



Planning &  
Environment

# Kellyville Station Precinct

## PLANNING REPORT

### VOLUME 1

December 2015



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## **Glossary**

Act	Environmental Planning and Assessment Act
AHD	Australian Height Datum
CBD	Central Business District
DCP	Development Control Plan
Department	Department of Planning and Environment
FSR	floor space ratio
GFA	gross floor area
ha	hectare
LEP	Local Environmental Plan
LGA	local government area
Minister	Minister for Planning
RMS	Roads and Maritime Services
SEPP	State Environmental Planning Policy
TfNSW	Transport for New South Wales



# Executive summary

This planning report has been prepared by the Department of Planning and Environment to support the proposed rezoning of the Kellyville Station Precinct.

## Sydney Metro Northwest

The \$8.3 billion Sydney Metro Northwest (formerly known as the North West Rail Link) is Australia's largest public transport infrastructure project currently under construction and a priority rail project for the NSW Government. The project will deliver eight new railway stations to Sydney's growing North West, including one at Kellyville, and is due to open in the first half of 2019. The *North West Rail Link Corridor Strategy* was prepared to guide future planning and development along the rail corridor, with a Structure Plan prepared for each of the new eight stations. The Strategy was finalised in September 2013.

Sydney Metro Northwest is the first stage of the Sydney Metro. Sydney Metro City and Southwest is the second stage, which will extend from Chatswood and then under Sydney Harbour, underground in the Sydney CBD and west to Bankstown. The second stage is planned to open in 2024.

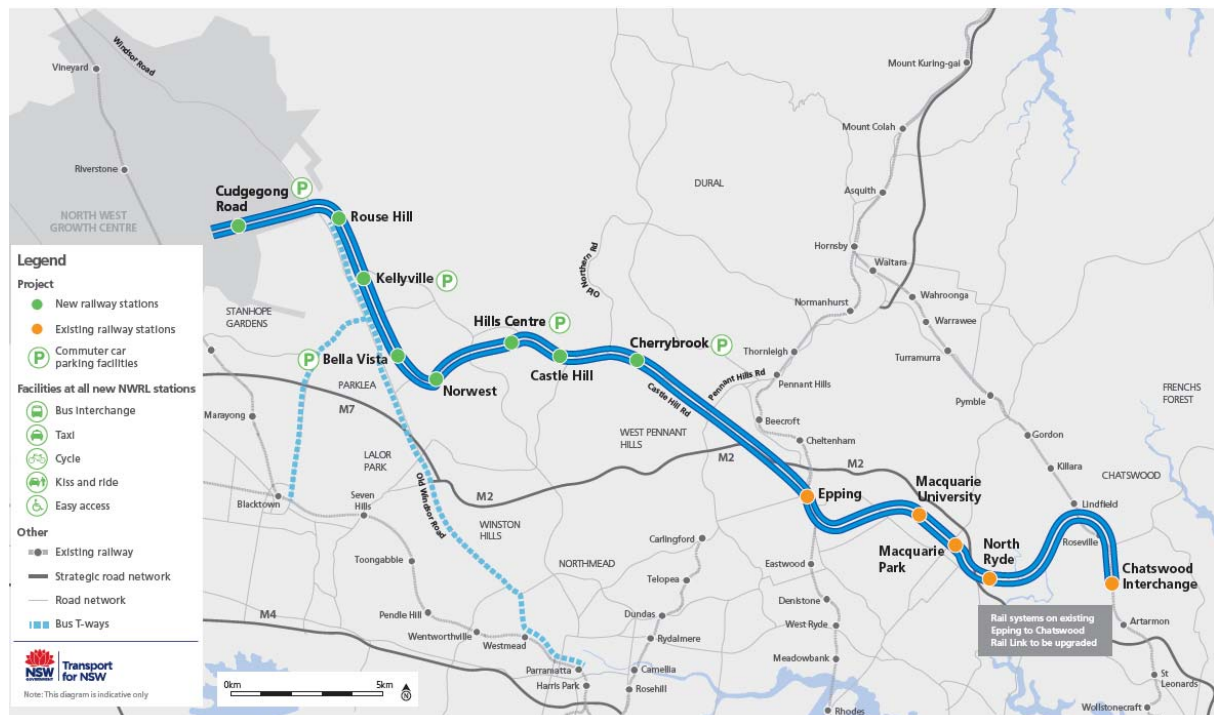


Figure 1 Sydney Metro Northwest



## **North West Rail Link Corridor Strategy**

The North West Rail Link Corridor Strategy was released in 2013. The Corridor Strategy was prepared by the Department of Planning and Environment and Transport for NSW in collaboration with relevant Councils and State agencies. It established a strategic planning framework to guide development around the eight new stations along the Sydney Metro Northwest and to inform the community of the future vision and direction for the area. It will also assist infrastructure agencies and service providers to identify, prioritise and coordinate the delivery of infrastructure upgrades in accordance with each precinct's long term projected growth.

## **Priority Precincts**

*A Plan for Growing Sydney*, released in December 2014, established the NSW Government's vision for Sydney's future, which is a 'strong global city, a great place to live'. One of the biggest challenges to achieving this aim is how to provide for the 664,000 new homes and 689,000 new jobs needed for the predicted 1.6 million residents by 2031. The Priority Precincts program is an important government program that will be integral to meeting the goals in *A Plan for Growing Sydney*.

The Priority Precincts program aims to provide for new housing and jobs in centres with good transport connections, making it easier for people to get to and from home and work. Coordinating infrastructure provision is also important to ensure that housing growth will be supported by community facilities, schools, green open space, and other public spaces to make these centres attractive and pleasant places to live and work. Collaboration with councils and government agencies, and community consultation is fundamental to this process.

## **Why Kellyville?**

Following the finalisation of the *North West Rail Link Corridor Strategy*, The Hills Shire Council voted unanimously to nominate the Kellyville Station Precinct, along with the Bella Vista Station and Showground Station Precincts. These precincts were endorsed by the NSW Government in August 2014 as Priority Precincts. The decision to endorse these precincts as Priority Precincts was based on a number of factors, including that the precincts:

- would maximise the use of the Sydney Metro Northwest and other public transport infrastructure;
- will provide more jobs closer to home and promote public transport to employment areas, reducing the need for private vehicle trips;
- respond to strong current demand, and project future demand for additional employment and housing.

## **Precinct Proposal**

### **Vision**

The vision for the Kellyville Station Precinct to 2036 is for a vibrant, green and connected community, which is guided by the following principles:

- provision for a range of housing, employment and retail services close to public transport, the regional road network and high quality open space;
- creation of an attractive and convenient local centre around the station, providing shops, cafes, restaurants, and a central village square;
- provision of high quality, pleasant network of public open space areas;

- delivery of more homes close to the station to meet growing demand and increase housing choice to reflect changing household sizes and lifestyles;
- improving access and connections to the new station and through the precinct through improved bus services, and pedestrian and bicycle paths, and crossings over creek corridors; and
- managing impacts on the natural environment including protection of remnant ecological communities in the creek corridors running through the precinct.

It is estimated that by 2036, around 4,200 additional homes and 1,000 new jobs will be created in the precinct, along with at least 5,000m<sup>2</sup> of retail space and at least 8.57 hectares of public open space.

### **Proposed Planning Controls**

The proposed land use controls focus on opportunities around the station to achieve transit-oriented development, while also recognising the character of existing low density areas further from the station, and the need for high quality public spaces and community facilities to cater for the population growth.

The rezoning proposal comprises:

- zoning for a mixed use local centre around the station to facilitate a compact, walkable town centre providing a variety of shops, services and apartments;
- areas designated as parks and open space;
- building heights to transition down from the station area to stand-alone housing areas beyond, providing for a range of housing types to meet demand for greater housing choice;
- recommended precinct specific controls for the Council to adopt into their Development Control Plan, including environmental management and building design controls to provide high levels of amenity for residents of these buildings, as well as for people using the surrounding streets and open space areas.

Although the draft plan includes controls such as maximum heights and floor space ratios, all future development proposals will still need to address other relevant controls such as those in State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development, and the applicable Development Control Plan. This will determine the overall built form of development in the precinct.

Like any major renewal area, the Kellyville Station Precinct is a long term project that will be delivered over the next 20 years.

### **Community Consultation**

Extensive community consultation is a key component of the Kellyville Station Precinct planning process. The consultation that has been undertaken prior to the public exhibition has included:

- community information stalls staffed by the Department of Planning and Environment at community events between August and November 2014, and the Castle Hill Show 13-15 March 2015;
- telephone survey conducted in April 2014 with a report provided on the precinct website;
- online survey that was available over a 10 week period from 1 August to 19 October 2014;
- precinct newsletters delivered in October 2014 to residents in the three precincts;

- Stakeholder Briefing Sessions in October 2014 and March 2015 (for the Showground Precinct) and in November 2014 and April 2015 (for the Kellyville/Bella Vista Precincts) for representatives of local community and business groups; and
- project update register for members of the community to sign up to, to receive emailed newsletters about the precincts.

The comments and ideas raised by the community as part of this consultation process have been taken into consideration as part of the planning for the precinct.

The exhibition of the rezoning proposal will give the community further opportunity to participate and view the studies and the proposal, and provide comments and views on the proposal. Community information sessions are to be held during the exhibition period.

### Precinct Support Scheme

Through the Precinct Support Scheme, the NSW Government has allocated approximately \$15 million across the Showground, Bella Vista and Kellyville Station Precincts to fund local infrastructure upgrades. The precinct planning process, along with community consultation has identified a number of projects which could be funded within the Kellyville Precinct, including:

- walking and cycling paths including along existing streets such as Samantha Riley Drive, Wenden Avenue and Gainsford Drive;
- walking and cycling paths including along Elizabeth Macarthur Creek and Caddies Creek corridors;
- improvements to existing/planned sports fields such as Arnold Avenue Sports Complex and Stanhope Gardens Reserve;
- new sports fields at Caddies Creek, Kellyville; and/or
- new multipurpose community centre at Kellyville or Bella Vista town centres.

Community feedback is being sort on the types of projects the community would like to see funded through the Precinct Support Scheme.

### Next Steps

Following the exhibition of this rezoning proposal, the matters raised in the submissions received will be assessed and where required, the rezoning proposal will be amended. A recommendation will then be prepared for the Minister for Planning, to determine the rezoning.



# 1 Introduction

This planning report supports the proposed rezoning of the Kellyville Station Precinct. It has been prepared by the Department of Planning and Environment to provide an overview of the proposed rezoning. The accompanying precinct proposal document provides additional supporting material to further explain the precinct proposal.

## 1.1 Sydney Metro Northwest

The \$8.3 billion Sydney Metro Northwest (formerly known as the North West Rail Link) is Australia's largest public transport infrastructure project currently under construction and a priority rail project for the NSW Government. The project will deliver eight new railway stations to Sydney's growing North West, and is due to open in the first half of 2019. The *North West Rail Link Corridor Strategy* was prepared to guide future planning and development along the rail corridor, with a Structure Plan prepared for each of the new eight stations. The Strategy was finalised in September 2013.

Sydney Metro Northwest is the first stage of the Sydney Metro. Sydney Metro City and Southwest is the second stage, which will extend from Chatswood and then under Sydney Harbour, underground in the Sydney CBD and west to Bankstown. The second stage is planned to open in 2024.

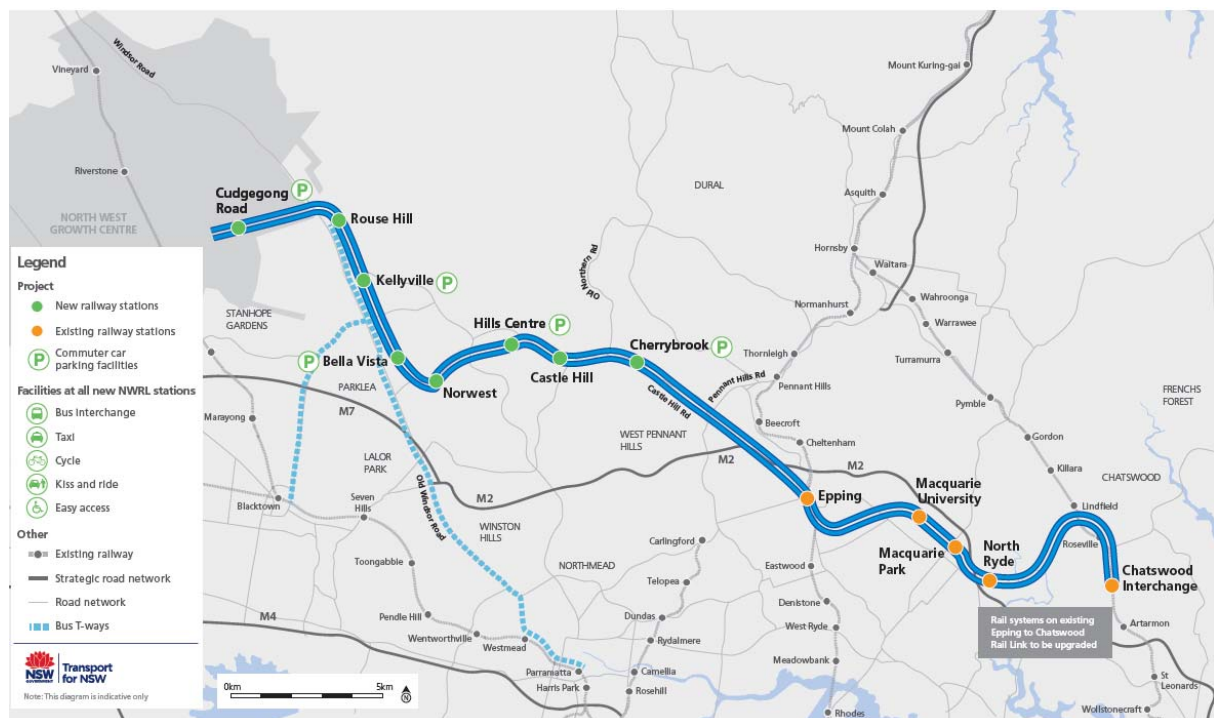


Figure 2 Sydney Metro Northwest

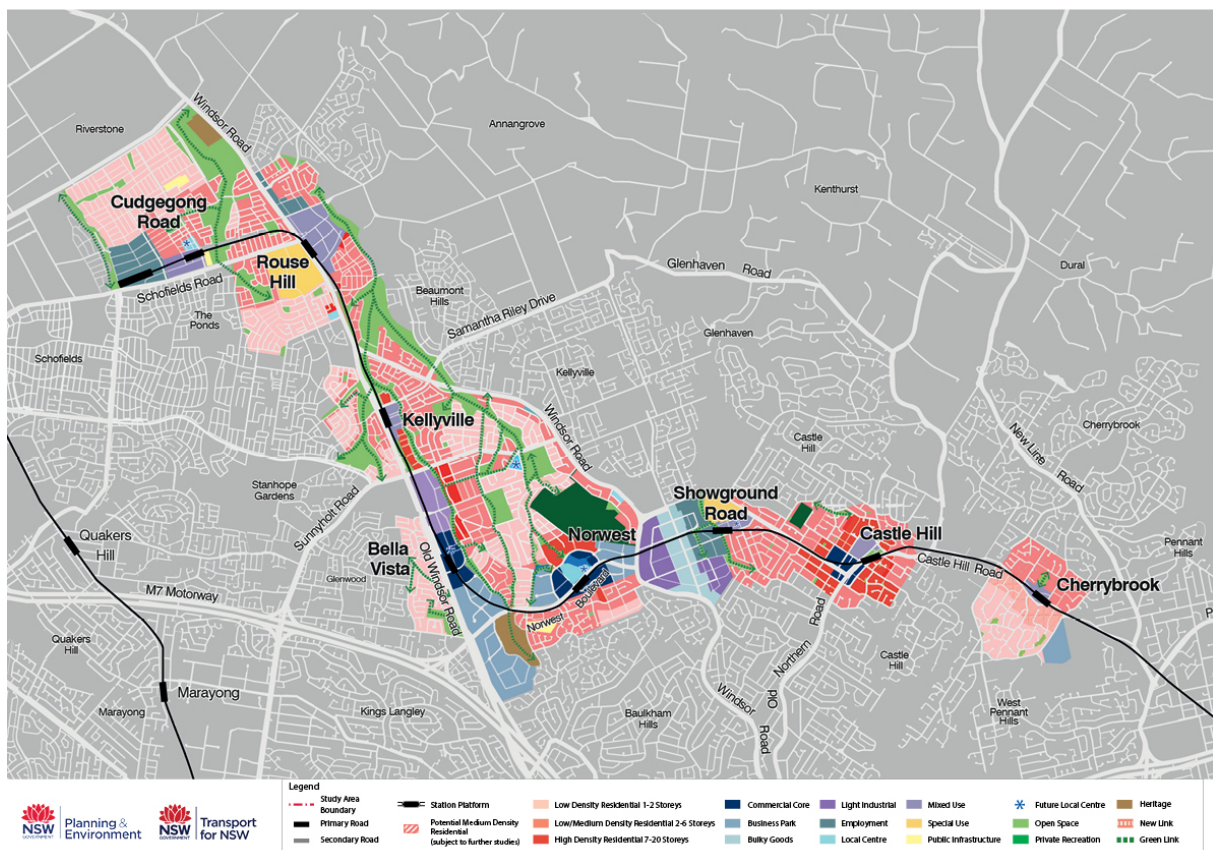


Demand for new homes and jobs in north western Sydney is expected to increase as a result of the improved access and this creates a significant opportunity to comprehensively plan for the future, by providing for new homes, jobs, open space, recreational opportunities and services in attractive communities close to public transport.

## 1.2 North West Rail Link Corridor Strategy

The Department of Planning and Environment and Transport for NSW, in consultation with relevant local councils and State government agencies, finalised the *North Rail Link Corridor Strategy* in September 2013. The Corridor Strategy, which included Structure Plans for each station precinct, was prepared to integrate land use and transport planning to meet current and emerging challenges associated with future expected growth in the North West region, and:

- identified future visions for the precincts surrounding the new stations;
- projected housing and job growth for each precinct and the corridor as a whole; and
- established a framework for managing future land use change.



**Figure 3 Sydney Metro Northwest and Stations Structure Plans**

The Corridor Strategy will also assist infrastructure agencies and service providers to identify, prioritise and coordinate the delivery of infrastructure upgrades in accordance with each precinct's long term projected growth.

