

Bella Vista Station Precinct Proposal

DECEMBER 2015



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Contents

Executive Summary	2
1.0 North West Rail Link Corridor Strategy	4
1.1 North West Rail Link Corridor Strategy	4
1.2 Bella Vista Station Structure Plan	5
2.0 Priority Precincts	6
2.1 The Priority Precinct Program	6
2.2 Changing Preferences and Lifestyles	6
2.3 Community Consultation	7
3.0 Environmental and Social Analysis	8
3.1 Transport	8
3.1 Open Space and Ecology	9
3.3 Water Courses and Flooding	9
3.4 Heritage	10
3.5 Land Ownership	11
3.6 Recent Development	11
4.0 The Proposal	12
4.1 Bella Vista Vision	12
4.2 Precinct Plan	14
4.3 Public Open Space Network	19
4.4 Access and Movement	22
4.5 Built Form	24
4.6 Proposed Planning Controls	27
5.0 Infrastructure Analysis	30
5.1 Infrastructure Schedule	30
5.2 Precinct Support Scheme	31



Executive summary

This document is a summary of the Bella Vista Station Precinct Proposal prepared by the Department of Planning and Environment.

The proposal has been informed by the 2013 North West Rail Link Corridor Strategy, which was prepared to guide development of land around the eight new stations on the Sydney Metro Northwest. Consultation with local councils, State government agencies and the local community has been an integral part of the process.

The Bella Vista Station Precinct is centred on the new Bella Vista Station which will provide excellent transport access to employment centres, retail hubs and educational facilities across Sydney. The precinct will provide for a greater supply of homes, more housing choice, and more jobs and services closer to home.

This is a long term project to be delivered over 20 years. Like any renewal area, the project will evolve over time. By 2036, it is expected that the Bella Vista Precinct will be transformed into a vibrant, connected and walkable centre which is attractive to live, work and spend time in.

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.



Figure 1 Indicative view of the local centre and town square

The proposal includes the rezoning of parts of the precinct close to the new station. The precinct will provide for:

- ▶ a new local centre around the station providing a mix of shops, cafés, restaurants, local services and apartments;
- ▶ expansion of employment and business opportunities through revitalisation of the existing Norwest Business Park and Circa site, and the creation of new business locations adjoining the station;
- ▶ a range of housing options including townhouses, detached homes, and apartments, with the highest buildings closest to the station;
- ▶ retention of the Bella Vista Farm as an important heritage and recreational facility;
- ▶ increased areas of open space, community facilities, and schools and
- ▶ an extensive and integrated network of public open spaces to meet the needs of the existing and future community.

The precinct proposal will be supported by a range of infrastructure improvements including:

- ▶ new Metro station at Bella Vista with bus, taxi, cycle, and kiss and ride interchange facilities and customer car park;
- ▶ new and upgraded intersections and local roads;
- ▶ bus priority measures;
- ▶ new pedestrian and cycle paths;
- ▶ new community facility at either Bella Vista or Kellyville;
- ▶ new primary school;
- ▶ potential new high school in either Castle Hill, Showground Station Precinct or Bella Vista Precinct; and
- ▶ a variety of new green open spaces to provide for a range of recreational activities.

To further assist the provision of local infrastructure upgrades and improvements, the NSW Government has allocated up to \$15 million across the Bella Vista Station, Kellyville Station and Showground Station Precincts under the Precinct Support Scheme. Consultation with the community will help inform which works will be funded.



Figure 2 Artist Impression of the town square



Figure 3 Example of mixed uses in a local centre (Balgowlah)



Figure 4 Example of active street frontages



Figure 5 Existing station that will be upgraded as a Sydney Metro Northwest station

