 dw/ha) or an additional 2,900-3,000 dwellings</li> <li>– the assumed demand for apartments (18 p.a) is the lowest of all precincts in the NWRL corridor and is not informed by demand analysis</li> <li>– high level of amenity compared to other precincts (retail, T-way, social infrastructure)</li> </ul> </li> <li>• Review existing controls which inhibit residential development, such as controls for density, height, minimum unit size, support for small lot housing and parking</li> <li>• GPT requests that proposals for commuter car parking be discussed with it</li> <li>• Structure plan does not recognise the existing approval framework or recently lodged planning applications</li> </ul>	<ul style="list-style-type: none"> <li>• The majority of residential land at Rouse Hill town centre comprises recently developed low density housing. As such, opportunity sites are limited and an increase in density in the lifetime of strategy is unlikely, irrespective of demand for housing at this location (see discussion)</li> <li>• Future precinct planning to enable growth to occur will be undertaken by Council including review of zoning, controls and relevant DCPs unless the precinct meets the criteria of the Urban Activation Precinct (UAP) program</li> <li>• The provision of commuter car parking is not addressed by the strategy</li> <li>• Discussions with Council have provided up to date information on recent DAS/planning proposals</li> </ul>
	<ul style="list-style-type: none"> <li>• Lack of detailed proposals for</li> </ul>	<ul style="list-style-type: none"> <li>• The Strategy represents a subregional</li> </ul>

Landowner	Detail	Response
	<p>integration of railway station, bus station and RHTC</p> <ul style="list-style-type: none"> <li>• GPT want to rezone part of RHTC (currently B2) to B3 commercial core to reflect major centre designation. (Hills Council has current planning proposal request from GPT to this effect)</li> <li>• Provide a pedestrian bridge over Schofields Road to connect Cudgegong Rd precinct with the Ponds</li> <li>• Planning for these precincts needs to take place in an integrated way as residents in the east of CR will need access to RH station and RHTC's facilities</li> </ul>	<p>planning exercise. As such, Details relating to the integration of transport infrastructure and Rouse Hill town centre is not included at this level of strategic planning</p> <ul style="list-style-type: none"> <li>• Noted</li> <li>• This is not an issue addressed by the Corridor Strategy</li> <li>• Future precinct planning to be undertaken by councils, unless the precinct meets the criteria of the Urban Activation Precinct (UAP) program</li> </ul>
Owner of 901 Old Windsor Rd	<ul style="list-style-type: none"> <li>• Request for site to be identified for high density residential, up to 12 storeys</li> </ul>	<ul style="list-style-type: none"> <li>• Agreed (see discussion)</li> </ul>

## Rouse Hill – discussion of issues

### *Projected growth and future character*

According to GPT, the owner/operator of Rouse Hill town centre and surrounding lands, growth projections in the draft structure plan under-estimate, and undermine, future development potential within the precinct. GPT contend that the projected take-up rate is the lowest of any precinct with the NWRL Corridor, despite Rouse Hill's major centre status under the draft Metropolitan Strategy for Sydney. As such, GPT request the growth projections to be revised upwards.

The department and Hills Shire Council met to discuss submissions received in respect of the precinct. Both Council and the department are supportive of residential densification within the precinct. Council considers that the project growth of 950 dwellings is over-estimated, as many opportunity sites have already been developed for low density housing. In this light, comments contained in GPT's submission appear to contradict that company's choice to develop its lands for low rather than medium or high density housing. The growth projections within the precinct take into consideration the fact that residential land surrounding Rouse Hill Town Centre has recently been developed for low density housing and is unlikely to be redeveloped in the lifetime of the plan. The structure plan will act as a guide for future development within the precinct, which does not preclude GPT from developing its landholdings for medium or higher density.

GPT also consider that current controls, such as those for parking, apartment size and height, do not support Rouse Hill's status as a major centre. As such, GPT contend that there is an opportunity to revise the controls and undertake more detailed planning of the precinct to unlock growth and support the achievement of the major centre. The department agrees that certain existing controls may potentially undermine the ability to provide higher density residential outcomes within the

precinct. Revisions to the controls that are required in order to deliver the future built character envisaged by the structure plan will be addressed through future rezonings.

#### *Lands to the north of Rouse Hill Town Centre*

The landowner of 901 Old Windsor Road has requested that its site be identified for high density residential up to 12 storeys. The site is located approximately 900m from the planned train station and is currently identified for employment uses under the draft structure plan. The department considers that the subject site and adjoining lands, which are also identified for employment uses, are an appropriate location for mixed use given their proximity to Rouse Hill major centre and existing and planned public transport infrastructure and would support the establishment of Rouse Hill as a major centre. As such, the revised structure plan identifies the lands for mixed use, with potential to accommodate towers up to 12 storeys.

## 2.9 Cudgegong Road – issues

The draft Cudgegong Road structure plan was the subject of submissions from the local residents and landowners, State agencies and Blacktown City Council. This section identifies issues raised in submissions, sets out the Department’s responses to those issues and includes a more detailed discussion of key issues.