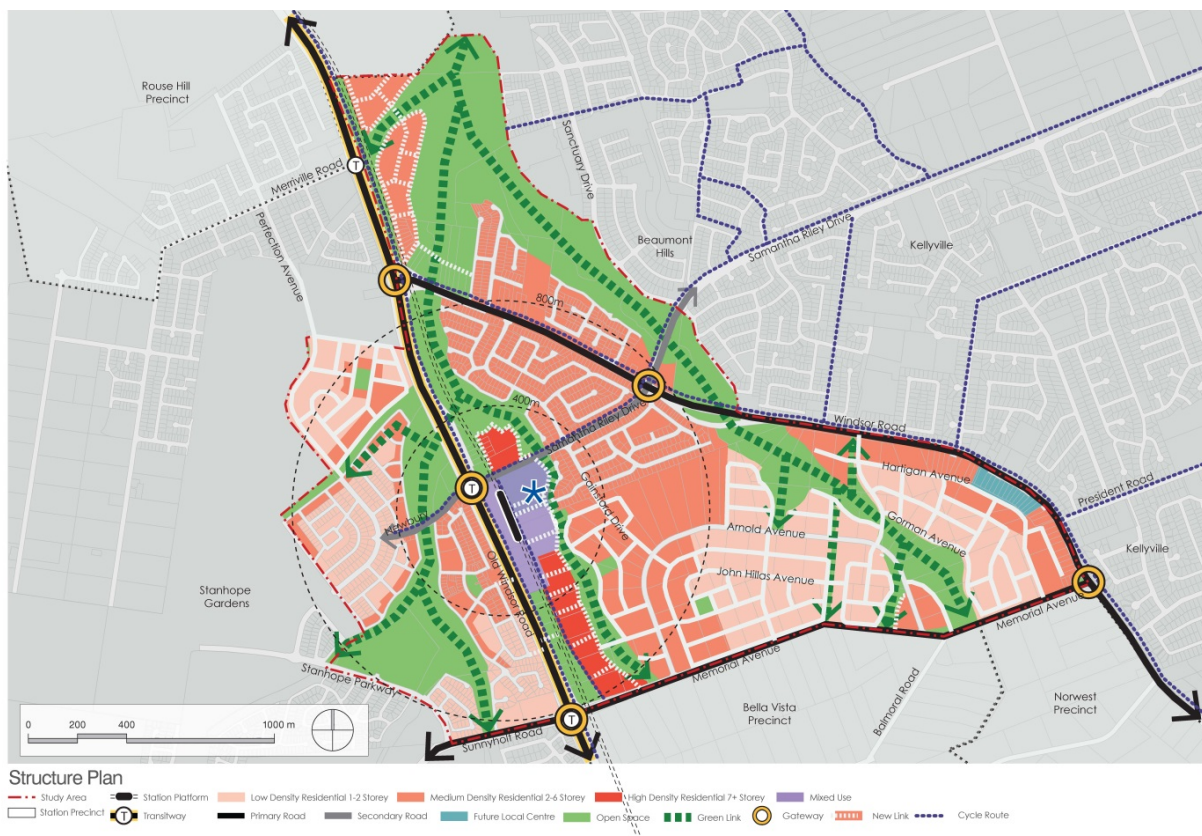
When the Corridor Strategy was made, a local planning direction was issued by the Minister for Planning under Section 117 of the Environmental Planning and Assessment Act 1979 to require future planning in the precincts to be consistent with the Corridor Strategy, including the growth projections and future character of each station precinct.

### 1.3 Kellyville Structure Plan

A Structure Plan was prepared for the Kellyville Station Precinct as part of the *North West Rail Link Corridor Strategy*. The Kellyville Station Structure Plan considered the potential for the Sydney Metro Northwest to transform the Kellyville Station Precinct by providing a new focal point for the community centred around the station. Opportunities were identified for more homes close to the station, a greater mix of housing choice, and mix of neighbourhood shops and services to provide for the daily needs of the community.

The Structure Plan is a high level strategic plan that provides the framework for future planning of the precinct (see Figure 4). It relies on further detailed planning in order to determine the most appropriate planning controls, in this case, it has been used to guide the current rezoning proposal for the Kellyville Station Precinct.

The Kellyville Station Precinct is located across two Local Government Areas (LGAs). The area east of Old Windsor Road is located within The Hills LGA, and the area west of Old Windsor Road is located in the Blacktown LGA.



**Figure 4** Kellyville Station Structure Plan

### 1.4 A Plan for Growing Sydney

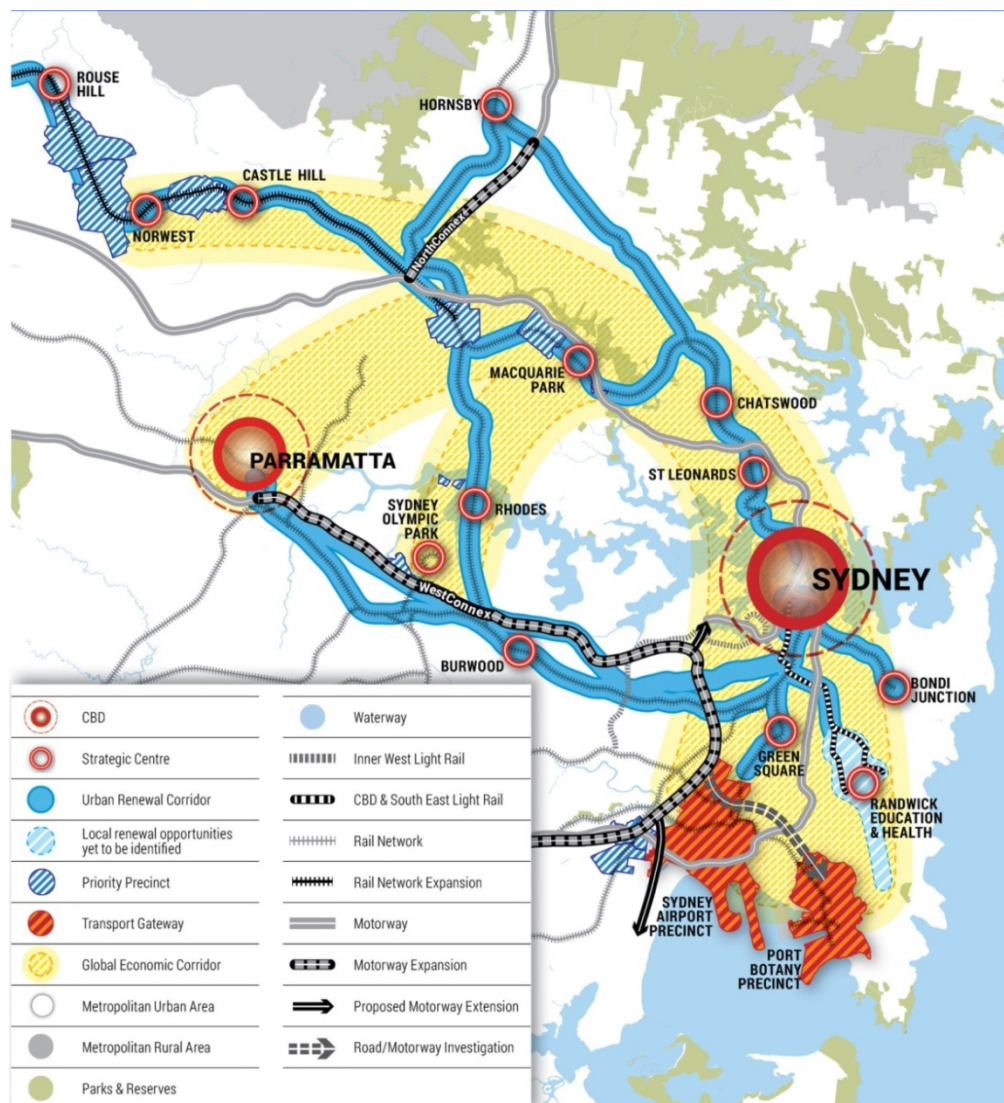
*A Plan for Growing Sydney*, released in December 2014, details the NSW Government's vision for Sydney's future, which is 'a strong global city, a great place to live'. One of the biggest challenges to achieving this aim is how best to provide the 689,000 new jobs and 664,000 new homes for an extra 1.6 million residents predicted by 2031, while also creating strong, healthy and connected communities.



The Plan focuses new housing to be located close to public transport that runs frequently and can carry large numbers of passengers. This will make it easier for more people to get to jobs, education facilities, hospitals, and sporting, cultural and entertainment facilities by public transport, taking pressure off congested roads.

Putting more housing and services in these centres also makes it easier to do everyday activities like shopping, dropping children at school or child care, or visiting the local park on foot or by bicycle, rather than driving several kilometres.

By increasing housing choice, we can respond to changing housing needs and lifestyle preferences, such as, increasing the number of single and couple only households in Sydney.



**Figure 5 Urban Renewal Corridors**

The plan also aims to increase Sydney's economic competitiveness and attract and retain highly skilled workers. The Global Economic Corridor is a significant generator of the State's economic activity, featuring a high concentration of Sydney's high skilled jobs. The plan seeks to expand employment opportunities and improve transport infrastructure to remove bottlenecks in this corridor. A large part of the Sydney Metro Northwest corridor, as far west as Norwest, is included in

the Global Economic Corridor. Due to the importance of this rail link in Sydney’s future, it is also identified as one of several Urban Renewal Corridors in the plan. The urban renewal corridors are planned to provide more homes and jobs with excellent transport access.

### 1.5 Priority Precincts

The Priority Precincts program is a NSW Government program integral to meeting the goals of *A Plan for Growing Sydney*. The Priority Precincts program aims to provide for new housing and jobs in centres with good existing or planned transport services, and coordinates the delivery of infrastructure to ensure that the growth will be supported by improved public open space and community facilities to make these places attractive places to live, and enhance people’s lifestyles and living standards.

The foundation for this program is evidence based planning, in which detailed studies are undertaken to understand the existing constraints and opportunities, then developed into a proposal for the rezoning of areas within a precinct. Priority Precincts have to consider economic feasibility and demonstrate that outcomes are achievable. Funding assistance is also provided to councils under the Precinct Support Scheme for additional local infrastructure to directly benefit the community through improved public spaces.

Community consultation is an important component and may include community forums, stakeholder information sessions and information sessions.

As illustrated in Figure 6, there are 10 areas in Sydney have been identified as Priority Precincts. Of these, the North Ryde Station, Epping Town Centre and Wentworth Point Precincts have been rezoned.

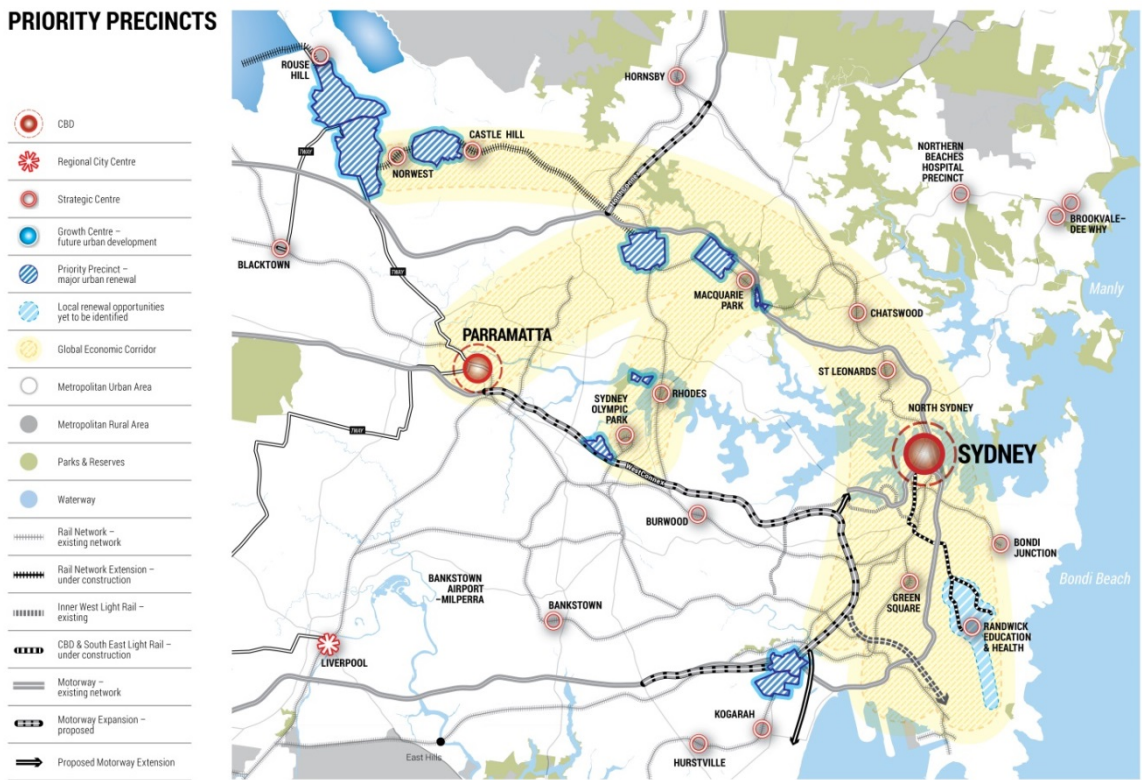


Figure 6 Priority Precincts



The key features of the Priority Precinct program are discussed in more below:

### **Changing preferences and lifestyles**

Sydney is changing all the time. As well as needing to house and provide jobs for an extra 1.6 million people by 2031, there is also a need to consider the changing preferences and lifestyles of Sydney's residents. Priority Precincts plan for development over the medium to long term and therefore need to take into consideration these changes.

### **Desire to live near centres**

People want to live near centres to make their lives simpler and more enjoyable. A centre is a focus area for shops, services and transport. It may be a large centre such as Sydney or Parramatta CBD, or a smaller centre such as local suburban shops.

By living close to a centre, people can walk or cycle to shops and services for everyday needs. They can also easily access public transport spending less time travelling to work and more time with friends and family.

### **Preference for apartments**

Many Sydneysiders are choosing to live in apartments rather than houses. These include older people who are downsizing, younger people who want convenience, and families who enjoy more time together by being close to workplaces and public transport. Some people like the advantages of communal facilities (open space or a pool or gym) that can come with apartment buildings.

The preference for apartments is shown in housing statistics with more apartments being built than freestanding houses and the weekly rent for an apartment the same as for an equivalent house. Priority Precincts plan for apartments in appropriate locations close to public transport, shops and services. An increased supply of apartments should also assist with affordability.

### **Convenient transport options**

People want to live close to their workplace, shops and services. By locating more homes close to public transport, it is easily accessible to more people. Increased use of public transport benefits the community through reduced traffic congestion and lower greenhouse emissions.

Rising costs of car ownership and fuel, traffic congestion and an awareness of the impacts of climate change, have lead some people to reconsider their need for a car. A car share scheme is an option chosen by an increasing number of people. According to one Sydney car share scheme, one car share vehicle can replace the need for 9-13 private cars.

Fewer young people are getting their driver's licence and fewer young people own a car. Instead many utilise social media and shop online, so owning a car is not a priority.

Priority Precincts encourage active transport, such as walking and cycling, by planning for more homes close to public transport, shops and services.

### **Ageing in place**

Our population is ageing. As people get older, many want to downsize from a large family home to one that is easier to maintain. But they want to remain in the same area to be close to friends and family. To enable people to grow older in their existing communities, new housing varieties need to be built. Priority Precincts plan for varied housing options: high-density residential (apartments) and medium-density residential (smaller apartment buildings and townhouses) in addition to retaining existing low-density residential (traditional houses).

### **How close is close?**

Most Priority Precincts are based around a centre or multiple centres. A major consideration for the location of a precinct is walking distance to public transport, shops and services. A rule of thumb is that most people are comfortable with a ten-minute walk to public transport and shops and services. A ten-minute walk is approximately 800m.

### **Evidence based planning**

All Priority Precincts follow a similar process to determine the most appropriate development for the medium to long term.

First, a series of studies are undertaken to understand the existing constraints and opportunities within the precinct. The studies may look at existing planning controls, heritage, environment, land ownership (few owners of large landholdings or many owners of small sites), strata and recent developments (areas unlikely to be redeveloped in the short or medium term), transport, public spaces, economic feasibility, flooding, connectivity and accessibility (how easy is it to get around), footpaths and cycleways.

The results of these studies are combined to provide the basis for where future development could be located within the precinct. The Department of Planning and Environment works with experienced urban designers, local councils and the community to develop a proposal for the rezoning of areas within the precinct. Not all areas within every precinct will be rezoned.

### **Community consultation**

Community consultation is important in developing plans for all Priority Precincts. Most precincts include a community forum or community stakeholder group which meets to:

- allow the Department to present and update the planning being undertaken for the precincts; and
- receive feedback from the community.

Draft plans, such as this one, are exhibited for community consultation before being finalised. Community information sessions are held during the exhibition period so that the community can hear about the proposal, ask questions and articulate concerns.

The Department's website is regularly updated so the community can follow the progress of each Priority Precinct.

### **Precinct Support Scheme**

There is also a State Government funded Precinct Support Scheme of \$100 million to be shared between Priority Precincts to improve public spaces, streetscapes, local access and walkability.

## 2 Kellyville Station Precinct Overview

This section of the report gives an overview of the precinct, and provides an analysis of the existing environmental and social features of the precinct. This information has been used to inform the precinct proposal on exhibition.

### 2.1 Precinct description

The Kellyville Station Precinct covers approximately 437 hectares, and includes the area within an 800 metre radius, or roughly a 10 minute walk, of the new Kellyville station. The boundary has also taken into account the surrounding road network, natural features, and the development pattern of the area.

The precinct is bounded by Strangers Creek riparian corridor and Windsor Road to the east, Memorial Avenue to the south, Stanhope Parkway, Rothbury Terrace, Salford Street, Tilbury Avenue, Hayle Terrace, and Perfection Avenue to the west, and Sanctuary Drive to the north.



Source: Nearmap

**Figure 7** Aerial photo of the Kellyville Precinct and surrounds

## 2.2 Existing development and character

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The precinct is largely residential in character, with the most common housing types being detached, single and two storey houses. On the eastern side of Old Windsor Road lots vary in size from about 400m<sup>2</sup> to 700m<sup>2</sup>. Larger lots tend to be south of Samantha Riley Drive, within the Balmoral Road Release Area where a minimum lot size control of 700m<sup>2</sup> is in place. There are some smaller lots in this part of the precinct in the form of attached/town houses on lots less than 400m<sup>2</sup>, closer to Balmoral Road and Old Windsor Road.

On the western side of Old Windsor Road, within Stanhope Gardens and the Newbury Estate, lot sizes tend to range between 350m<sup>2</sup> to 600m<sup>2</sup>. Some attached/town houses, and semi-detached houses also feature here, generally opposite or close to open space areas. There are also some community title facilities including swimming pools and tennis courts.

An existing village centre is located along both sides Windsor Road in the south-eastern part of the precinct, featuring approximately 30 local shops and services.

It is noted that much of the precinct around Arnold Avenue has been developed for predominantly low density housing since the Structure Plan was released in 2013.

## 2.3 Population profile

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A demographic profile for the precinct was prepared by the Department using data from the Australian Bureau of Statistics 2011 Census. A copy of this report is located at Appendix D. The demographic profile reveals the characteristics of the existing population of the Kellyville precinct area, which features the following:

- the majority of households are families with children;
- is highly educated;
- has higher private vehicle use than the Sydney average;
- most people residents live in detached dwellings which is much greater than the Sydney average compared to the Sydney average;
- has high level of socio-economic advantage (comprising factors such as occupation, income, employment status and education level) ) compared to other parts of Sydney; and
- is an ageing population, although with strong projected growth in the younger age groups.

