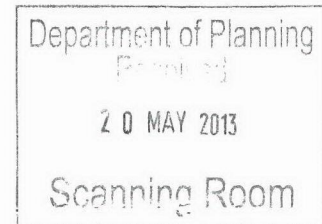




File No:133-66-1/6
Letter No: 13-7631C

15 May 2013

Ann-Maree Carruthers
Team Leader, Strategic Assessments
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001



Dear Madam,

Draft North West Rail Link Corridor Strategy

I refer to your letter dated 18 March 2013 inviting Council to make a written submission on the draft North West Rail Link (NWRL) Corridor Strategy for the lands surrounding the stations along the NWRL.

It is understood that the draft NWRL Corridor Strategy, including draft structure plans for each station, sets out the future desired character and built form of the lands surrounding the stations along the NWRL and will guide development around the stations over the next 20 to 25 years. In particular, the draft NWRL Corridor Strategy aims to ensure that growth along the NWRL corridor achieves the land use goals and objectives of NSW 2021 and metropolitan planning by coordinating the provision of housing and employment in close proximity to the stations.

Council is generally supportive of the intent of the Corridor Strategy. Specific comments on those elements of the Strategy that are likely to impact on the Blacktown Local Government Area (LGA) have been included in **Attachment 1** to this letter comments for your consideration.

Thank you for providing Council with the opportunity to review and comment on the Corridor Strategy. Should you require clarification or any further information regarding this matter, please contact Council's Team Leader Release Areas, Fiona McDermott on 9839 6117.

Yours faithfully,

Chris Shannon
Acting Director City Strategy and Development

BLACKTOWN CITY COUNCIL SUBMISSION
NORTH WEST RAIL LINK CORRIDOR STRATEGY

1. Cudgegong Road Station Draft Structure Plan

- (a) The Cudgegong Road Draft Structure Plan includes part of the recently planned Area 20 Precinct and the recently announced release of the Riverstone East Precinct in the North West Growth Centre.
- (b) The Draft Structure Plan is generally consistent with the planned Area 20 Precinct, and as such, Council does not raise any specific concerns with that part of the plan.
- (c) However, the part of the Draft Structure Plan that is located in the Riverstone East Precinct does suggest a future land use change from the current rural zoning, and a fine grained local road network. Whilst Council acknowledges the purpose of the structure planning exercise in identifying residential and employment capacities, it recommended that the detail shown on the part of the Draft Structure Plan located within Riverstone East be removed and a notation placed on the plan stating that this area is subject to future detailed precinct planning.
- (d) Further, it is suggested that the Riverstone East portion of the Draft Structure Plan not delineate between low and medium density, but rather a “future residential” notation be placed on the plan. The extent of low and medium density, and the road pattern, will be determined once detailed precinct planning has commenced for Riverstone East.
- (e) It is Council’s preference that the review of the Area 20 Precinct occurs in conjunction with the precinct planning for Riverstone East to ensure a consistent approach is undertaken along this part of the NWRL corridor. However it is recommended the timing of implementation of any changes to the Area 20 Precinct proceed before Riverstone East, given that this land is already zoned and serviced, and may be the subject of a development application.

2. Rouse Hill Station Draft Structure Plan

- (a) The part of the Rouse Hill Station Draft Structure Plan that is located in the Blacktown LGA is consistent with Council’s recently exhibited draft Blacktown Local Environmental Plan 2013 (BLEP 2013). No specific concerns are raised with the Draft Structure Plan.

3. Kellyville Station Draft Structure Plan

- (a) The part of the Kellyville Station Draft Structure Plan that is located in the Blacktown LGA is generally consistent with Council’s recently exhibited draft BLEP 2013. However the Draft Structure Plan proposes Medium Density

Residential on properties located between Old Windsor Road and Midlands Terrace, where Council has proposed an R2 Low Density Residential zone.

- (b) Given that Kellyville Station is located with 400m of these properties, Council does not raise any objection to a Medium Density Residential notation on the Draft Structure Plan. However, much of the residential development in this area has occurred in the last 10-15 years which constrains its redevelopment potential in the short to medium term.

4. Bella Vista Station Draft Structure Plan

- (a) The part of the Bella Vista Station Draft Structure Plan that is located in the Blacktown LGA is generally consistent with the R2 Low Density Residential zoning under Council's recently exhibited draft BLEP 2013.
- (b) However, the Valentine Sports Park site on Meurants Lane is currently zoned 2(a) Residential, and is proposed to be zoned R2 Low Density Residential under exhibited draft BLEP 2013. The Draft Structure Plan identifies this site as open space, which reflects its current use as a private sports recreation area used by Soccer NSW. The Draft Structure Plan should reflect the residential zoning of this site, as well as the public open space area on Date Grove, Glenwood.
- (c) In terms of the land uses in The Hills LGA, Council is concerned about the nature and extent of the commercially identified land indicated in Bella Vista around the station that is currently zoned B7 Business Park, particularly if this was proposed to be zoned B3 Commercial Core.
- (d) Council considers there to be a conflict between the Bella Vista Station Draft Structure Plan with the draft Metropolitan Plan for Sydney and with the Department of Planning Practice Note 11-002 which details the intent of business zones. The Practice Note 11-002 states that the B3 Commercial Core zone should be applied to major centres that provide a wide range of uses including large-scale retail, office, businesses, entertainment and community uses directly linked to transport routes.
- (e) Further, it states that land which is zoned B3 Commercial Core might be surrounded by other business zones such as B4 Mixed Use or B5 Business Development where a variety of supporting uses provide a transition from the major centre. The Bella Vista Station Draft Structure Plan does not have either zoning surrounding the proposed Commercial Core, but the B7 Business Park, SP2 Infrastructure and the residential zones of R3 Medium Density and R2 Low Density.
- (f) Further, the draft Metropolitan Strategy identifies Blacktown as a Major Centre, whereas the Bella Vista area has not been identified in the draft Metropolitan Strategy as a "Major Centre". Whilst the Norwest Business Park is identified as a specialised centre, Bella Vista is not identified as a centre or precinct.
- (g) Finally, there is no supporting information in the Bella Vista Draft Station Draft Structure Plan to justify the up-zoning of land to a future B3 Commercial Core. Rather, the B4 Mixed Use zone is more appropriate, which would permit "shop

top” housing to enable retail and commercial development to support the B7 Business Park zone and the level of residential development to activate the precinct.

5. Creation of a Public Domain Strategy for each station precinct

- (a) It is understood that a Public Domain Strategy will be required to detail the delivery of the various public domain initiatives and to guide the broader character of the public domain within each station precinct.
- (b) Council is particularly interested in the public domain of the station study area surrounding the Cudgegong Road Station, Rouse Hill Station, Kellyville Station and Bella Vista Station. These strategies should be prepared in consultation with Council and other relevant stakeholders.
- (c) It is also Council’s preference that any public domain improvements associated with the delivery of the Cudgegong Road, Rouse Hill, Kellyville and Bella Vista stations are funded at no cost to Council.

6. Local Road Improvements

- (a) It is understood that local road improvements may be required within each station precinct and the broader study area to accommodate the increased movement associated with the delivery of the NWRL and the evolution of a centre around each station.
- (b) Further consultation will be required between the DP&I, Council and other relevant stakeholders to determine the required local road improvements to accommodate the increased movements associated with the delivery of these stations and the increased development potential. This may necessitate a broader traffic and transport investigation before any changes in land use should occur to ensure that the existing road network can accommodate the demand.