**Table 14 Cudgegong Road: issues raised by the community**

Issue	Details	Response
Character	<ul style="list-style-type: none"> <li>Request for 17m height limit and medium density (600-700m<sup>2</sup> lots), within 800m of station</li> <li>No low density lots</li> <li>Properties on Worcester Rd should be low density</li> <li>Opposed to reduction in apartment sizes and car parking rates</li> <li>Opposed to expansion of stabling yard as results in loss of valuable residential land</li> <li>Ensure the village centre is complementary to Rouse Hill town centre</li> <li>Village centre, not the station, should be centre of walking catchment</li> </ul>	<ul style="list-style-type: none"> <li>Character is consistent with Area 20 and as Area 20 and Riverstone East will be subject to detailed precinct planning undertaken by Greenfield Delivery no changes to the character areas are proposed</li> </ul>
Traffic and access	<ul style="list-style-type: none"> <li>Supports a decrease in the parking rates for development within close proximity of the station</li> <li>Provide a bridge across Second Ponds Creek in Cudgegong Rd precinct</li> </ul>	<ul style="list-style-type: none"> <li>Traffic and access issues to be subject to further detailed planning at rezoning/ precinct planning stage</li> </ul>
Servicing	<ul style="list-style-type: none"> <li>Fast track installation of water tanks to Area 20</li> <li>Need to plan and provide infrastructure at the same time as precinct planning</li> </ul>	<ul style="list-style-type: none"> <li>Servicing will be addressed at the detailed precinct planning stage</li> </ul>



Issue	Details	Response
Boundaries	<ul style="list-style-type: none"> <li>Extend boundaries north to rear of properties on the northern side of Guntawong Rd and west to First Ponds Creek</li> </ul>	<ul style="list-style-type: none"> <li>Precinct boundaries to remain the same</li> </ul>
Constraints	<ul style="list-style-type: none"> <li>Remnant threatened species are regrowth. The land does not contain original vegetation</li> <li>Land not subject to flood or fire risk</li> <li>Land contains limited native wildlife</li> <li>Vista from Rouse Hill House should not be a constraint on future development. The RHH site could be screened with vegetation on the estate's southern boundary. A number of structures are already visible from Rouse Hill House, including buildings of Bush's abattoir, the dog biscuit factory on the same land as Bush, the Sydney Water storage tower, the Telstra Mobile Phone tower</li> </ul>	<ul style="list-style-type: none"> <li>Further detailed studies to be prepared at precinct planning/rezoning stage</li> </ul>
Controls	<ul style="list-style-type: none"> <li>Opposed to reduction in apartment sizes and car parking rates</li> <li>DFP supports a decrease in the parking rates for development within close proximity of the station</li> </ul>	<ul style="list-style-type: none"> <li>Apartment size and parking controls will be addressed at detailed precinct planning/rezoning stage</li> </ul>

**Table 15 Cudgegong Road: issues raised by state and local government**

Agency/ council	Issues	Response
Office of Environment and Heritage (OEH)	<ul style="list-style-type: none"> <li>Include State Heritage Register items Rouse Hill House and Farm and the Royal Pak Inn (the Mean Fiddler pub) in the draft structure plan</li> </ul>	<ul style="list-style-type: none"> <li>The Strategy has been revised accordingly</li> </ul>
Blacktown City Council	<ul style="list-style-type: none"> <li>Identify land within the Riverstone East area as future residential, rather than low or medium density</li> <li>Structure plan map and text to state that land within Riverstone East is to be subject to future detailed precinct planning</li> <li>Planning controls for Area 20 are to be reviewed at the same time as Riverstone East precinct planning is undertaken, but changes to Area 20 are to be implemented first</li> </ul>	<ul style="list-style-type: none"> <li>Agreed (see discussion)</li> <li>Agreed</li> <li>This is beyond the scope of the strategy as Greenfield Delivery will undertake detailed precinct planning for Riverstone East and any potential review of Area 20 zoning and controls</li> </ul>

## **Cudgegong Road – discussion of issues**

### *Support for medium density housing*

The majority of submissions received from existing residents and landowners within the precinct requested the revision of existing zoning and controls within Area 20 lands to allow for medium density within 800m of the planned train station. The Department considers that the future character identified in the structure plan is consistent with the existing Area 20 zoning and controls, which apply to part of the lands.

Greenfield Delivery Branch requested that the structure plan refer to the imminent review of Area 20 controls, in light of the recent Government decision to remove Sydney Water's acquisition responsibilities along riparian corridors including through the Area 20 precinct, which will result in rezoning, subdivision and land use changes in the Area 20 precinct. The structure plan has not been amended in this regard as it is considered that the document does not preclude any future review of Area 20 controls.

### *Riverstone east lands*

Following submissions from Blacktown City Council and the department's Greenfield Delivery branch, the structure plan has been revised to:

- identify lands within the Riverstone East precinct as 'future residential', which will be reflected in the text of the structure plan as 'subject to future detailed precinct planning'
- include the Area 20 and Riverstone East precinct boundaries in the final structure plan map and key.