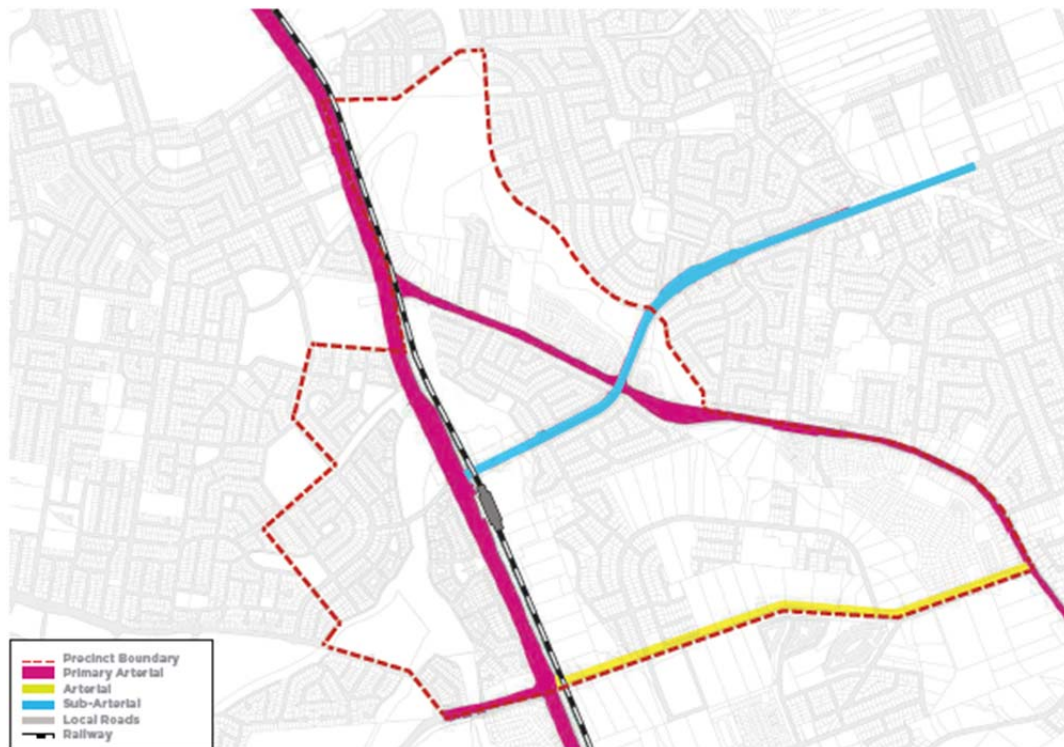
## 2.4 Existing access and movement

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### Road Network

The precinct contains three State managed arterial roads. Old Windsor Road runs north to south through the precinct, and also forms a boundary between The Hills and Blacktown council areas. Windsor Road runs from north to south-east, and Memorial Avenue/Sunnyholt Road runs from west to east along the southern part of the precinct. Old Windsor Road and Sunnyholt Road provide connections to the M7, and Windsor Road connects to the M2, providing connections to the Sydney CBD, North Sydney and Macquarie Park.

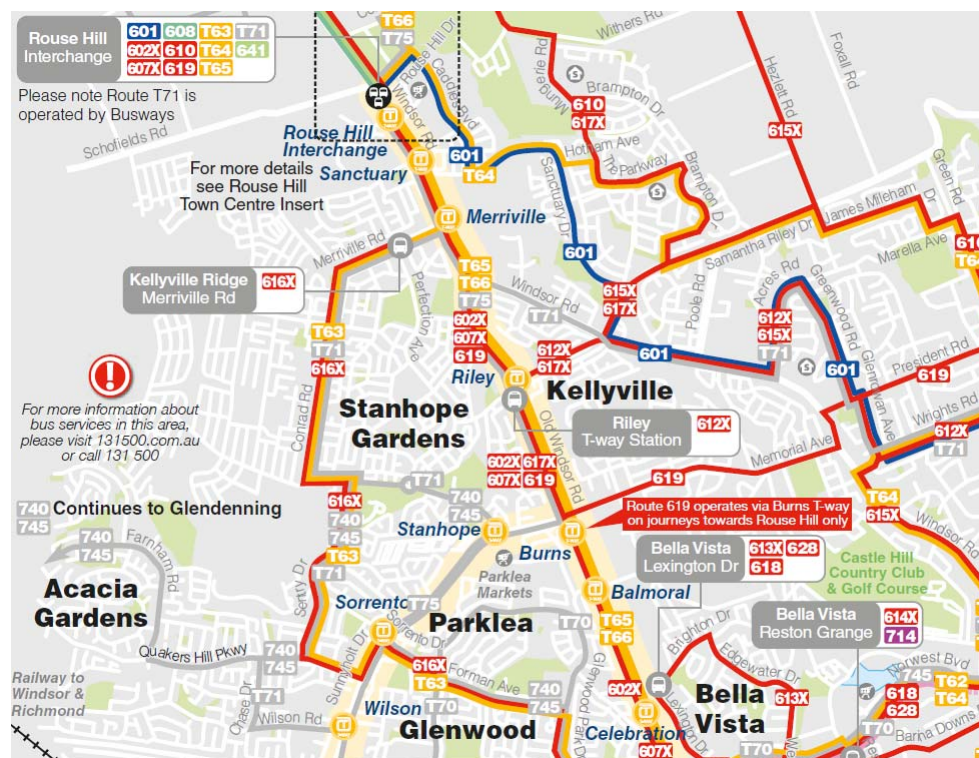




**Figure 8 Kellyville Road Hierarchy**

### Public Transport - Buses

Bus services operate along the T-Way between Rouse Hill and Parramatta. Other express services are provided along Old Windsor Road at Kellyville, connecting to Rouse Hill, North Sydney, and the Sydney Central Business District. Services are also provided which run along Samantha Riley Drive, Windsor Road, Memorial Avenue and Sunnyholt Road to a number of centres in the region.



Source: Hillsbus

**Figure 9 Bus routes in the Kellyville area**

### **Pedestrian and cycle networks**

Pedestrian paths are largely along street footpaths, and bicycle paths are largely on-road, along the major roads in the precinct. Location of existing footpaths and bicycle paths are illustrated in Figure 20.

## **2.5 Existing open space**

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There is a range of existing and proposed sports complexes/sports fields and informal neighbourhood parks in the precinct, providing for a range of open space and recreation needs for the local and regional community.

There is an existing 7.5 hectare park and sporting complex at Stanhope Gardens in the Blacktown LGA. Two sporting complex sites are being planned by The Hills Shire Council, which are the Caddies Creek sporting complex (around 4 hectares) in the north of the precinct, and the Arnold Avenue sporting complex (around 7 hectares) in the south of the precinct.

Neighbourhood parks ranging in size from half a hectare to 2 hectares are scattered around the precinct, include Elizabeth Macarthur Park off Macquarie Avenue in The Hills LGA providing children's play equipment, seating and BBQ facilities. Parks in the Blacktown LGA include those in Somerset Street (1.3 hectares) and Epsom Avenue (0.5 hectares), providing play equipment and seating. The Hills Council are also planning extensions to Kellyville Park and an upgrade of Burns Park Road as part of the Balmoral Road Release Area.

Strangers Creek is a nature reserve, however access and use of this has some limitations due to lack of formalised paths and creek crossings, and vegetation. Refer to Appendix J Open Space and Community Facilities Assessment for more information on existing open space.

## **2.6 Existing landform, creek lines and drainage**

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The highest parts of the precinct are in the south, gently falling to two main drainage lines, Elizabeth Macarthur and Strangers Creeks, which feed into Caddies Creek and Hawkesbury River catchments further north. These creeks are located within vegetated corridors with limited public accessibility.

The creek lines throughout the precinct are subject to flooding, with the 1:100 year flood line mapped. Refer to Section 5.5 of this report for a more detailed discussion of the findings of the flood report (see Appendix K).

## **2.7 Existing ecological conditions**

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There are areas of remnant vegetation through the precinct, largely within, or adjoining the three creek corridors in the precinct. Areas of high value remnant vegetation have been removed for the construction of the Sydney Metro Northwest via an offset agreement. Offset agreements are likely to be required for additional clearing of high value land outside of the creek corridors.

## **2.8 Heritage**

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Indigenous heritage sites have been identified in Kellyville, with the potential for more artefacts to be identified. The provisions in both The Hills and Blacktown Local Environmental Plans (LEPs) require that an assessment be undertaken if a proposal has the potential to impact upon an Aboriginal object of place of Aboriginal significance.

The White Hart Inn archaeological site was uncovered as part of the construction of Sydney Metro Northwest. It has been assessed as having State heritage significance but to date has not been included in either The Hills LEP 2012 as a heritage item, or the State heritage register.

The Hills LEP 2012 identifies Windsor Road as heritage item of local significance, and Old Windsor Road is an archaeological heritage item of local significance.



**Figure 10** Listed European Heritage Items & archaeological remains of the White Hart Inn

## 2.9 Existing community facilities

There are no schools located within the precinct, however there are a number of schools nearby including Kellyville Public School, Kellyville Ridge Public School, Beaumont Ridge Public School, Rouse Hill High School and Kellyville High School. There are also a number of private schools nearby including Blessed John XXIII Catholic Primary School in Stanhope, Our Lady of the Rosary Primary in Kellyville and William Clark College in Kellyville.

There are few community facilities within the precinct boundary, however facilities such as libraries and community centres are located in nearby areas including Stanhope Gardens and Beaumont Hills. The Hills Shire Council is currently planning a new local community centre at Kellyville Park, adjoining the south of the precinct.

## 2.10 Landownership

Large areas of land between Old Windsor Road and the Elizabeth Macarthur Creek corridor are in State government ownership, to enable the construction of the Sydney Metro Northwest. The creek corridors are also in State government ownership (Sydney Water Corporation). Council owned land is largely in the form of open space and parks.

Most lots within the precinct are less than 700m<sup>2</sup> and feature single, detached family homes. Larger lots in private ownership reflect the older subdivision pattern in the area, which is changing as the Balmoral Road Land Release continues to provide new housing.



## 2.11 Existing local planning controls

There are two council areas covering the precinct, The Hills Shire and Blacktown City Councils, each have their own set of planning controls. *The Hills Local Environmental Plan 2012* applies to land on the eastern side of Old Windsor Road. The *Blacktown Local Environmental Plan 2015* applies to land on the western side of Old Windsor Road.

The precinct is currently zoned for a range of residential, employment, and recreational uses. This includes:

- A range of dwelling types with:
  - single homes and dual occupancies limited to R2 Low Density Residential zones;
  - multi dwelling housing also being permitted in the R3 Medium Density Residential zone;
  - and
  - all types of residential dwellings are permitted in the R1 General Residential zone, along with office and business uses, neighbourhood shops and restaurant and cafes; and
- a small local centre (zoned B2 Local Centre) on Windsor Road;
- land zoned for business and offices premises within the B6 Business Enterprise zone and B7 Business Park zone, largely land used for the construction of the rail link;
- Stanhope Gardens Reserve, the planned Arnold Avenue sporting complex and reserves along parts of the creek corridors and neighbourhood parks are zoned RE1 Public Recreation.
- Large areas of the Elizabeth Macarthur, and Strangers Creek corridors are zoned SP1 Infrastructure as they are owned by Sydney Water and play an important drainage function. The creek line in the Blacktown council area is zoned W1 Waterways.

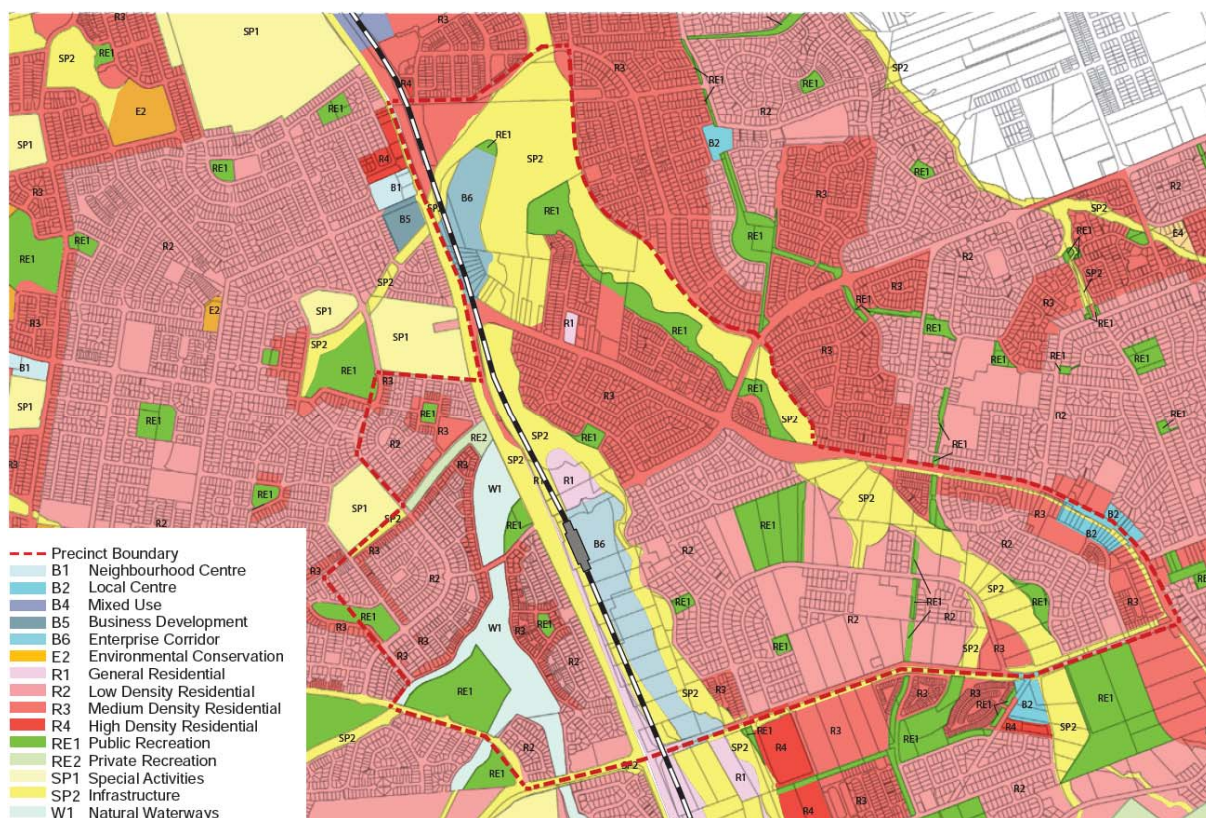


Figure 11 Existing zones in the precinct

Building heights are limited to a maximum of 37m (approximately 15 storeys) at 301 Samantha Riley Drive, near Old Windsor Road, with maximum heights in the remaining residential areas up to 10m in The Hills Shire, and 9m in Blacktown council areas, generally 2 storeys in height.

A minimum lot size of 700m<sup>2</sup> applies to residential zoned land in the south of the precinct, and 450m<sup>2</sup> in the northern part of the precinct. In the Blacktown area, minimum lot sizes range from 330m<sup>2</sup> in the R3 Medium Density Residential zone and 450m<sup>2</sup> in the R2 Low Density Residential zone.

## 2.12 Surrounding area

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The Precinct is close to other important centres in the region including:

- Rouse Hill Station Precinct and Town Centre is the next station north of the Kellyville Precinct, and is a major shopping centre in the region;
- Norwest Business Park adjoins the western side of the Showground Precinct, a major commercial/office centre. It is located 2 stations from Kellyville Station; and
- Castle Hill, which is a major retail and service centre in the region, is located 4 stations from Kellyville Station, along the rail line heading towards Epping.

All these centres will be accessible along the Sydney Metro Northwest.

## 2.13 Specialist studies

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Several specialist studies were prepared as part of the planning for the station precinct to inform the rezoning proposal. The areas investigated include:

- traffic and transport;
- open space and community facilities;
- drainage and flooding;
- ecology;
- Aboriginal heritage;
- European heritage;
- contamination; and
- economics and market conditions.

The findings of these reports are discussed in more detail in Section 5 of this report, and copies of the reports are located in the Appendices to this report.



## 3 Precinct proposal

This section details the proposed rezoning of the Precinct. It summarises the vision for the precinct, proposed access and transport measures, public spaces, built form, as well as the proposed planning controls.

### 3.1 Vision and principles

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The vision for the Kellyville Station Precinct by 2036 is “a vibrant, green and connected community”. The Sydney Metro Northwest and new station at Kellyville is the catalyst for providing a new local centre with homes, jobs, shops, cafes and restaurants, and local services close to transport connections, in an attractive and convenient place where people enjoy living, working and visiting. The principles of transit-oriented development have underpinned the planning for the precinct, to encourage access to, and use of this significant piece of transport infrastructure.

One of the key features of attractive, vibrant centres is high quality and well-located public spaces, and is an important component of the precinct proposal. Public spaces proposed include a new town square adjoining the station, new and expanded sports fields, neighbourhood parks and more accessible natural open space areas adjoining the creek corridors. Street design, including tree planting and paths, is also part of this strategy. Landscaping and vegetation will be supported to help manage the microclimate, help clean the air and soften the appearance of buildings.



**Figure 12** Aerial view of the Precinct Proposal

The precinct is also being planned so that getting around on foot, bicycle and public transport will be realistic and viable modes of travel, such as getting to the station, going to work, shops and cafes, or

even just for exercise and health. The improved paths and connections will not just benefit those living closest to the station, but also residents elsewhere in the precinct.

Focusing the supply of new homes closest to station means that more residents will be able to benefit from the convenience of being so close to the railway station as well as local shops, cafes and other services. A range of housing types are proposed in the residential areas of the precinct, to provide increased housing choice in the precinct, and provide a transition in heights down to the detached, single and two storey housing elsewhere in the precinct. It is estimated that the precinct could provide for around 4,200 new dwellings over the next 20 years.

Providing for a range of apartment style living options provides more housing choice for those residents who still want to stay in the same area but would prefer a smaller, more convenient housing type. This also recognises the increase in single and couple only households in Sydney who don't want a large house to maintain. This enables the more established areas with large stand-alone homes to retain their character, and this important housing choice.

Having more people in the new local centre also increases the viability of local business and services, and can also increase the feeling of safety and liveliness by having more activity and "eyes on the street", especially after dark.

