

**THE HILLS SHIRE COUNCIL**

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ABN No. 25 034 494 656

28 January 2014

Mr Peter Lee  
Manager - Planning  
Brown Consulting  
PO Box 8300  
BAULKHAM HILLS BC NSW 2153

Our Ref: FP183

Dear Mr Lee

**Relocation of Mt Carmel Road Box Hill**

Following our meeting on 24 January 2014, I refer to the plans that you have submitted and your proposal for the relocation of Mt Carmel Road alignment and its intersection on Windsor Road. A preliminary review of the plans has identified a number of issues arising out of this proposed relocation. The key areas of concern are set out below, but may not be limited to:

**1. Strategic Framework**

As you are aware, the precinct planning for Box Hill and Box Hill Industrial Precincts was a process that took over three years which involved a number of technical studies to address development potential, issues, constraints and the vision for the release area. The finalisation of this plan represents the culmination of a coordinated process of investigation into the development potential of Box Hill and Box Hill Industrial Precincts.

Council worked with the Department of Planning and Infrastructure and various technical consultants to determine zoning, development standards and appropriate development controls. The adopted Precinct Plan which includes the Indicative Layout Plan provides guidance for development in the Box Hill and Box Hill Industrial Precinct and also provides certainty for landowners and developers of the future land use and built form outcomes.

The proposed relocation of Mt Carmel Road will require amendment of the Box Hill and Box Hill Industrial Precinct Plan including preparation of a revised Indicative Layout Plan, rezoning of land, review of principal development standards and the Box Hill and Box Hill Industrial Precincts Development Control Plan 2013 (DCP).

The viability of the proposed substation site and concurrence of the relevant authority will also require further consideration.

**2. Traffic and Access**

As part of the Precinct Plan, Mt Carmel Road was proposed to provide a new direct north-south road linking Old Pitt Town Road to Windsor Road and connecting with a new sub arterial road

south of Windsor Road. The relocation of this road creates a less direct route through the Box Hill Precincts and has implications on the regional public transport network, which links with the proposed North West Rail Link stations at Rouse Hill and Cudgegong Road and the Richmond Line at Riverstone Station.

Within the Box Hill Precincts the internal road connections within the future business park will require review and adjustment to ensure safe and efficient vehicle movements. Additionally, adjustments to the pedestrian/cycle ways will be necessary.

Overall, the proposal will need to give further consideration to the connectivity within and through the Box Hill Precincts and consider the impacts on the precinct planning for Riverstone East Release Precinct which is currently underway.

### **3. Water Management/Riparian Corridors**

The Integrated Stormwater Strategy for the precinct provides opportunities for maximising the location of water management facilities within the riparian corridors by co-locating them where possible. At this location, the proposed road alignment will encroach on the riparian corridors and result in a reduction in floodplain widths.

The length and the span of the bridge will require consideration of impacts on flood behaviour, including flood levels and flow velocities and the effects on adjoining land uses. In support of any planning proposal, flood modelling will be needed to demonstrate the impacts, including the impacts on the adjacent playing fields can be suitably addressed. Additionally, while it is acknowledged that the plans provided to Council are indicative only, the style of bridge infrastructure depicted is contrary to the requirements of Section 6.11 Riparian Corridors and Environmental Conservation Areas of the DCP.

The current location of the road dissects a patch of Swamp Oak Floodplain Forest which is listed as an Endangered Ecological Community on the Threatened Species Conservation Act 1995. This is the only mapped occurrence of this vegetation type currently within The Hills Shire Local Government Area. The relocation of the road has the potential to decrease impacts to this remaining patch of threatened vegetation if adequate space remains for the sports grounds. If there is a deficiency of space for the sports grounds, this may require some removal of this vegetation patch and will need further investigation.

### **4. Open Space Network**

Council has advocated for an adequate level of provision of open space areas which include parks and sporting fields to cater for a range of active and passive recreational activities. Changes were made following the re-exhibition of the precinct plan in September 2012 to provide additional active open spaces necessary to cater for the needs of the new community. Open space was provided in accordance with the guidelines set out in the Growth Centres Development Code and standards set by Council. This consisted of six active parks incorporating sporting fields, mostly situated around the Killarney Chain of Ponds and its tributaries, and ten local parks evenly distributed throughout the precincts.