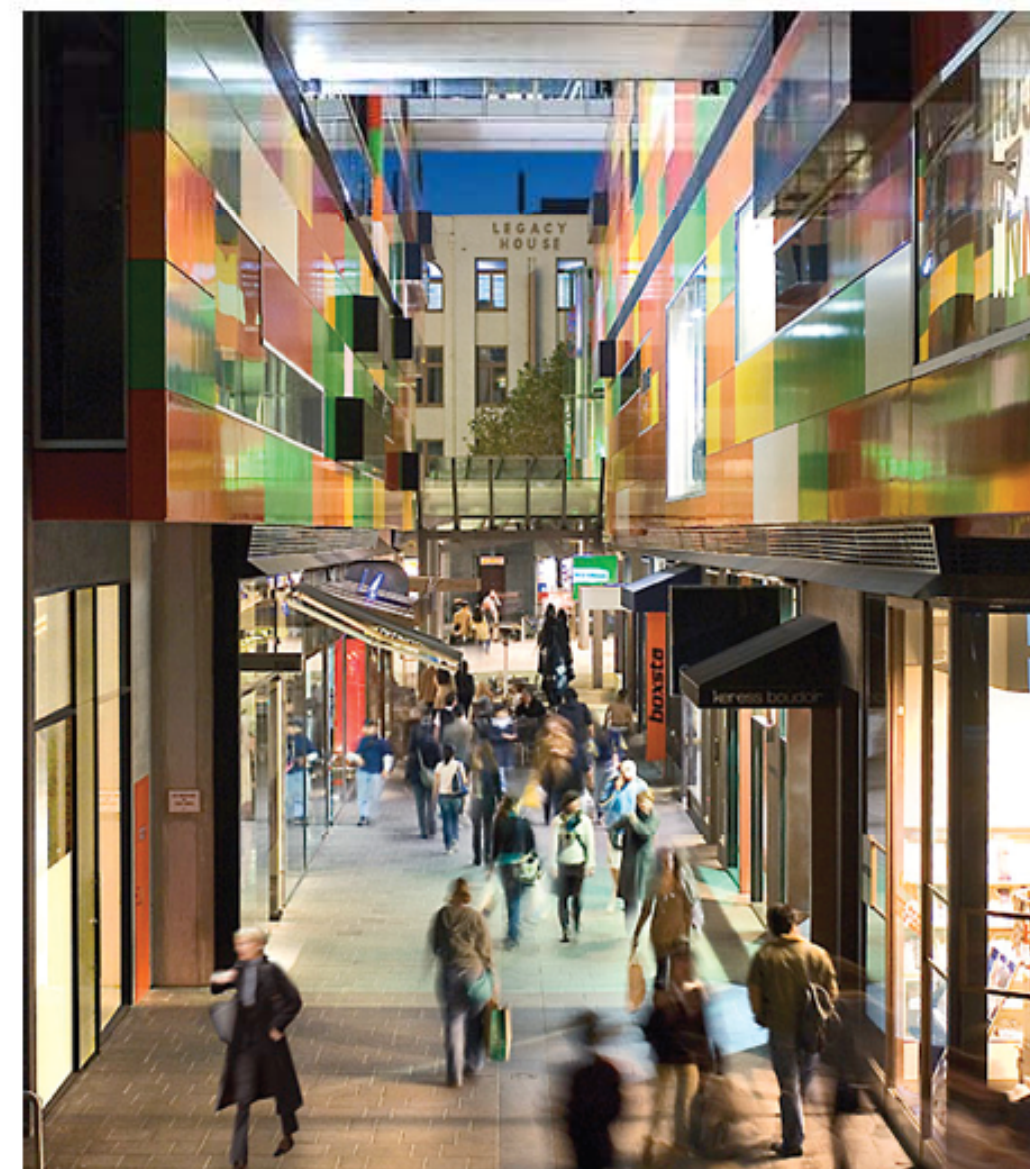


Figure 6 Example of street activity and mixed uses (QV Retail, Melbourne)

1.0 North West Rail Link Corridor Strategy

1.1 North West Rail Link Corridor Strategy

The \$8.3 billion Sydney Metro Northwest, (formerly known as the North West Rail Link), is Australia's largest transport infrastructure project currently under construction and a priority rail project for the NSW Government.

Sydney Metro Northwest, due to open in the first half of 2019, includes the 23 kilometre line from Epping to Cudgegong Road, and will deliver eight new railway stations to Sydney's growing North West. Sydney Metro Northwest will also include the existing 13 kilometre Epping to Chatswood rail line.

The second stage of 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 centre of Sydney.

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 guide planning around the stations, and integrate land use and transport planning to meet current and emerging challenges associated with future expected growth in the North West region.

The Corridor Strategy:

- ▶ 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.