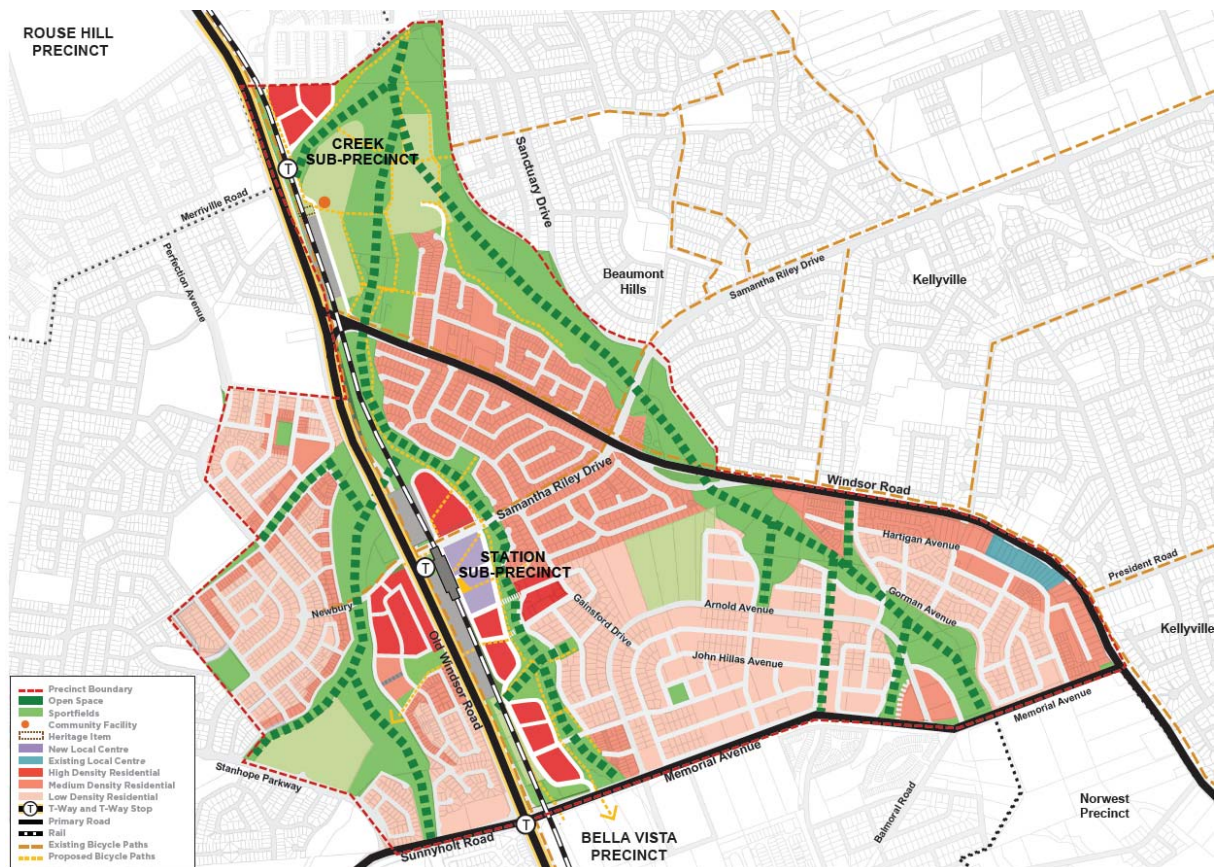
To achieve this vision, controls are proposed for The Hills Local Environmental Plan 2012 and the Blacktown Local Environmental Plan 2015. In addition, recommended controls have been prepared for the Councils to consider adopting into their relevant Development Control Plans.

The key components of the Kellyville Station Precinct proposal, and which will be discussed in more detail in the report are:

- Land uses;
- Public open spaces;
- Access and movement;
- Community facilities;
- Built form; and
- Planning controls.

## 3.2 Land uses and character areas

The proposed land uses have been identified to achieve the vision for the precinct as a vibrant, green and connected community. It has been informed by Kellyville Structure Plan prepared for the North West Rail Link Corridor Strategy, and the specialist studies prepared for this proposal.



**Figure 13** Precinct Plan

There are a number of character areas within the Kellyville Station Precinct:

- **Local centre:** this will feature a mix of uses adjoining the station including shops, cafes, restaurants, local services, town square, and apartments above the lower levels.
- **Residential – apartments:** located between the rail line and Elizabeth Macarthur Creek, and between Samantha Riley Drive and Memorial Avenue. This area will feature apartment buildings with a range of heights, up to 15 storeys. The proposed development at 301 Samantha Riley Drive, north of the station, will ‘book-end’ the northern extent of this character area. Land within part of Stanhope Gardens has also been identified for a range of apartment sizes.
- **Residential – low and mid-rise apartments:** the areas comprise land on the southern side of Sanctuary Drive near a T-way stop, land east of Elizabeth Macarthur Creek within 300 metres of the station, and land within Stanhope Gardens in close proximity to the station.
- **Residential - attached and detached dwellings:** these are residential areas generally east of Elizabeth Macarthur Creek, and west of Old Windsor Road, that make up most of the precinct that are generally built or under construction. Little change is planned for these parts of the precinct.

There are some differences in the proposed land uses compared to the Structure Plan finalised in 2013, for a number of reasons:

- a large portion of the residential land has been developed since the Structure Plan was released in 2013, which is no longer suitable for rezoning for additional dwellings at this stage;
- a large section of land in the northern part of the precinct adjoining Old Windsor Road will no longer be rezoned for housing and has been identified as suitable land for the expansion of the Caddies Creek playing fields;
- a portion of land within Stanhope Gardens is being considered for rezoning to provide apartment buildings up to 15 storeys in height over the next 20 years, due to the proximity of this area to the new station.

### 3.3 Public open spaces

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A range of public open spaces are proposed to meet the needs of the existing and new residents and workers, and provide an attractive and pleasant environment. The open space proposed has been informed by the North West Rail Link Corridor Strategy, and the Open Space and Community Facilities Assessment report prepared by JBA Urban (located at Appendix J).

Figure 14 shows the location of proposed open space which includes:

- new town square (1,700m<sup>2</sup>);
- expansion of The Hills Shire Council's proposed Caddies Creek sports complex, providing for approximately 5.7 hectares of land for sporting fields and courts;
- recreation area, including for small courts under the Skytrain (1.3 hectares);
- neighbourhood park (1.4 hectare);
- Elizabeth Macarthur Creek corridor upgrade; and
- expansion of the walking and cycling network.

The open space areas proposed for the precinct have been based on a range of factors including the projected population profile of future residents, the quantity, quality and role of existing and planned open space, the proximity of open space to homes, and the challenge of providing open space in transit orientated, urban renewal locations where the primary aim is to deliver more homes and jobs close to transport.

Trends in recreational activity and comparisons with other urban renewal centres were also an important consideration. Data collected by the Australian Bureau of Statistics and Australian Sports Commission found that recreation participation patterns have changed in recent years, with a growth in individual fitness activities such as walking (the most popular activity), aerobics/fitness programs, weight training and cycling, and a reduction in club and team sports activities.

The precinct proposal features an interconnected network of a variety of high quality public open spaces (see Figure 14) to provide for a diverse range of recreational activities to meet the needs of the new population, reflect changing participation patterns, and to complement the existing and planned open space outside the precinct. Controls have been recommended to be included in Council's Development Control Plan for the design of these open space areas.





**Figure 14 Open Space Network**

The proposed open space will add to open space areas planned for by The Hills Shire Council including the Arnold Avenue and Caddies Creek sport complexes.

The proposed open space areas will also support the retention of large areas of vegetation and remnant ecological communities in the precinct. Further detail on the proposed open space network in the precinct is provided below, with details regarding requirements for private open space discussed in Section 5.6 of this report.

### ***Station concourse and town square***

To ensure the station surrounds and town centre will be attractive and pleasant spaces to live and visit, public spaces are proposed around the station, in the local centre. In addition to the station forecourt being built as part of the station construction, a town square, approximately 1,800m<sup>2</sup>, with a 700m<sup>2</sup> pedestrian laneway, is proposed opposite the station. The design is intended to include shops in the ground floor of buildings, areas for outdoor dining, a mix of paving and planting, seating, lighting, public art/water feature and other elements for people to gather, meet, and enjoy entertainment in child friendly spaces.





**Figure 15** Indicative town square

### ***Sporting fields and courts***

Sporting fields for competition sports are currently being planned by The Hills Shire Council in the precinct. These include the Caddies Creek sporting complex and the Arnold Avenue sporting complex.

The precinct proposal is providing approximately 5.7 hectares of additional open space for the Caddies Creek sporting complex. This extension will enable an extra AFL/cricket/football oval, pedestrian/cycle connections, heritage interpretation area for the White Hart Inn, barbeque and picnic facilities and dog off leash areas.

In addition to these sports fielding, small courts are planned under the Skytrain (the elevated section of the rail line). Although not part of the existing competitive sporting complexes, these will still provide an important facility for play and recreation. Small court sports like futsal could also make use of these facilities.



**Figure 16** Indicative courts underneath the Skytrain





**Figure 17** Indicative extension of Caddies Creek sports fields

### ***Neighbourhood and local parks***

A number of neighbourhood parks and smaller local parks are recommended to be provided for activities such as children's play areas, riding bikes, walking dogs, or simply as places to get some fresh air and sunshine. They support physical activity to help provide for a healthy community and provide social interaction, and provide break-out spaces for people living in the new apartments. A new local neighbourhood park has been planned adjoining new apartment buildings.



**Figure 18** Indicative neighbourhood park

### ***Creek corridors***

The existing creek corridors along Caddies Creek, Elizabeth Macarthur Creek and Strangers Creek are proposed to become important green open space areas that will play important hydrological, ecological, landscaping and recreational roles. Opportunities will be available for new pedestrian and bicycle paths along the creek lines, and bridges to link the established residential areas with the station and new town centre.



These links will mean that the precinct can be more connected and accessible, allowing for more pleasant and healthy forms of travel through the precinct, opportunities for exercise and promotion of healthy living.



**Figure 19** Impression of upgrade of Elizabeth Macarthur Creek

### ***Other areas of the public domain***

In addition to designated open space areas, treatments to the wider public domain also contribute to the appearance and liveability of an area. These treatments could include features such as tree planting, footpath width and materials, seating, bus shelters, and lighting.

Passive surveillance, known as “eyes on the street” can be improved by providing clear lines of sight between public and private places, effective use of lighting of public areas, and landscaping that makes places attractive, but also makes people feel safe when they use them.

### **Analysis**

As part of the consultation undertaken with The Hills Shire Council for the planning for the precinct, Council requested that open space provision should be based on a rate of 2.83 hectares per 1,000 people, which is a rate that Council has used to determine adequate open space provision for greenfield land release areas.

A historical benchmark of 2.83ha per 1,000 people has often been the basis for planning for the recreational needs of future residents, especially in greenfield, new release, low density suburbs. This rate is derived from a British standard from the early 1900s. The Department’s *Recreation and Open Space Planning Guidelines for Local Government*, published in December 2010, states that this rate is not relevant to contemporary planning and ignores the fact that open space of different types needs to be provided to accommodate different needs.

The Hills Shire Council’s Recreation Strategy (2007) also states that “pure application of ratios can be deficient in that standards do not necessarily reflect the different needs of different communities, or the diversity of quality and accessibility of open space”.

The 2.83 ha per 1,000 people rate is rarely met in existing transit-oriented centres in Sydney, and is becoming increasingly difficult to achieve in infill areas, in particular for playing fields, due to land fragmentation and land values. It also does not reflect technological advances since the early 1900s, such as synthetic turf and lighting. Comparisons with other infill areas (refer to Table 1) indicate that the provision of open space should focus on the quality and useability of the open space, rather than a simple quantified rate.

**Table 1 Open Space within Urban Renewal Areas**

Precinct	Additional Population	Open space (ha per 1,000 people)	Features
Rhodes Peninsula	9,000	0.87	<ul style="list-style-type: none"> <li>• Cycleways and pedestrian routes through foreshore reserve and public streets</li> <li>• Bicycle parking station for 200-300 bicycles</li> <li>• Network of open space along foreshore</li> <li>• Multi-purpose community centre</li> <li>• Town Square</li> </ul>
Epping Town Centre Priority Precinct	9,875	0.12	<ul style="list-style-type: none"> <li>• Hornsby Shire Council is considering works including an extension and upgrade to West Epping Park</li> <li>• Parramatta City Council is considering a range of upgrades to the public domain</li> </ul>
Harold Park	2,500	1.9	<ul style="list-style-type: none"> <li>• Public open space</li> <li>• Common open space</li> <li>• Landscaped streetscapes</li> <li>• Green roofs</li> </ul>

An analysis of the rate of open space within the precinct and in the surrounding area was undertaken for comparative purposes, and discussed in detail in section 5.6 of this report.

The 2007 Hill Shire Recreation Study reported that the council area is provided with significant quantities of open space per person:

- 8.82ha per 1,000 people for all open space; and
- 3.39ha per 1,000 people, excluding bushland.

The Kellyville Station Precinct is within the suburb of Kellyville, which also includes a large part of the Balmoral Road Release Area, the North Kellyville Release Area and part of the Bella Vista Station Precinct. The analysis of forecast open space rate has been considered at the suburb level as the areas changing in the precinct are only a small part of the suburb, and future residents and visitors not expected to restrict their use of open space to the precinct boundary. The suburb of Bella Vista has also been included in this analysis due to the overlap of the precinct and suburb boundaries.

The combined forecast growth in the suburbs of Kellyville and Bella Vista results in a rate of open space of 2.99ha per 1,000 people 2036. It should be noted that this rate has not included the open space that is proposed to be available within the Elizabeth Macarthur Creek corridor as the exact extent of this corridor are yet to be determined. Not only does the forecast rate of public open space suggest that there will be an adequate rate of open space for these suburbs, the quality, diversity and functionality of the open space in the Kellyville and Bella Vista precincts is expected to be improved.

Within the Blacktown Council area, the Kellyville Precinct is located in the suburb of Stanhope Gardens. The forecast population from this proposal, in addition to the 2011, will result in an open space rate of 2.93ha per 1,000 people. This also suggests that there will be an adequate rate of open space should this proposed growth in this part of the precinct eventuate.

Should additional demand for open space, and in particular sporting fields, arise from the growing population, there are a number of options available to the Councils including increasing the efficiency of existing sporting fields, and purchase of new fields, through Section 94 developer contributions. This also reflects Council's approach to planning in the Castle Hill North precinct, where Council recognises that this precinct is located within an existing urban area where there is limited opportunity for the provision of new open space areas, and further analysis will be required to identify how to better utilise or add to existing spaces to meet additional demand.

Section 94 developer contributions collected through the redevelopment of the area would provide funding for the councils to embellish existing open space or purchase new open space for sports field should demand grow further. For example, a rate of \$20,000 per dwelling in the precinct would raise \$63.2 million in contributions in The Hills Council area, part of which could be spent on purchasing, embellishing and upgrading open space.

Another strategy that is being used by a growing number of councils in Sydney, including Sutherland and Warringah Councils, to address demand for sport fields is to increase the use of synthetic turf. The latest technology synthetic turf has many benefits including increased usage, allowing play in all weather conditions, consistency of surface and decreased maintenance costs. For example, Kareela Oval in Sutherland Shire has been provided with two new all-weather synthetic fields allowing 60 hours of play a week compared with 25 hours a week on natural turf. The cost of providing the two synthetic fields at Kareela Oval in Sutherland Shire was \$2.9 million.

Upgrades to existing and planned facilities, including synthetic fields, could be provided within and in close proximity to the precinct, including the following:

- Caddies Creek sporting facility;
- Arnold Avenue;
- Bella Vista Oval; and
- Francesco Crescent Reserve.

Lighting could also be provided where impacts on residents are minimal, to extend the use of these fields even further.

Controls are also recommended for The Hills Development Control Plan 2012 to ensure new developments provide suitable areas of private open space so that residents are able to enjoy the benefits of open space including areas for relaxing and socialising. It will also add to the green character of the area, helping to soften the built form and improve environmental sustainability.

### 3.4 Transport, access and movement

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Transport for NSW has prepared a Transport Plan to support the Kellyville Station Precinct proposal. The plan describes the transport network improvements recommended to support the growth in the Kellyville Station Precinct, so that the proposed new homes, jobs and services will be supported by a broad range of transport infrastructure and services, and achieve the goals of transit oriented development.



Sydney Metro Northwest, including the new station at Kellyville, is a significant piece of transport infrastructure that will shape the future of the region, significantly improving accessibility to jobs and services across the growing north-west of Sydney, and to and from Sydney's Global Economic Corridor.

The Transport Plan reflects the NSW Government's transport planning objectives, including those within A Plan for Growing Sydney and the NSW Long Term Transport Master Plan. These include:

- improving the integration of transport and land use planning;
- optimising existing infrastructure and planned investment to maximise social and economic benefits;
- providing greater transport options;
- coordinating travel distance and mode, encouraging customers to choose the most appropriate travel options to correspond to their length of trip;
- supporting multi-modal trips by providing effective and efficient interchanges; and
- managing travel demand to shape sustainable travel behaviour.

### **New rail and transport interchange facilities**

The Sydney Metro Northwest, including all eight stations, is expected to open in the first half of 2019. The service will provide services every four minutes in peak times. The indicative travel time from Kellyville Station to Wynyard Station is 53 minutes.

The second stage of the Sydney Metro, the Sydney Metro City and Southwest, will extend from Chatswood, run under Sydney Harbour, the Sydney CBD and west to Bankstown. This section is planned to open in 2024 with the capacity to run a Metro train every two minutes each way under the Sydney CBD.

Sydney Metro Northwest is expected to result in significant shifts in travel patterns and behaviour in the region over time, supported by complementary improvements to enable and attract greater walking, cycling and public transport use.

Along with a new station, a transport interchange will be provided with facilities including 4 spaces for buses, parking and storage for 45 bicycles, 10 kiss-and-ride spaces and 4 taxi spaces. A customer car park for 1200 spaces will also be provided.

Kellyville Station will be an elevated station on the sky train viaduct.