To ensure that land is used efficiently and s94 costs are kept as low as possible, Council has also been advocating for all water management infrastructure to co-exist in multi-functional open space/playing field land.

The relocation will reduce the area of open space because the plans indicate an encroachment into Park No. 1 (Athletics track). As there is already a limited provision of open space, Council will not agree to any reduction at this and other locations. The road re-alignment as depicted in the submitted plan and its associated embankment will impact on the area available for the athletics track and encroaches on the riparian corridor area west of the park. A composite plan

to indicate the impact of the road on the open space land area is attached for your information.

## **5. Viability of employment areas**

Following re-exhibition of the precinct plan, additional retail floorspace was identified for Box Hill Inn Village to accommodate a full line supermarket at this location. The adopted plan makes provision for a total of 7000m<sup>2</sup> retail floorspace within the Box Hill Inn Village and seeks to create a vibrant mixed use village centre that serves the needs of the people who live and work in the surrounding area.

The relocation of Mt Carmel Road impacts the overall viability of the village centre which has been planned on the basis of active street frontages. Consideration is needed as to whether this centre is appropriately located given the removal of the main north south link on the eastern boundary of the centre. Any proposed new location will need to consider accessibility and connectivity for the people that live and work in the area and whether any change to development controls is needed. Consideration is also needed of whether principal development standards contained within the State Policy need review, for example the village centre at its current location is limited to a maximum height of 16 metres.

Furthermore the current location of village centre close to the Box Hill Inn seeks to facilitate its continued conservation and functioning. Further consideration is needed of the relationship between the heritage item and surrounding uses and how adaptive re-use can be encouraged.

The new road alignment creates a smaller more isolated business precinct to the west of the sub arterial road which could potentially reduce development opportunities given their size and constraints (i.e. proximity to the transmission lines/easement and area). Further investigation is needed.

## **6. Section 94 Contributions Plan**

Council is responsible for the preparation of the Section 94 Development Contributions Plan to provide essential infrastructure for the future population of the Precinct. The draft plan is currently being finalised for endorsement by the Independent Pricing and Review Tribunal (IPART).

Preparation of the draft plan has relied upon the adopted Precinct Plan and specialist technical studies prepared on behalf of the Department of Planning and Infrastructure. This includes the identification of land requirements as identified on the Land Reservation Acquisition Map. The relocation of Mt Carmel Road would require consideration of construction cost items to be included in a future contributions plan (e.g. filling costs, land acquisition and construction).

## **7. Development Control Plan**

The Development Control Plan details road geometry, location of integrated stormwater management measures, pedestrian and cycle ways, riparian corridors and conservation areas, that all need to be addressed with alternate proposals.

Subsequent changes relating to riparian corridors and environmental conservation areas, street network design and hierarchy, special area controls and employment areas will be necessary to accommodate this proposal.

In summary, the proposed relocation of Mt Carmel Road raises a number of planning issues which will require:

- The preparation of a revised Indicative Layout Plan

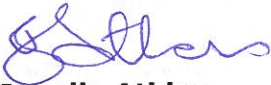
- Rezoning of land (for example, to address road relocation, potential village centre relocation and open space changes)
- Review of other development standards and mapping within the State Policy (for example, height of buildings mapping and land reservation acquisition mapping)
- Review of a number of components of the Box Hill and Box Hill Industrial Precincts DCP
- Review of Contributions Plan inclusions and costs.

It is necessary for all the stakeholders to understand these changes and allow opportunities for input and discussion before a decision is made. The Precinct Plan provides the footprint for future development outcomes. It also provides some level of certainty not only to future developers but to service authorities and the general community who rely on this to gain an understanding of the future context and characteristics of the precincts.

We will be seeking a meeting with you and the relevant stakeholders including the Department of Planning and Infrastructure, to further discuss the submission of a planning proposal and the issues as outlined in this letter.

If you need further information, please contact Raquel Ricafort-Bleza, Principal Planning Reform and Policy, on 9843 0560.

Yours faithfully



**Janelle Atkins**

**ACTING MANAGER – FORWARD PLANNING**