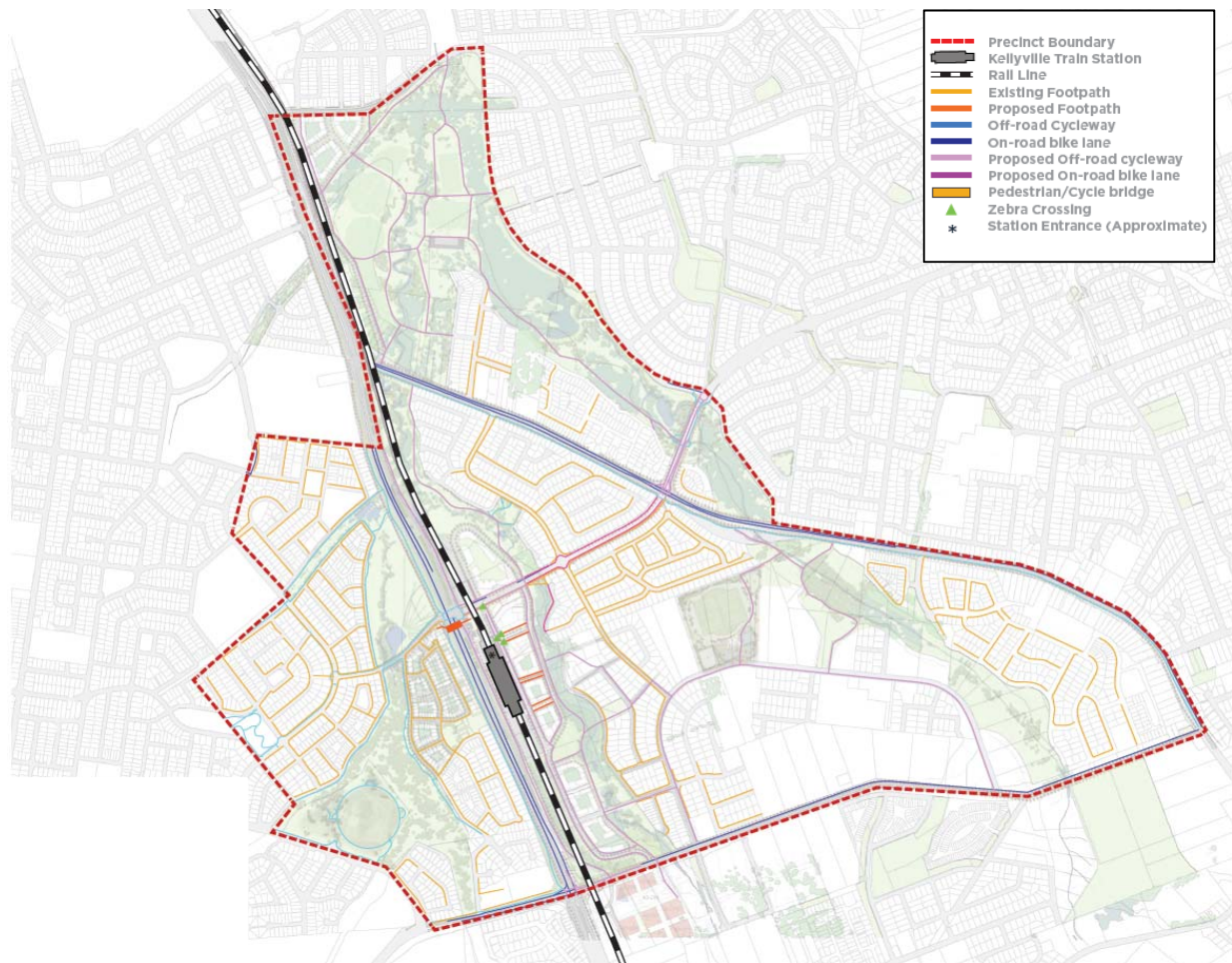
### **Bus services**

Transport for NSW is planning to revise the existing bus network once the Sydney Metro Northwest is opened. It is expected that the number of bus services to the Sydney CBD via the M2 will be replaced with more services to rail stations from surrounding residential areas, and to major destinations not served by rail. Bus priority lanes will be investigated for major roads. Routes to Parramatta are not expected to change, although frequencies are likely to be increased.

T-way bus services to Blacktown, Norwest and Parramatta are well used, with potential for frequency and priority of these services to be improved.

There are also opportunities to expand existing routes, and provide new services to provide connections to the new station from surrounding areas. All services are recommended for higher frequency to support the development within the Precinct and encourage higher use of public transport include routes.

Encouraging better bus connections to centres will mean this transport option can be more competitive with car travel, especially where there are more services outside peak time, evenings and on weekends.



**Figure 20 Proposed pedestrian & cycle network**

### **Pedestrian and cycle networks**

Planning for the precinct will include the upgrading of pedestrian and cycling infrastructure such as footpaths, shared paths, lighting, and providing connections to ‘missing links’ for improved access in the precinct. This will encourage more walking and cycling to and from the station for residents and workers.

Recommended improvements for pedestrians include:

- footpaths on both sides of the new streets in the precinct;
- linking footpaths on existing roads including Samantha Riley Drive and Memorial Road; and
- cycle paths along new and existing roads including Windsor Road, Samantha Riley Drive, Arnold Avenue and along Elizabeth Macarthur Creek.

The station design includes secure bicycle parking with space for 45 bicycles close to the station entry. Other improvements to make cycling easier include shared paths along the Elizabeth Macarthur Creek corridor, along the eastern side of Old Windsor Road and Windsor Road, and along Memorial Avenue between Old Windsor Road and Hector Circuit.

## Regional and local road network

The construction of the station and transport interchange includes a new local street network to give access to the station and assist bus and vehicle movement around the station. New works are likely to include:

- Memorial Avenue upgrade between Old Windsor Road and Windsor Road;
- A new T-intersection on the northern side of Memorial Avenue, between Windsor Road and Elizabeth Macarthur Creek providing access to the southern end of the precinct; and
- New local roads as development occurs to provide greater access within the precinct and surrounding areas, including a new local bridge across Elizabeth Macarthur Creek.

Protecting local streets within the Precinct from through traffic and to access the street will also need to be investigated.

Other improvements to assist traffic movement are currently under investigation by Transport for NSW.



**Figure 21** Proposed access and movement network

## Car Parking

Centres and suburbs in Sydney that already have high numbers of dwellings and services around railway stations tend to experience much lower rates of car ownership and tend to use alternative means to travel to work (such as public transport, walking and cycling) compared to the Hills Local

Government Area. Table 2 and Table 3 below provide a comparison of car ownership rates and journey to work information, respectively, for other suburbs close to railway stations.

**Table 2 Households with one or no vehicle**

Centre/Suburb	1 vehicle	No vehicles	Total
<b>Kellyville</b>	<b>19%</b>	<b>2%</b>	<b>21%</b>
Hornsby	51%	16%	67%
Artarmon	55%	15%	70%
Rhodes	58%	15%	73%
Waitara	60%	19%	79%
St Leonards	54%	30%	84%

Source: 2011 Census

**Table 3 Journey to Work Modes**

Centre	Public Transport, Walking and Cycling	Car	Other/Not stated
<b>The Hills LGA</b>	<b>18%</b>	<b>80%</b>	<b>2%</b>
Hornsby	47%	52%	1%
Waverton	56%	40%	4%
Artarmon	54%	43%	3%
Rhodes	48%	50%	2%
Waitara	50%	49%	1%
St Leonards	69%	29%	2%
Wolli Creek	60%	38%	2%

Source: Bureau of Transport Statistics

Centres well serviced by car share schemes are also more viable in centres with higher number of homes, so it is easier to get by without having to own a car, and can even be a better financial option. There are currently 8 car-share vehicles in Artarmon, 6 in Rhodes, and 10 in St Leonards.

The Sydney Metro Norwest will provide rail access to major employment centres in Sydney including Norwest Business Park, Macquarie Park, North Sydney and the Sydney CBD.

It is therefore expected that car ownership rates are expected to drop within the precinct due to the benefits of improved public transport and pedestrian and cycling infrastructure. In light of this, it is considered appropriate for car parking rates to be reviewed. Comparisons of The Hills Shire Council car parking rates compared to other areas with a rail station are provided in Tables 4 and 5 below.

**Table 4 Comparison of Car Parking Rates – Residential**

Precinct	Hornsby (<800m of station)	North Ryde	Wolli Creek	Willoughby (railway precincts)	The Hills (Major Centre)
Studio	0.75	0	1	0.5	-
1 bed	0.75	1	1	1	1
2 bed	1	1	1-2	1	1.5
3+ bed	1.5	1	2	1.2	2
Visitors	1 per 7 units	1 per 10 units	1 per 5 units or less, 0.5 per 6 dwellings or more	1 per 4 dwellings	2 per 5 units

**Table 5 Comparison of Car Parking Rates - Employment**

Business Type	Hornsby (<800m of station)	North Ryde	Willoughby (railway precincts)	Hills (Commercial Centre)
Commercial	1/48 m <sup>2</sup>	1/90 m <sup>2</sup> GFA	1/110m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA
General Retail	1/29 m <sup>2</sup>	1/100 m <sup>2</sup> GFA	1/25m <sup>2</sup>	1/18.5m <sup>2</sup> GFA
Supermarket	N/A	NA		NA
Industrial	N/A	NA	commercial rates + 1/77m <sup>2</sup> of factory +1/300m <sup>2</sup> of storage +6/100m <sup>2</sup> of showroom space (bulky goods only)	1/50m <sup>2</sup> of GFA or 1/ 2 employees whichever is greater
Bulky Goods Retail	1/75m <sup>2</sup>	NA		1/40m <sup>2</sup> GFA

Based on the above analysis, the following car parking rates are recommended for the precinct (Table 6) and these rates have been adopted in the recommended development controls for the precinct. However, it is noted that it will be a matter for Council to determine whether these recommended controls are adopted in its Development Control Plan.

Parking rates for commercial developments should be considered in light of the construction of the Sydney Metro Northwest. In the *Retail and Commercial Markets Strategy* prepared by AEC Group for the Bella Vista Station Precinct, it was noted that the opening of stations in the employment centre of Macquarie Park (Macquarie University and Macquarie Park) spurred private investment in the business park, with significant development activity ongoing. Parking ratios in Macquarie Park are maximums, ranging from 1:80m<sup>2</sup> GFA within 400m of the stations, to 1:46m<sup>2</sup> GFA further from the train stations.

**Table 6 Recommended Parking Rates**

Land Use	Within 400m of Station	Outside 400m of Station
Dwellings – detached, attached and semi-detached	1 space per dwelling (minimum)	
Multi dwelling housing	1 space per 1 or 2 bedroom: 1.5 space per 3 or more bedrooms 1 visitor space per 5 dwellings	



Land Use	Within 400m of Station	Outside 400m of Station
Residential flat buildings, and dwellings in shop top housing	Average of 1 space per studio, 1 bedroom and 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 2 spaces per 4 bedroom dwelling 1 visitor space per 10 dwellings	
General Retail	1 space per 50m <sup>2</sup> GFA	1 per 30m <sup>2</sup> GFA
Commercial	1 space per 80m <sup>2</sup> GFA	1 space per 40m <sup>2</sup> GFA
Supermarket	1 space per 30m <sup>2</sup> GFA	1 space per 20m <sup>2</sup> GFA

\*Rates are maximums unless otherwise specified.

The recommended development controls for the precinct also include a requirement for car sharing schemes to be included in new apartment buildings and in designated spaces within the Kellyville Station Precinct close to the station.

Within the local centre, limited on-street parking is recommended to support local business, and should be prioritised for disabled parking, car share spaces, loading zones and short stay parking (up to 2 hours).

It is also recommended that a four hour limit for parking in streets within 800m of the station act as a deterrent for rail customers, and employee parking.

Bicycle parking rates have also been recommended to encourage cycling in the precinct, as detailed in Table 7 below:

**Table 7 Recommended Bicycle Parking Rates**

Land Use	Bicycle parks rate (minimum)
Residential flat buildings	1 space per 3 apartments 1 space for 12 apartments for visitors
Commercial	1 space for 600m <sup>2</sup> GFA for staff
Shops/cafes/restaurants	1 space per 450m <sup>2</sup> for staff

## 3.5 Community facilities

A number of community facilities will need to be provided in the precinct as it grows over time.

The Department of Education is responsible for the provision of public primary and high schools. Schools capacity is continually being reviewed to ensure future student enrolments can be accommodated. It has been estimated that a new high school would be required for the Castle Hill area and this could either be provided at the Showground Station Precinct or Bella Vista Station Precinct. Timing and location of the high school would be continually assessed as the precinct develops.

Child Care and out of school care is generally provided by the private sector or not-for-profit in The Hills Shire. It is expected that the number of services will increase to meet the growing demand. The Open Space and Community Facilities Assessment report recommends a neighbourhood scale community facility with a minimum area of around 400-500m<sup>2</sup> be provided to service both Kellyville, and the Bella Vista precincts. This would complement the new community facility that The Hills Shire Council are currently proposing to be located in Kellyville Park.

## 3.6 Built Form

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The built form strategy for the precinct has considered the 2013 Structure Plan and the technical studies prepared for the precinct proposal. The different character areas in the Kellyville Station precinct will each have different built form characters, which are discussed below.

### **Local Centre**

The area directly adjoining the new station will see the focus of activity in the precinct, with a new centre featuring a town square, which will also link the station to the creek corridor and residential areas beyond. Shops, cafes and restaurants and other business premises are planned to face the streets and plaza that will be used throughout the day and evening. Residential apartments will be located above these premises. There is also provision for a new community centre located in the plaza.

The recommended controls for built form include:

- identifying locations for 'active street frontages', where shops and services are to face the street, to promote a lively and safe environment, as well as promoting outdoor seating at cafes and restaurants;
- minimal setbacks to promote activity in the street, with a frontage (address) to the street; and
- the maximum building heights will be 15 storeys. These will only be in limited locations as taller buildings require greater separation distances between each other, and need to minimise overshadowing. It is expected there will be a range of different heights in the local centre.

### **Residential – Apartments**

Land between Memorial Avenue and Samantha Riley Drive will feature most of the new housing planned for the precinct. It is also proposed that land on the southern side of Newbury Avenue in Stanhope Gardens be provided for apartments. Locating more housing in these locations is important because as identified in the transport study, public transport use is higher within 400 metres of a station with good frequency. These apartments will also provide a housing choice not currently available in Kellyville, to benefit from the proximity to transport, shops and services, but also limited in its extent to reduce the impacts on established residential areas.

The height and floor space ratio controls, along with the recommended Development Control Plan controls, also provide for large areas within apartment sites to function as private open space, providing improved amenity for residents. This open space can provide a range of functions including landscaped gardens, small play areas and paved areas. These will also improve the appearance of the developments from the street and other public areas.

Recommended controls include:

- building heights up to 12 storeys, although the floor space ratio and recommended Development Control Plan controls encourage a range of heights;
- street, side and rear setbacks controls to provide suitable distances between buildings; and
- private open space and landscaping provisions for improved residential amenity and appearance of the buildings.

### **Residential – Low to mid-rise apartments**

There are three main areas within the precinct to provide for low to mid-rise apartment buildings, up to 6 storeys. An area in the northern-most part of the precinct, on the southern side of Sanctuary Drive, will feature low rise apartments to benefit from the proximity to the T-way stop near Picket Place.

A second area is located on the eastern side of Elizabeth Macarthur Creek, still within 400m of the station, with heights to transition down to the two-storey houses nearby.

A third area is in Stanhope Gardens further south of Newbury Avenue and north of Darcy Street, which has the potential to provide for low to mid rise apartments still within walking distance of the station.

Recommended controls include:

- maximum building heights to range from 3 to 6 storeys;
- street, side and rear setbacks; and
- private open space and landscaping provisions for improved residential amenity and appearance of the buildings.

### **Residential – Existing residential areas**

These areas represent the remaining parts of the precinct that have already been developed or are in the process of being developed as part of the Balmoral Road Release Area. No changes to zones, heights, floor space ratios or minimum lot sizes for these areas are proposed.

Although this draft plan includes controls such as maximum heights and floor space ratios, all future development proposals will still need to address other relevant controls such as those in State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development, and the applicable Development Control Plan. This will determine the overall built form of development in the precinct.

## **3.7 Proposed Planning Controls**

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The rezoning of the precinct will occur through amendments to *The Hills Shire Council Local Environmental Plan 2013* (The Hills LEP), and the draft Blacktown Local Environmental Plan 2015 (the Blacktown LEP). The amendment will be facilitated through a State Environmental Planning Policy (SEPP) under section 37 of the Environmental Planning and Assessment Act, as the proposal is considered to be of State significance. The Explanation of Intended Effect, which provides a more detailed explanation of the proposed amendment to The Hills LEP is at Appendix A.

The proposed amendments to The Hills LEP and draft Blacktown LEP cover land use zones, maximum building height, and floor space ratio and minimum lot size controls.

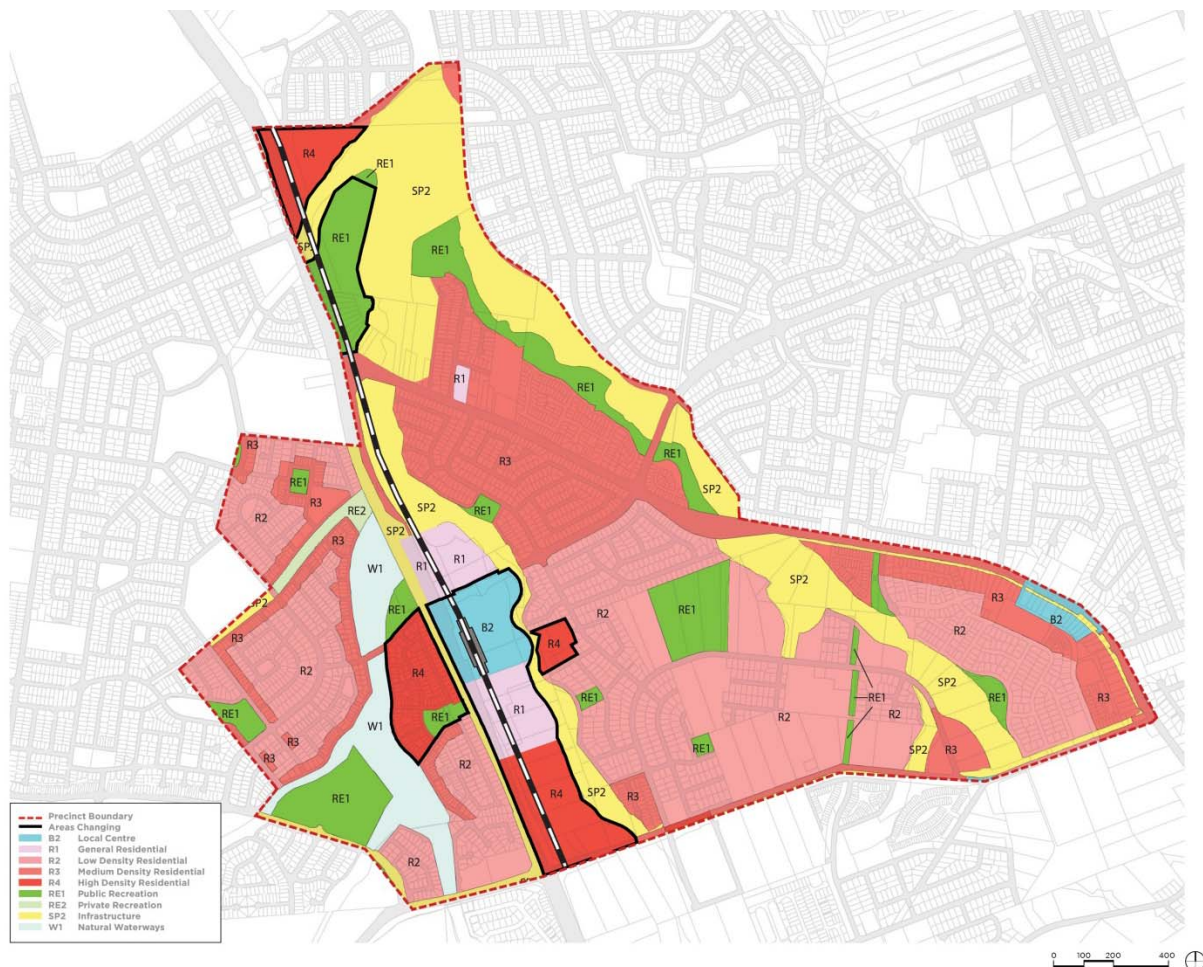
Site specific development controls that will form part of The Hills and Blacktown development control plans are also proposed.

The proposed zoning illustrated in Figure 22 reflects the land use by providing appropriate zones to deliver the vision for the Kellyville precinct supported by the new Showground Station, and local centre.

## Proposed zonings

Land use zones proposed include:

- **B2 Local Centre:** The new local centre at the station will be zoned B2 to permit a broad range of commercial and community uses, as well as residential apartments above these levels.
- **RE1 Public Recreation:** The expansion of the Cattai Creek Sporting Complex, and (anything else?) is to be zoned RE1.
- **R1 General Residential:** The R1 zone will apply to the land located to the south of the proposed B2 Local Centre land. All types of residential development are permitted within the R1 zone, including residential apartments. Office and business premises are also permitted to allow employment uses if demand arises.
- **R4 High Density Residential.** The R4 zone permits residential apartments. It will apply to the residential area to the south of R1 zoned land, as far south as Memorial Avenue. It will also apply to the areas identified for residential apartments in the north of the precinct, east of Elizabeth Macarthur Creek, and in Stanhope Gardens.



**Figure 22 Proposed land use zones for the Showground Station Precinct**

Other existing zones in the precinct that are not included in the areas changing include:



**R3 Medium Density Residential** – the types of dwellings permitted in this zone include detached dwellings, attached dwellings and dual occupancies, but not apartments. Shop top housing is permitted in the Blacktown Council area.

**R2 Low Density Residential** – the type of dwellings permitted in this zone include detached dwellings and dual occupancies.

**SP2 Infrastructure** - this zone is to provide for infrastructure and related uses, including drainage corridors.

### Proposed building heights

As discussed in Section 3.6 a range of building heights is proposed, transitioning from the highest buildings around the station to established residential areas largely two storeys in height.



**Figure 23 Proposed maximum building heights for the Kellyville Station Precinct**

In summary, the proposed building heights are:

- maximum of 15 storeys (50m) closest to the station, within the B2 Local Centre Zone;
- maximum heights ranging from 6 storeys (21m) to 12 storeys (50m) in the R4 High Density Residential zone south of the station;
- maximum of 4 storeys (15m) on other land zoned R4 High Density Residential in the north of the precinct
- maximum heights ranging from 3 storeys (12m) to 6 storeys (21m) on the eastern side of Elizabeth Macarthur Creek ;

- maximum building heights transitioning from 15 storeys (44m), to 8 storeys (26m) and to 6 storeys (18m) in Stanhope Gardens.

The proposed height controls are maximums, and all future development proposals will still need to address other relevant controls such as overshadowing and privacy in State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development, and the applicable Development Control Plan. This will determine the actual height of future developments.

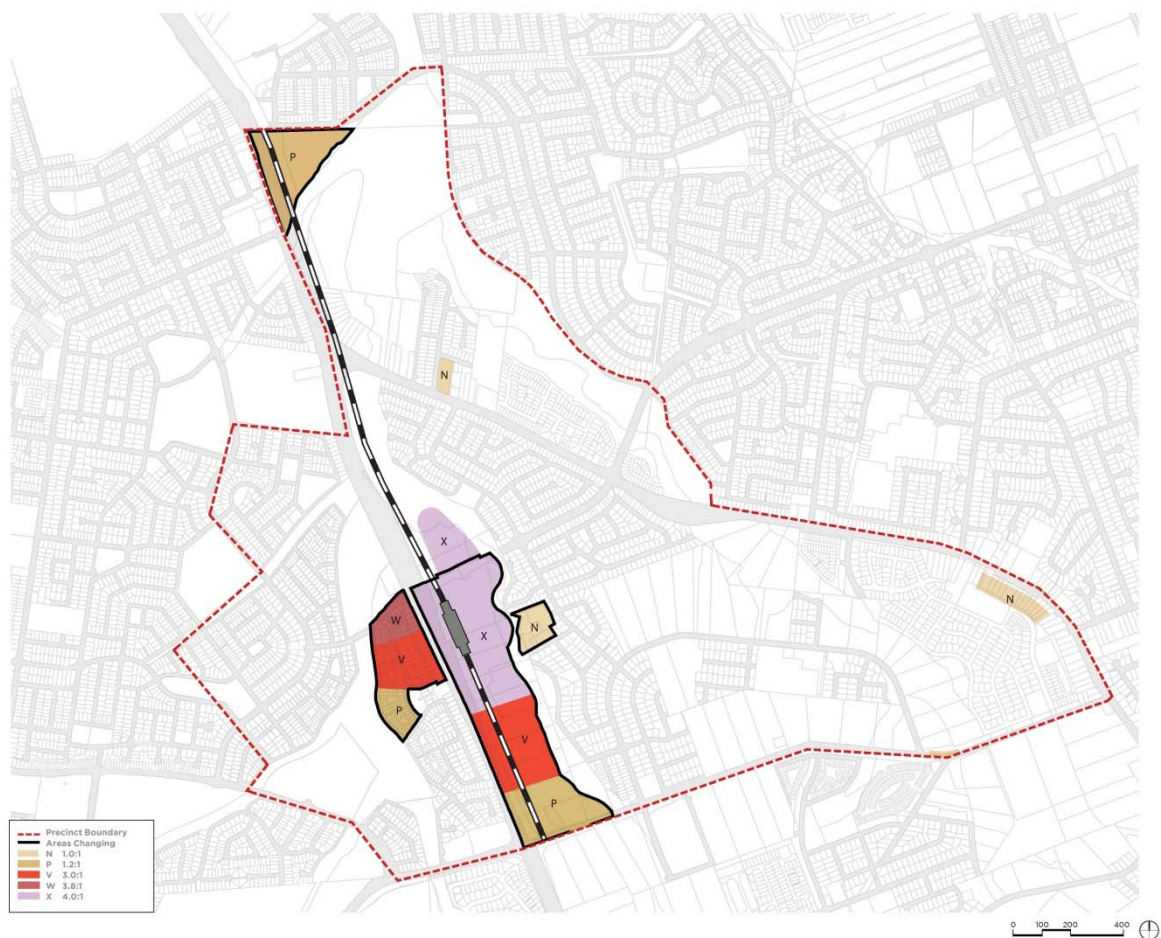
### Proposed floor space ratios

The proposed range of floor space ratios (FSRs) shown in Figure 24 has been identified to encourage regeneration and investment in the precinct.

The proposed floor space ratio represents a balance between a high quality built form, the capacity of infrastructure, particularly roads, and financially viable development.

For this proposal, the highest FSRs are located around the station to focus a large proportion of the development here, in the tallest buildings.

The proposed FSR controls are maximums, and all future development proposals will still need to address other relevant controls such as setbacks and open space provision in State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development, and the applicable Development Control Plan. This will determine the actual built form of future developments.



**Figure 24** Proposed floor space ratio controls for the Kellyville Station Precinct

### **Proposed amendments to the State and Regional Development SEPP**

The State and Regional Development SEPP identifies State significant development where the Minister for Planning is the consent authority under Part 4 of the EP&A Act. State significant development is either categorised in Schedule 1 or listed in “identified sites” in Schedule 2.

It is proposed that areas adjacent to the new Showground Metro Station and within Government ownership would be listed in Schedule 2 of the State and Regional Development SEPP as an identified site. To facilitate the delivery of infrastructure to support new homes and jobs, it is proposed that the following development be identified as State significant development under this listing:

- a principal subdivision establishing major lots or public domain areas, or
- the creation of new roadways and associated works.

### **Other proposed amendments**

The proposed minimum lot sizes seek to ensure new residential development in the precinct is viable, is able to achieve good design, and provide sufficient amenity for residents and neighbours.

Provisions for minimum lot sizes are proposed to be added to Section 4.1A of The Hills LEP.

For residential flat apartments, a minimum lot size of 1,500m<sup>2</sup> is proposed. This is considered to be sufficient to provide for the smaller apartment buildings in the precinct. Larger developments would by default need larger sites to also meet relevant controls for setback, landscaping and building separation requirements as recommended in The Hills Development Control Plan 2012 (refer to Appendix D).

For dual occupancy, a minimum lot size of 600m<sup>2</sup> is proposed, and for multi unit housing, a minimum lot size of 1,500m<sup>2</sup> is proposed.

In summary, the minimum lot size requirements are to ensure that future redevelopment:

- can facilitate good design with appropriate building footprints and built form; and
- responds to the proposed vision and future character of the area, its subdivision pattern and street structure.

## **3.8 Recommended Development Control Plan amendments**

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In addition to the recommended changes to The Hills and Blacktown Local Environmental Plans, recommended changes to The Hills and Blacktown Development Control Plans (DCPs) have also been proposed.

Development Control Plans provide detailed planning and design guidelines to support the planning controls in Local Environmental Plans. These can cover matters such as building setbacks, design measures, landscaping area and parking rates.

Only the sections of the DCPs recommended to be changed have been included in the proposal. Other sections of the DCPs are intended to still apply.

### **Residential Development**

Guidelines have been prepared for a variety of housing types including residential apartment buildings, shop top housing (residential apartments located above ground floor retail and commercial), multi-dwelling housing and small lot housing to cover matters such as:

- Building height and form
- Setbacks and relationship with the street
- Building design and facades
- Private open space and landscaping
- Car parking rates
- Bicycle parking
- Acoustic criteria
- Safety and security
- Access and adaptable housing

#### **Business Development**

- Setbacks, building layout and design

#### **Public Domain**

- Street network and design
- Pedestrian and cycle network
- Open space network
- Public art

A number of environmental management controls are also recommended for adoption by Blacktown and The Hills Shire Councils that reflect contemporary best practice principles in relation to indigenous and European heritage, sustainability, ecology and stormwater and drainage controls.

Copies of the recommended DCP amendments are located at Appendix B of this report.

### **3.9 Affordable Housing**

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The NSW Government is committed to delivering more opportunities for affordable housing across Sydney. Action 2.3.3 of A Plan for Growing Sydney outlines that the NSW Government will provide more affordable housing in Government-led urban renewal projects and on Government-owned sites to meet the shortfall in affordable housing.

The Government will develop a comprehensive approach for affordable housing on the Government-owned land across the Showground Station, Bella Vista Station and Kellyville Station precincts in consultation with all stakeholders. This approach includes a local housing strategy that recognises and plans for a diverse range of housing, including affordable housing.

### **3.10 Accommodating Growth**

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The Precinct Proposal estimates and extra 4,200 additional homes and 2,200 additional jobs for the precinct.

Table 8 below illustrates the comparison between the 2013 Corridor Strategy and the current Precinct Proposal.



**Table 8 Comparison of Growth Projections for the Kellyville Precinct**

Additional homes		Additional jobs	
Strategy – 2036	Priority Precinct	Strategy – 2036	Priority Precinct
4,400	4,200	800	2,200

The yield figures for the precinct proposal are based on the projected take-up rates and employment growth estimated in the economic analysis undertaken to inform the precinct plan. The actual yields achieved by 2036 will be dependent on several factors including economic conditions, employment patterns, technological changes, social trends, housing preferences, and immigration levels.

It is noted the additional 2,200 jobs is the forecast jobs growth arising from the new population, although it is estimated that the number of jobs located in the town centre itself will be around 1,000.

Notwithstanding the above, infrastructure and services to accommodate growth are constantly reviewed over time by service providers to identify the need for additional services or works that may be required. This includes road and public transport services, schools, hospitals, and utilities including water, gas and electricity. For utilities in particular, this issue is addressed at the development application stage, as it is a requirement that developers obtain approval from utility providers that these services are available.

In addition, if more residential development occurs than predicted, more Section 94 or 94A local contributions will be collected by the council to provide local services to respond to the increased population, such as open space, recreation facilities and local road upgrades.

The infrastructure that has been identified to be delivered to support the projected growth in the precinct is detailed in the Infrastructure Schedule in Section 6 of this report.

The growth projected for the precinct will go some way to providing the estimated 664,000 new homes and 689,000 new jobs in Sydney by 2036.

The Hills Shire Council has also prepared The Hills Corridor Strategy (Council Strategy), which sets out Council's framework for the delivery of growth identified in the *North West Rail Link Corridor Strategy*. The Council Strategy states it has been prepared to guide and form the basis of Council's response to the Showground, Bella Vista and Kellyville Priority Precincts.

The Hills Shire Council resolved to exhibit the draft The Hills Corridor Strategy for community feedback at a Council meeting of 8 September 2015.

The dwelling and employment growth projections for the *North West Rail Link Corridor Strategy* and the Council Strategy are similar.

Notwithstanding the above, a Direction under Section 117 of the *Environmental Planning and Assessment Act 1979* was issued in 2013, applying to the Councils within the *North West Rail Link Corridor Strategy*, with the objectives being:

- a) to promote transit-oriented development and manage growth around the eight train stations of the Sydney Metro Northwest; and
- b) ensure development within the Sydney Metro Northwest corridor is consistent with the proposals set out in the *North West Rail Link Corridor Strategy* and precinct Structure Plans.

### 3.11 Precinct Support Scheme

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Through the Precinct Support Scheme, the NSW Government has allocated approximately \$5 million for each of the Showground Station, Kellyville Station and Bella Vista Station Precincts to fund local infrastructure upgrades. The intention of the funding is to enable Council to provide local infrastructure that will directly benefit the community. The funding is additional to development contributions (that is Section 94 contributions), and could be used by Council to develop a new local park, upgrade existing open space, improve the local streetscape or provide additional community facilities, amongst other things.

Precinct support scheme projects need to satisfy a number of criteria including the project:

- can be delivered in a short timeframe;
- will provide direct benefits to the community; and
- has not already been funded by other means.

The precinct planning process, along with community consultation has identified a number of projects which could be funded through this scheme for the Kellyville Station Precinct. This funding could be allocated towards:

- walking and cycling paths including along existing streets such as Samantha Riley Drive, Wenden Avenue and Gainsford Drive;
- walking and cycling paths including along Elizabeth Macarthur Creek and Caddies Creek corridors;
- improvements to existing/planned sports fields such as Arnold Avenue Sports Complex and Stanhope Gardens Reserve; and/or
- new sports fields at Caddies Creek, Kellyville.
- new community centre at Kellyville or Bella Vista town centres.

Projects have also been identified for the Bella Vista and Showground Station Precincts and include:

- pedestrian and cycle paths through Bella Vista Farm, connecting residents to the Circa Shopping Centre (Bella Vista Station Precinct);
- walking and cycling paths along existing streets, Elizabeth Macarthur Creek and Cattai Creek corridors (Bella Vista and Showground Station Precincts);
- the upgrade of facilities at the Castle Hill Showground including a contribution towards a multipurpose facility, playground facilities, sporting facilities, walking and cycling paths, a market pavilion, lighting and park furniture such as tables, seating and barbeques (Showground Station Precinct);
- enlarging and improving Chapman Avenue Reserve (Showground Station Precinct); or
- improving existing playing fields at Kellyville Park and Fred Caterson Reserve (Bella Vista and Showground Station Precincts).

Through the exhibition process, the Department is seeking Community feedback on the types of projects the community would like to see funded through the Precinct Support Scheme.

Following public exhibition, the councils and the Department would work together to review the shortlisted projects and reach agreement on the recommended project(s) to receive Precinct Support Scheme funding for each precinct. The Department and council(s) would then enter into a funding agreement to detail the works to be delivered, the projects costs, project completion milestones and payment arrangements.

## 4 Consultation

Extensive consultation with the community, key stakeholders, and relevant government agencies has been undertaken during the preparation of this proposal.

### 4.1 Community Events

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Following the announcement of the three Sydney Metro Northwest Station Precincts, four community information stalls were held in 2014, and one during the first quarter of 2015. Staff from the Department of Planning and Environment were available to provide information about the *North West Rail Link Corridor Strategy*, the planning work being undertaken for the three Priority Precincts, and to answer questions. An 'ideas board' was provided for people to add comments and suggestions about the station precincts, to be considered as part of the planning process.

The community events the Department attended were:

- Paws in the Park at Castle Hill Showground – Sunday 31 August, 2014
- Orange Blossom Festival, Castle Hill – Saturday 13 September, 2014
- Hawkesbury Harvest and Food Fair – Saturday 11 October, 2014
- Bella Vista Farm Open Day – Sunday 2 November, 2014
- Castle Hill Show – Friday 13, Saturday 14 and Sunday 15, 2015

Some of the key comments made by the community included:

- the importance of good connections to the rail stations, and through the precincts, for pedestrians and those using buses and bicycles;
- adequate car parking at the stations;
- the importance of parks and green spaces;
- provision of sports facilities;
- provision of schools and community facilities;
- provision of dog parks/facilities;
- protection of heritage; and
- safety and security, especially at night and around the stations.

This feedback was considered in the planning for the precinct, and these issues discussed throughout the planning report.

## 4.2 Telephone survey

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The Department of Planning and Environment commissioned a telephone survey that was conducted in April 2014. The survey involved randomly generated numbers of residents living in the Sydney Metro Northwest corridor, with a total of 503 residents completing the survey.

The survey was conducted to gain an understanding of the types of activities and facilities the community would like to see within the precincts, and how the community would like to be consulted throughout the process.

The survey found that:

- awareness of the *North West Rail Link Corridor Strategy* was high, with 84% of respondents aware of it;
- visions for the future included a vibrant and well-connected community with good transport links, job opportunities and educational facilities;
- car parking, parks and other open space, cafes, restaurants and shops, community facilities and cycling links are some of the facilities that residents would like to see around the stations; and
- newsletters and local papers are the favoured form of communication regarding local planning and development activities, although younger people favoured online and email formats.

## 4.3 Online survey

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An online survey covering the three Priority Precincts was made available on each of the Kellyville, Bella Vista and Showground Station Precinct websites following the announcement of the precincts. The survey was available over a 10 week period between 2 August and 19 October 2014.

The survey comprised 12 questions about the respondent's current circumstances including age, place of residence, future housing considerations, and favoured local facilities and amenities.

A total of 280 respondents completed the survey, with 63% living in one of the three station precincts.

Some of the notable findings of the survey included:

- Most respondents (83%) lived in detached homes, which is consistent with the percentage of these types of homes in the area according to 2011 Census data;
- The majority of respondents (78%) would prefer to live in the same area if they moved to a different type of home in the future;
- The most important features influencing where people would live were public transport; proximity to cafes, restaurants and shops; and proximity to parks and open space;
- Most respondents (80%) were concerned that young people would have difficulty affording a home in the area;
- The most popular local facilities to support growth in the area were parks and reserves; community facilities such as libraries and community centres; and bicycle and pedestrian paths; and
- The most popular facilities that could be provided at Castle Hill Showground were a multipurpose venue; car parking facilities; and markets.



The online survey report has been made publicly available on the precinct websites. The findings of the survey were considered for the planning of the precinct, including planning for housing choice, provision for local shops and services in the new precincts, as well as providing for improved connections, open space and community facilities.

## 4.4 Newsletters

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A newsletter for each of the three station precincts was delivered to residences within each precinct in October 2015. The newsletters have been designed to keep the local community informed about the progress of the planning for the precincts around the new Kellyville, Bella Vista and Showground, and how they can get involved.

The number of residences that were delivered a copy of the October 2014 newsletters and that will receive future newsletters are as follows:

- Kellyville – 2,150
- Bella Vista – 2,400
- Showground – 1,150

A copy of each newsletter was also placed on the relevant station precinct website.

## 4.5 Stakeholder Briefing Sessions

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Stakeholder Briefing Sessions were held for the Showground Station Precinct on 30 October 2014 and 30 March 2015 for the Showground Station Precinct, and 6 November 2014 and 1 April 2015 for the Kellyville and Bella Vista Station Precincts.

The purpose of the Stakeholder Briefing Sessions is to provide information to representatives of community, business and other relevant local groups about the planning being undertaken for the precincts, and for these representatives to pass this information to their members. These sessions also provide these representatives the opportunity to raise issues and concerns they may have.

Key comments and issues raised at the Stakeholder Briefing Sessions have included:

- Traffic and parking issues;
- Public transport provision, including transport connections to and from the station;
- Improved pedestrian links through the precincts;
- Provision of quality open space;
- Future role and use of Castle Hill Showground;
- Historical significance of Bella Vista Farm and historical connections;
- Built form and future housing character;
- Business and employment growth;
- Safety and security;
- Access to schools and child care; and
- Extent of precinct boundary.

## 4.6 Registration for project updates

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Members of the community were invited to request to receive updates for the precincts by emailing their details to [urbanactivation@planning.nsw.gov.au](mailto:urbanactivation@planning.nsw.gov.au). Copies of the newsletters were sent to those who registered. They were also notified of the public exhibition and how to comment.

## 4.7 Agency consultation

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The Department has been meeting with The Hills Shire Council, Transport for NSW, and other government agencies regarding the proposed precinct.

## 4.8 Exhibition consultation

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During the exhibition period, the Department will be conducting a number of activities to inform the community about the exhibition of the proposal, and to provide opportunities to get involved. These will include:

- Letters to landowners in the precinct, and letterbox drops to residents within the precinct to inform them of the exhibition of the proposal;
- Update the precinct website with the exhibition documentation and information on how to make a submission;
- Community drop-in information sessions at a number of locations; and
- Copies of the documents available at the Department's offices at 23-33 Bridge Street, Sydney and The Hills Shire Council office.

## 5 Supporting Studies and Considerations

This section outlines how key considerations have been investigated and addressed for the Kellyville Station precinct.

### 5.1 Economic Feasibility

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An economic and market analysis was undertaken to inform future employment and floor space requirements in the Precinct in accordance with projected demand and economic feasibility testing (see Appendix F).

The Precinct's workforce is highly self-contained, with the majority of workers living in The Hills Shire and Blacktown LGAs. The Precinct's jobs include a relatively even distribution of occupations, including professionals (21.7%), clerical and administrative workers (17.7%) and technicians and trades workers (14.8%), which mostly caters to local business and household consumption needs.

The Precinct's two major industries are Health Care & Social Assistance and Construction with the third key industry being Professional, Scientific and Technical Services. All industries show the potential for growth in the Precinct.

The key industries which are expected to experience the largest growth in the Precinct to 2036 are:

- Healthcare and social assistance;
- Food and accommodation services;
- Education and training; and
- Retail trade;

Key drivers of growth are likely to be a combination of household consumption and local business. Demand from businesses outside the Precinct is expected to be marginal. Local businesses in the form of professional, scientific and technical services, rental, hiring and real estate services, administrative and support services are all expected to become more prevalent over the next 20 years.

It is forecast that 2,200 additional jobs would be accommodated in the Precinct by 2036, which equates to demand for an additional 82,200m<sup>2</sup> of employment floor space. The projected employment distribution is forecast to include:

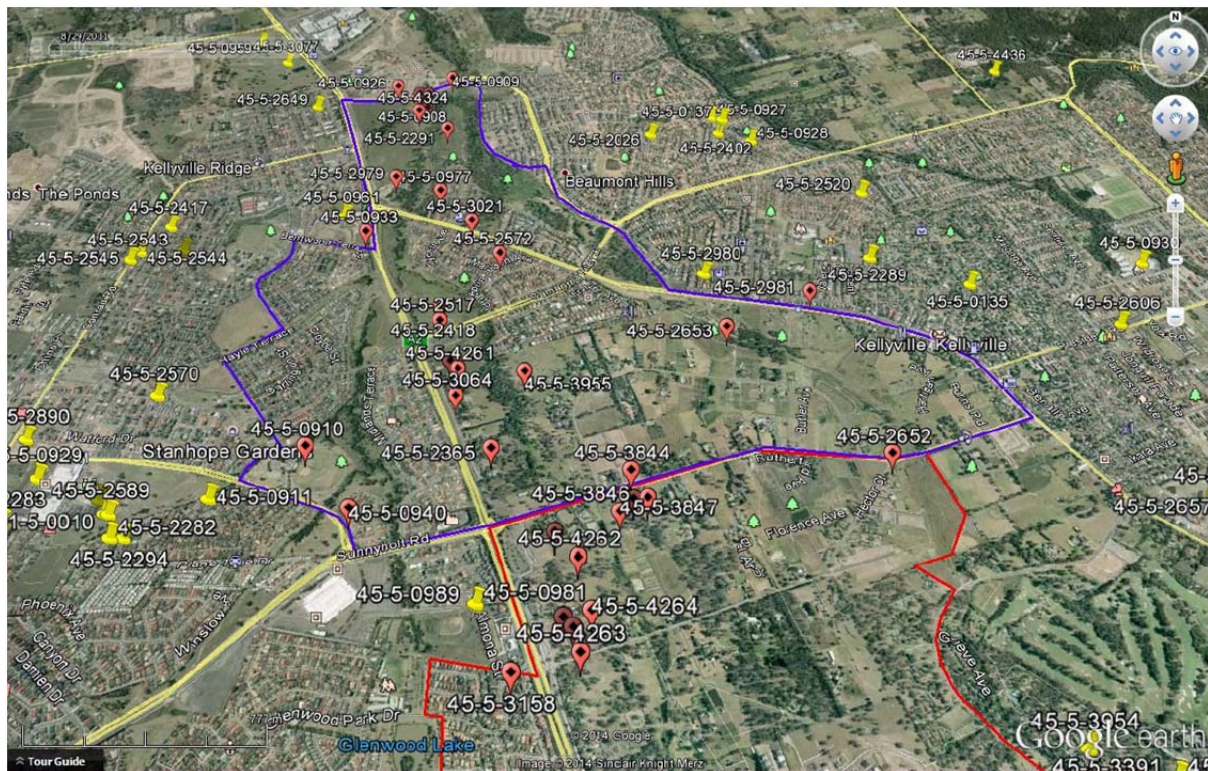
- 9,000m<sup>2</sup> demand for commercial floor space, limited to a local service role
- 36,000m<sup>2</sup> demand in the key growth area of institutional uses, such as education, health and community services
- 23,000m<sup>2</sup> demand for retail floor space, including uses such as motor vehicle retailing, fuel retailing, food retailing, homewares and bulky goods retailing
- shopfront space of between 5,000m<sup>2</sup> and 10,000m<sup>2</sup>, including a full line supermarket of between 2,000m<sup>2</sup> and 4,000 m<sup>2</sup>. The remaining space would cater for local business needs.

Appropriate employment floor space has been provided to meet projected employment growth in the Precinct over the next 20 years. The Precinct's proposed development controls include a new B2 Local Centre zone to facilitate a broad range of commercial and community uses. The adjoining R1 zone would also permit office and business premises.

## 5.2 Indigenous Heritage

An Indigenous Heritage assessment was conducted to identify existing indigenous sites throughout the Precinct and inform the rezoning for the project. This involved discussions and consultation with representatives from five aboriginal organisations.

Eighteen indigenous sites have previously been recorded within the Precinct. The report notes that the Precinct is located within a significant Aboriginal cultural landscape. It contains the full suite of Aboriginal sites, including artefact scatters, scarred trees and grinding grooves. Consultation with representatives of the Aboriginal community also indicated that all of the sites within the Precinct are exceptionally important to the local and broader Aboriginal community.



**Figure 25** Known Aboriginal sites within the Precinct, indicated by red balloons.

### Assessment

The report noted that while the proposed rezoning of the Precinct would not impact on Aboriginal cultural heritage values, subsequent development would require appropriate management strategies to be implemented.

It is an offence under the NSW *National Parks and Wildlife Act 1974* to harm or impact any Aboriginal cultural heritage sites or objects with a relevant permit. Any future development activity within the Precinct that may potentially impact the known Aboriginal sites will need to:

- comply with the statutory requirements of the National Parks and Wildlife Act;



- comply with the requirements of The Hills Local Environmental Plan 2012 and Draft Blacktown Local Environmental Plan 2013;
- be accompanied by an Aboriginal due diligence report prepared in accordance with the Due Diligence Code of Practice for the Protection of Aboriginal Objects;
- require an Aboriginal Heritage Impact Permit from the NSW Office of Environment and Heritage following development approval; and
- comply with the controls in The Hills and Blacktown Councils' relevant development control plan.

The Department has provided The Hills Shire and Blacktown City Councils with recommended Aboriginal heritage provisions for potential incorporation in their respective development control plans to provide more detailed guidance for avoiding harm and impacts to Aboriginal heritage sites, values, objects and/or places where possible.

The recommended DCP controls are provided at Appendix B.

### 5.3 European Heritage

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A European heritage assessment was undertaken to identify any potential impacts of the Precinct's proposed rezoning on the cultural significance of the Precinct.

The study identified three built heritage places and one archaeological site within the Precinct. These are:

- Old Windsor Road, listed on both the State Heritage Register and The Hills LEP 2012 as an Archaeological Heritage Item;
- Windsor Road (Baulkham Hills to Box Hill), listed in The Hills LEP 2012 as a local heritage item;
- Former Divine Word Mission at 4 Sabal Place, Beaumont Hills, listed in The Hills LEP 2012 as a local heritage item; and
- Former White Hart Inn archaeological relics revealed during testing for the construction of the Sydney Metro Northwest. The site has been assessed as having State significance but is not listed as a heritage item in The Hills LEP 2012 or the State Heritage Register.

#### **Assessment**

The study determined that the proposed rezoning of the Precinct would be unlikely to cause any physical impact on the three listed built heritage places, as the areas proposed to be redeveloped are outside the boundaries of the built heritage places.

The impact on known archaeological remains would be limited to the area around the White Hart Inn archaeological site. Any proposed works that may impact on the site would need to obtain an approval under s139 or s140 of the *Heritage Act 1977*.

Proposed development in the vicinity of these heritage items will need to comply with the requirements of council's relevant DCP and may require further heritage assessment to be carried out. The Department has provided Council with a number of recommended provisions for incorporation in Councils' DCP.

## 5.4 Ecology

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A desktop ecological study was undertaken to identify the biodiversity and riparian characteristics of the Precinct and to provide recommendations on how they should be appropriately considered as part of the rezoning process. Field surveys for part of the Precinct were also previously undertaken as part of the environmental impact assessments for the Sydney Metro Northwest project.

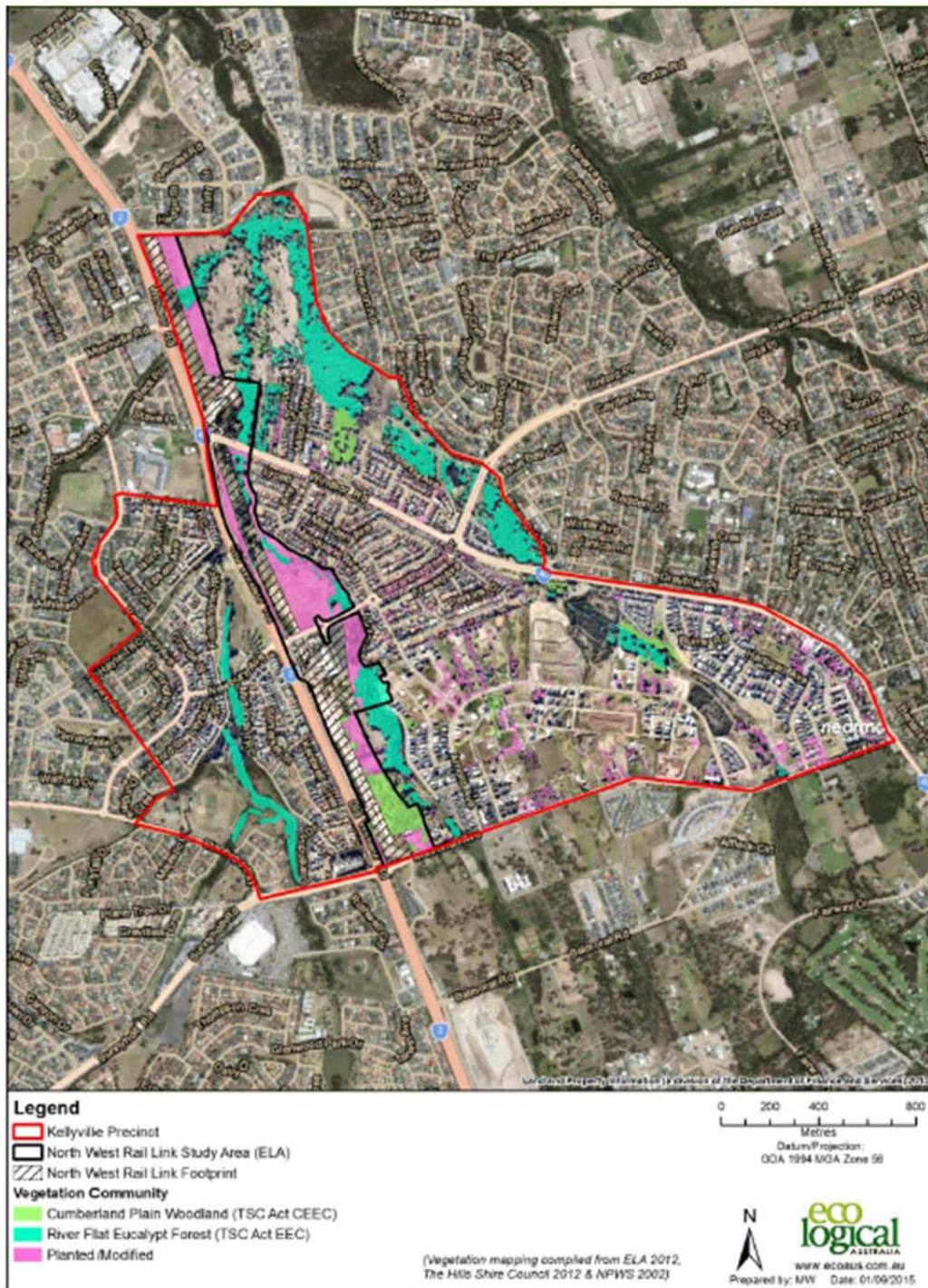
### Existing Biodiversity Values

Figure 26 identifies the vegetation communities and threatened species that have been identified in the Precinct, including:

- *Cumberland Plain Woodland* (approximately 7.48ha of the Precinct) – a critically endangered ecological community listed under the *Threatened Species Conservation Act 1995* ('TSC Act'). Its potential status under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) ('EPBC Act') would be determined following field inspections.
- *River-Flat Eucalypt Forest* (approximately 34.48 ha of the Precinct) an endangered ecological community listed under the TSC Act

Five threatened fauna species listed under the TSC Act and/or the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) ('EPBC Act') were identified as having previous records within the Precinct, as identified in Figure 26, including:

- Cattle Egret (*Ardea ibis*)
- Eastern False Pipistrelle (*Falsistrellus tasmaniensis*)
- Eastern Bent-wing Bat (*Miniopterus schreibersii*)
- Eastern Freetail Bat (*Mormopterus norfolkensis*)
- Grey-headed Flying Fox (*Pteropus poliocephalus*)



**Figure 26 Vegetation Communities and Threatened Species**

A number of watercourses and minor tributaries also traverse the Precinct associated with Caddies Creek, Elizabeth Macarthur Creek and Strangers Creek.

### Potential Impacts

The ecological assessment estimated the Precinct could indicatively impact around:

- 47.7% of the Precinct's *Cumberland Plain Woodland* (3.57ha). It was considered 'likely' that the potential removal of this amount of the critically endangered ecological community would lead to a significant impact; and

- 6.8% of the *River-Flat Eucalypt Forest* (2.35ha) It was considered ‘*unlikely*’ that the potential removal of this amount of the endangered ecological community would lead to a significant impact.

These figures are based on the assumption the rezoned land would be developed to its capacity under the proposed development controls. Potential ecological impacts from the redevelopment of the Precinct would not be fully known until the area has been rezoned and individual development applications lodged, at which time the ecological footprint of proposed activities can be quantified and more detailed environmental assessments undertaken.

### **Assessment**

The ecological assessment found that the ecological communities throughout the Precinct are likely to be degraded due to historical disturbances. Most of the mapped ecological communities and where previous sightings of threatened species have occurred are also located within the Precinct’s riparian corridors which are to retain their RE1 public recreation or SP2 infrastructure zoning controls.

The potential impacts on the Precinct’s *Cumberland Plain Woodland* and *River-Flat Eucalypt Forest* will need to be minimised and may require an ecological offsets strategy to be agreed with NSW Office of Environment and Heritage.

The lands containing these endangered ecological communities are owned and managed by the State Government, and it will be a matter for UrbanGrowth NSW to secure any required offsets strategy prior to development.

Proposed activities within the riparian corridors, such as a new cycleway/ pedestrian path would need to comply with the requirements of the NSW Office of Water Controlled Activity Guidelines and would be subject to more detailed environmental assessment at the development application stage.

It is also recommended Council adopt a control in its development control plan to ensure vegetation impacts throughout the Precinct are minimised and mitigated. This would require a comprehensive vegetation management plan to be prepared to ensure vegetation areas are adequately protected, rehabilitated and regenerated. The vegetation management plan would also facilitate improved wildlife connection corridors along Elizabeth Macarthur Creek.

All future development applications within the Precinct will also need to comply with the preservation of trees and vegetation requirements and the water sensitive urban design and landscaping controls within Council’s relevant development control plan.

## **5.5 Hydrology and drainage**

The Precinct includes Caddies Creek, Strangers Creek and Elizabeth Macarthur Creek, which are tributaries of Cattai Creek, which in turn is a tributary of the Hawkesbury River.

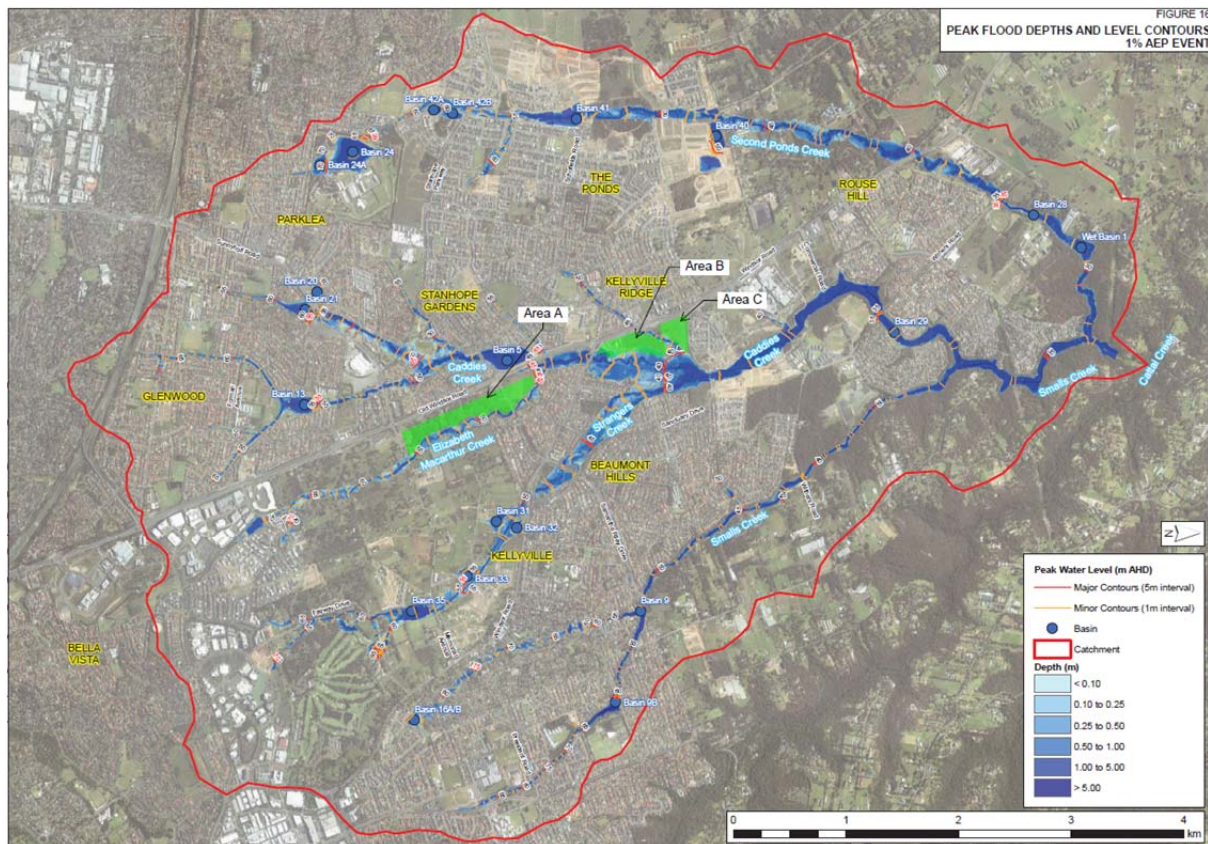
A desktop assessment of drainage and hydrology flows relevant to the Precinct was undertaken to provide an assessment of flood affected land associated with the Precinct’s rezoning. The assessment was informed by the *Rouse Hill Flood Study*, which was commissioned by Sydney Water in 2014 to review the extent of trunk drainage land within the broader area.

### **Potential Impacts**

Figure 27 below identifies the Government owned land within the Precinct in green. The three areas are all located adjacent to, or within the creek corridors of Elizabeth Macarthur Creek and Caddies Creek.



Further site specific flood studies may be required to determine whether the lands are partially or wholly constrained by flood risks. Land identified as a flood control lot is required to comply with the development controls in Part C6 of Council's development control plan to guide the management of flood risks associated with development.



**Figure 27 1 in 100yr AEP peak flood depths**

A range of different flood planning levels under Council's development control plan may apply to a flood control lot, depending on the type of development proposed and the part of the development in consideration. This includes an overarching control that relates to ensuring proposed developments do not increase flood effects to other properties.

### Assessment

Future development applications at the Precinct will need to comply with the water sensitive urban design controls in the relevant council's development control plan and may be required to carry out site specific flood analysis, in consultation with Council and Sydney Water.

The drainage and hydrology study also recommended additional 'target based' water sensitive controls be incorporated by Council in its DCP, consistent with best practice principles. The Department has provided recommended controls to:

- adopt best practice techniques for stormwater quality management ;
- minimise flooding and reduce the effects of stormwater pollution on Elizabeth Macarthur Creek and Caddies Creek; and
- ensure an integrated approach to water management through the use of water sensitive urban design principles.

The Department has also included a recommended control for adoption by Council in its Development control plan that a stormwater management plan is to be prepared for each development application for subdivision. This information will inform any trunk drainage infrastructure upgrades to inform amendments to Council's s94 contributions plan. The recommended DCP controls are provided at Appendix B.

## 5.6 Open Space and Community Facilities

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An assessment of open space and community facilities was undertaken to identify the existing provision of, and requirements and opportunities for additional open space and community facilities to meet the needs of future residents of the Kellyville Station Precinct (Appendix J).

### ***Existing Open Space and Community Facilities***

There are a number of open space and community facilities located within and immediately surrounding the Kellyville Precinct and adjoining Bella Vista Precinct, including 266 hectares (ha) of existing land zoned RE1 Public Recreation within the two precincts.

Existing facilities include community facilities (6), sporting fields and ovals (40), courts (31), indoor recreation facilities (2), informal recreation areas with playgrounds (12) and barbeque facilities, to large corridors that function as drainage and riparian networks that provide 16km of off-road trails and links through the area (10 trails in total). A map locating the existing open spaces and community facilities is set out below.





**Figure 28 Existing open spaces and community facilities: Bella Vista and Kellyville Precincts**

The proposed Caddies Creek and Arnold Avenue sporting complexes will also provide district scale facilities to serve the growing population of the area. The Arnold Avenue sporting complex will extend over 7ha and include a cricket oval and two soccer fields, including informal open spaces and amenities. The Caddies Creek complex will include a cricket oval, three playing fields, a baseball diamond and general amenities. A copy of the masterplans for these complexes is included in the Open Space study at Appendix J. The Hills Shire Council is also planning a new local community centre to be located at the Kellyville Park Community Centre.

#### ***Open Space and Community Facilities Assessment***

The Open Space and Community Facilities Assessment report noted that the open space needs for new communities are evolving in light of factors including changing demographics and community lifestyles. There is increasing demand for informal recreational activities such as walking and also non-traditional recreational activities, which often tend to suit smaller spaces rather than traditional large outdoor spaces like sporting fields.

The assessment report states that using open space rates is limited as other factors such as the distribution, useability, quality, responsiveness of open space to forecast future demographics and highest and best use of land need to be taken into consideration to determine the suitability of open space provision.

The assessment report identified land that could be available for open space, including 5.7ha for the Caddies Creek sporting fields extension and around 1.3ha of land under the Skytrain for recreation area, including small courts.

Land within the Elizabeth Macarthur Creek corridor would also serve an open space function, although the exact area is not yet defined. All new dwellings within the Precinct are proposed to be located within a 5 minute walk (400m) of an open space area, to ensure that accessibility is maximised and equitable for future residents.

The Open Space and Community Facilities Assessment included a review of plans prepared by The Hills Shire Council, including the Recreational Strategy released in 2007. This Strategy considered trends in level of sports participation, current levels of open space provision, and supply of recreational facilities. The Recreational Strategy noted a number of recreation participation trends including:

- demand for a greater diversity of recreational activities;
- greater emphasis on non-competitive, unstructured recreation opportunities at the expense of participation and involvement in organised sport;
- more flexible opening hours, including weekday, evening and weekend time slots; and
- increasing demand for indoor facilities.

The Integrated Open Space Plan for the Hills Shire (2014) reported on a survey of residents undertaken in December 2012 to understand participation rates. It was found that changing demand that will influence the way people use facilities include:

- walking and cycling are anticipated to have the largest increase in participation rates over the next 10 years;
- there are more social and small sided game formats of the traditional sports being played; and
- gym and fitness activities will continue to be one of the fastest growing uses of open space.

The Department is also mindful of the Council's approach for the planning of the Castle Hill North precinct, which, as stated in the exhibited material, "given the Castle Hill North Precinct is located within an existing urban area there is limited opportunity for the provision of new open space areas" and further analysis will be required to identify how to better utilise or add to existing spaces to meet additional demand.

The open space and community facilities assessment also recommended that a new neighbourhood scale community facility, with an area of around 400m<sup>2</sup> to 500m<sup>2</sup>, should be provided to service both the Bella Vista and Kellyville Precincts' future residents. The report recommended Bella Vista Precinct as the most appropriate location due to its role as a large centre with more employment and residential development than Kellyville, although provision for such a facility has been made in the Kellyville Precinct town centre until a decision is finalised.

The Open Space and Community Facilities Assessment concludes that the open space proposed for the precinct is consistent with the principles of transit oriented development and comparable with similar urban renewal sites in Sydney. The quality and useability of open space provided is important when considering appropriate open space provision, and in this case the open space proposed is considered to be suitable, subject to the recommendations provided.

Appropriate development controls have been recommended in the Kellyville draft Development Control Plan to ensure suitable, quality open space is provided. It recommends that the community



facility is provided in either the Kellyville or Bella Vista Station Precinct centrally located, close to the station and town square, and that it is designed to incorporate flexible, multi-purposes spaces to suit a broad range of indoor recreation activities, consistent with leading best practice design standards.

### ***Open space rates analysis***

To help inform the open space planning for the precinct, an analysis of the open space was undertaken by the Department to understand the existing and proposed rates of open space. This comparison was undertaken in response to concerns raised by The Hills Shire Council, who preferred that a rate of 2.83 hectares per 1,000 people be met for the population growth arising from the precinct proposal.

The Kellyville Station Precinct is within the suburb of Kellyville, which also includes a large part of the Balmoral Road Release Area, the North Kellyville Release Area and part of the Bella Vista Station Precinct. Considering open space at the suburb level is considered suitable as the areas changing in the precinct are only a small part of the suburb, and future residents and visitors not expected to restrict their use of open space to the precinct boundary. The suburb of Bella Vista has also been included in this analysis due to the overlap of the precinct and suburb boundaries.

**Table 9 Open Space Rates in the suburbs of Kellyville and Bella Vista**

<b>Kellyville and Bella Vista Suburb</b>	<b>Population</b>	<b>Open Space</b>	<b>Open Space Rate per 1,000 people</b>
Existing (2011)	27,582	157.4ha	5.71ha
Forecast (2036 – Kellyville and Bella Vista)	69,004	206.14	2.99ha

Notes:

- Existing population is obtained from 2011 Census data for dwelling numbers, multiplied by an average occupancy rate of 3.1 persons per household. Open space is the area of all land zoned RE1 Public Recreation.
- The forecast population growth in the suburbs of Kellyville and Bella Vista include the growth in the Kellyville and Bella Vista Precincts, which has been allocated an occupancy rate of 2.1 persons per household, along with growth to date from 2011 to date, the net projected population growth in North Kellyville, and the remainder of the Arnold Avenue Release Area growth. The additional open space includes 8.57ha of land identified for the town square, playing fields and courts, and parks in the Kellyville precinct proposal, 4ha of land for the town square, neighbourhood parks and pocket parks (excluding the creek corridor) in the Bella Vista Precinct proposal, and land identified for open space in the North Kellyville not yet zoned. Assumes all open space for the Balmoral Road Release Area is already zoned RE1.

The rate across the two suburbs is higher than the traditional rate which suggests that there will an adequate rate of open space provision for the local community. It is also considered that the future population would have access to a wide range of quality open spaces to cater for a wide range of open space needs, in addition to land that will be available in the Elizabeth Macarthur creek corridor, such as for bike paths. Options for the provision of even more open space are available, and these are discussed in Section 3.3 of this Planning Report.

## 5.7 Contamination

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State Environmental Planning Policy 55 – Remediation of Land (SEPP 55) promotes the remediation of contaminated land for the purpose of reducing risk of harm to human health or any other part of the environment. SEPP 55 requires the planning authority to be satisfied that the land will be remediated before the land is used for sensitive uses and the associated Managing Land Contamination guidelines outline the required investigations.

A desktop contamination review of the Precinct's history and site inspections (see Appendix L) was undertaken to identify both existing and potential contamination sources throughout the Precinct.

The precinct has historically been used for agricultural purposes and potentially a brick works in some areas. The assessment determined there is potential for common contaminants to be present, reflective of previous potentially contaminating land uses. The report did not identify the potential for gross or widespread contamination that would preclude the rezoning of the precinct.

The Department is satisfied the contamination assessment undertaken for the Precinct satisfies the requirements of SEPP 55 for the purposes of rezoning. Any areas identified as containing potential contamination will likely require further contamination investigations at the development application stage.

## 6 Infrastructure Summary

A summary of the infrastructure items required to support the proposed Kellyville Station Precinct is provided in Table 10 and includes local and regional traffic improvements, public transport improvements, and education and local infrastructure.

These infrastructure items would be funded by a range of sources as identified below. The Precinct Support Scheme is also available to support infrastructure delivery and would prioritise items which improve public spaces and local access.

**Table 10 Precinct Infrastructure Schedule**

Item	Measure	Who	Process
<b>Regional &amp; strategic transport planning measures</b>			
1.	Construction of the Sydney Metro Northwest (formerly the North West Rail Link) including: <ul style="list-style-type: none"> <li>New metro station, station plaza and public domain</li> <li>Bus, taxi, cycle and kiss and ride interchange facilities</li> <li>Customer car park with 1360 spaces</li> <li>New pedestrian / cycle bridge over Old Windsor Road south of Newbury Ave/Samantha Riley Drive</li> <li>New and upgraded station precinct access streets, including: <ul style="list-style-type: none"> <li>New precinct access streets linking Samantha Riley Drive with the new Kellyville Station and car park</li> <li>Upgrade of Samantha Riley Drive adjacent to the new Kellyville station, including replacement of existing roundabout with new signalised intersection adjacent to Elizabeth Macarthur Creek</li> </ul> </li> <li>Shared pedestrian / cycle path between Rouse Hill and Memorial Ave (Kellyville)</li> </ul>	TfNSW	Sydney Metro Northwest to be completed in 2019
2.	Memorial Avenue upgrade between Old Windsor Road and Windsor Road including improved pedestrian and cycle access across Memorial Ave and intersection upgrades	RMS	To be confirmed as precinct develops
3.	New upgraded intersection with potential signals on Memorial Avenue at New access road between Old Windsor Road and Free Settlers Drive.	Relevant road authority / developer	To be confirmed as precinct develops
4.	Intersection upgrades at Samantha Riley Drive and: <ul style="list-style-type: none"> <li>Old Windsor Road</li> <li>Windsor Road</li> </ul>	RMS	To be confirmed as precinct develops
5.	Bus network: <ul style="list-style-type: none"> <li>Improvements to the rapid bus and suburban bus network to create a more connected system that complements the Sydney Metro Northwest</li> </ul>	TfNSW/ relevant road authority /	To be investigated as precinct develops

Item	Measure	Who	Process
	<ul style="list-style-type: none"> <li>Continued review of local bus services, including to service new development areas</li> </ul>	developer	
6.	Potential new bus-only connection between Northwest T-way and local street network/Newbury Ave	TfNSW	To be confirmed as precinct develops
<b>Local transport measures – potential road upgrades</b>			
7.	New streets as development occurs	Relevant road authority / developer	To be confirmed as precinct develops
8.	New access road connecting the proposed residential development precinct west of Elizabeth Macarthur Creek to Memorial Ave (between Old Windsor Road and Arnold Ave)	Relevant road authority / developer	Delivery as part of a Section 94 Plan and potential other funding sources
<b>Local transport measures - Pedestrian and Bicycle Network</b>			
9.	Pedestrian network: <ul style="list-style-type: none"> <li>Footpaths on both sides of all streets within precinct</li> <li>Installation of new pedestrian crossings on new and existing streets where required to accommodate increased pedestrian activity.</li> <li>Footpaths on both sides of Samantha Riley Drive, Memorial Ave, Arnold Ave, Wenden Ave and Gainsford Drive.</li> <li>Pedestrian crossings on all legs at new signalled intersections.</li> </ul>	Relevant road authority / developer	Delivery as part of a Section 94 Plan and potential other funding sources
10.	Separated/shared paths: <ul style="list-style-type: none"> <li>Along the Elizabeth Macarthur Creek corridor, connecting through to Rouse Hill and Bella Vista station;</li> <li>Along Windsor Road, between Old Windsor Road and Memorial Ave;</li> <li>Along Samantha Riley Drive, between Old Windsor Road and Windsor Road;</li> <li>Along Memorial Ave between Old Windsor Road and Windsor Road; and</li> <li>Along Arnold Ave, to and from Memorial Ave</li> </ul>	Relevant road authority / developer	Delivery as part of a Section 94 Plan and potential other funding sources
11.	Pedestrian and cyclist bridge over Memorial Ave, adjacent to Pellizzer Boulevard	Hills Shire Council	To be confirmed as precinct develops
12.	New pedestrian and cycle bridges over Elizabeth Macarthur Creek	Council/ Sydney Water	Delivery as part of a Section 94 Plan and potential other funding sources
13.	Revitalisation of Elizabeth Macarthur Creek Corridor Drainage works	Sydney Water	To be confirmed as precinct develops
<b>Education</b>			
14.	Expansion of existing primary schools (and out of school hours facilities where possible).	Department of Education and Communities	School Cluster Asset Plan
<b>Local infrastructure measures</b>			
15.	5.7ha sport fields adjacent to the Caddies Creek Sporting Complex, including associated access road to connect the site	The Hills Shire Council/	Delivery as part of a Section 94 Plan and



Item	Measure	Who	Process
	to Sanctuary Drive	developer	potential funding of improvements under the government funded Precinct Support Scheme
16.	1.3ha recreation area under the viaduct, including small sport courts	The Hills Shire Council/ developer	Delivery as part of a Section 94 Plan
17.	Provision of 2 new local parks, with playgrounds and amenities, with a minimum total area of 9,300m <sup>2</sup> .	The Hills Shire Council/ developer	Delivery as part of a Section 94 Plan
18.	Village Plaza, minimum of 1,500m <sup>2</sup> located to the east of Kellyville Station	The Hills Shire Council/not for profit or private sector	delivery as part of a Section 94 Plan/ private sector
19.	Multipurpose community centre at either Kellyville Station or Bella Vista Station Precincts with a minimum floor area of 600m <sup>2</sup> , and to include a local library with a minimum floor area of 200m <sup>2</sup> .	The Hills Shire Council	Delivery as part of a Section 94 Plan

## 6.1 Monitoring and Reporting

To provide a valuable evidence base to inform service and infrastructure delivery as the precinct redevelops the next 20 years, the Department will monitor and report annually on the:

- number of housing approvals, construction commencements and completions for all housing types within the Precinct;
- pipeline for additional housing throughout north west Sydney;
- performance of The Hills and Blacktown Councils' development processing times.

The Department will also monitor population, household and dwelling projections for north west Sydney, The Hills and Blacktown LGAs.

### *Employment Lands*

The Department's Employment Lands Development Program will continue to monitor and audit the supply of employment lands throughout the precinct and surrounding area to inform policy development, infrastructure co-ordination and future planning for employment lands.

### *Infrastructure Funding*

The Department will also work with infrastructure agencies and stakeholders to co-ordinate the infrastructure required to support integrated land use planning throughout the precinct and broader corridor.

This will include the identification of available finance and contributions schemes to deliver key infrastructure items and open space projects.

## 7 Next Steps

Following the public exhibition of the Kellyville Station Precinct rezoning proposal, the Department of Planning and Environment will assess the matters raised in the submissions and where required, the rezoning proposal will be amended.

Once finalised, the rezoning proposal will be forwarded to the Minister for Planning for approval.

Approval and publication of the rezoning will enable the lodgement of development applications for individual development proposals with The Hills Shire Council, or Blacktown City Council (where relevant) for processing and assessment.

The Minister for Planning will be consent authority for subdivision works and enabling infrastructure on NSW Government land.

The Hills Shire Council and Blacktown City Council will also amend their Development Control Plans where necessary to reflect the rezoning.