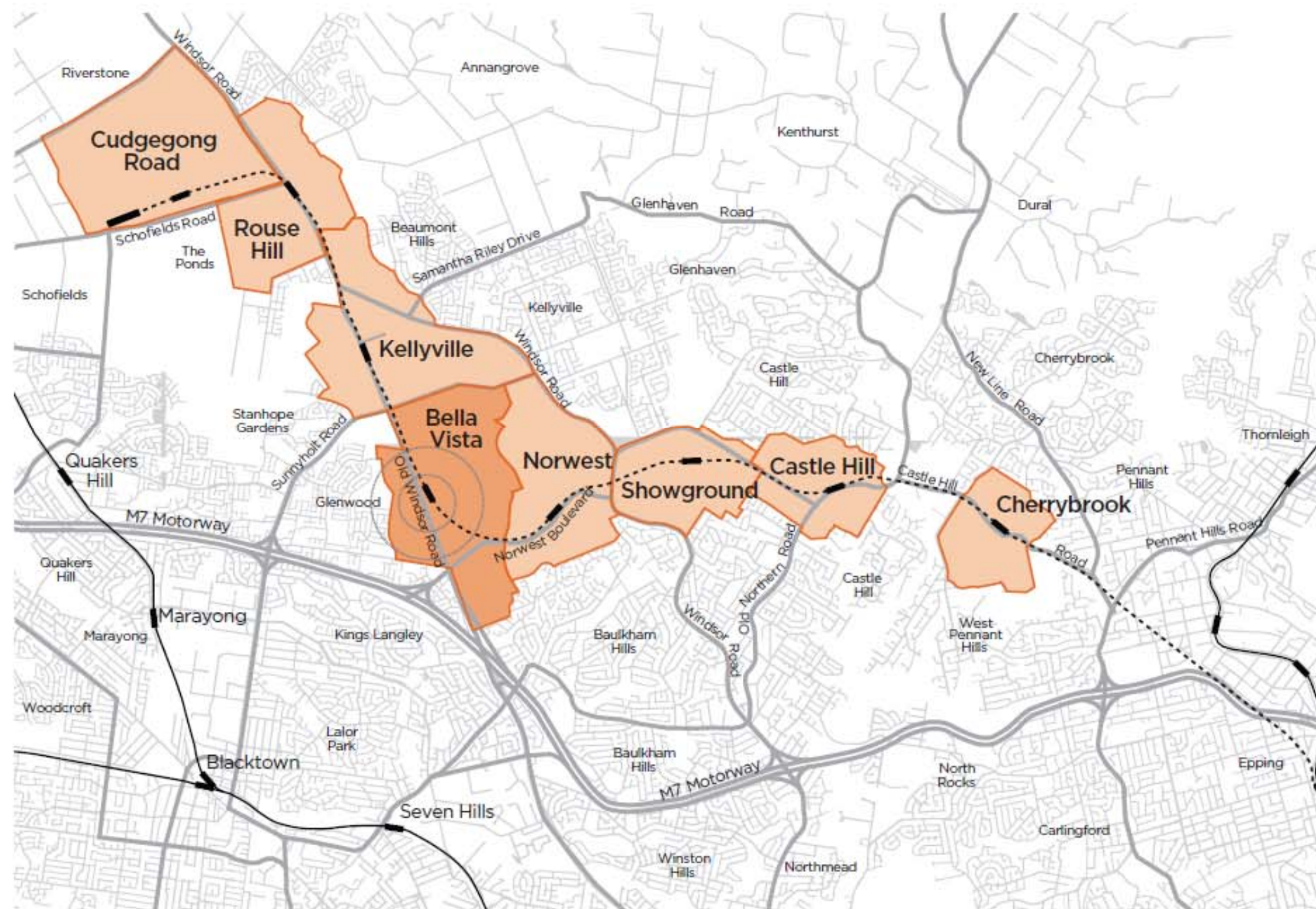


Figure 7 North West Rail Link Corridor Station Precincts

1.2 Bella Vista Station Structure Plan

A Structure Plan was prepared for the Bella Vista Station Precinct as part of the North West Rail Link Corridor Strategy.

This plan considered the potential for the Sydney Metro Northwest to transform the Bella Vista Station Precinct by providing a new focal point for the community centred upon the station. Opportunities were identified for more homes and jobs close to the station, a greater mix of housing choice, and a mix of neighbourhood shops and services to provide for the daily needs of the community.

The Structure Plan is a high level plan used to guide future planning of the precinct. It relies on further detailed planning to determine the most appropriate planning controls. In this case it has been used to guide the current proposal for the Bella Vista Station Precinct.

The station precinct includes land within an 800 metre radius, or roughly a 10 minute walk, of the new Bella Vista station. The boundary has also taken into account the surrounding road network, natural features, and the development pattern of the area.

The area of the precinct east of Old Windsor Road is located within The Hills Local Government Area, and the area west of Old Windsor Road is located within the Blacktown Local Government Area.

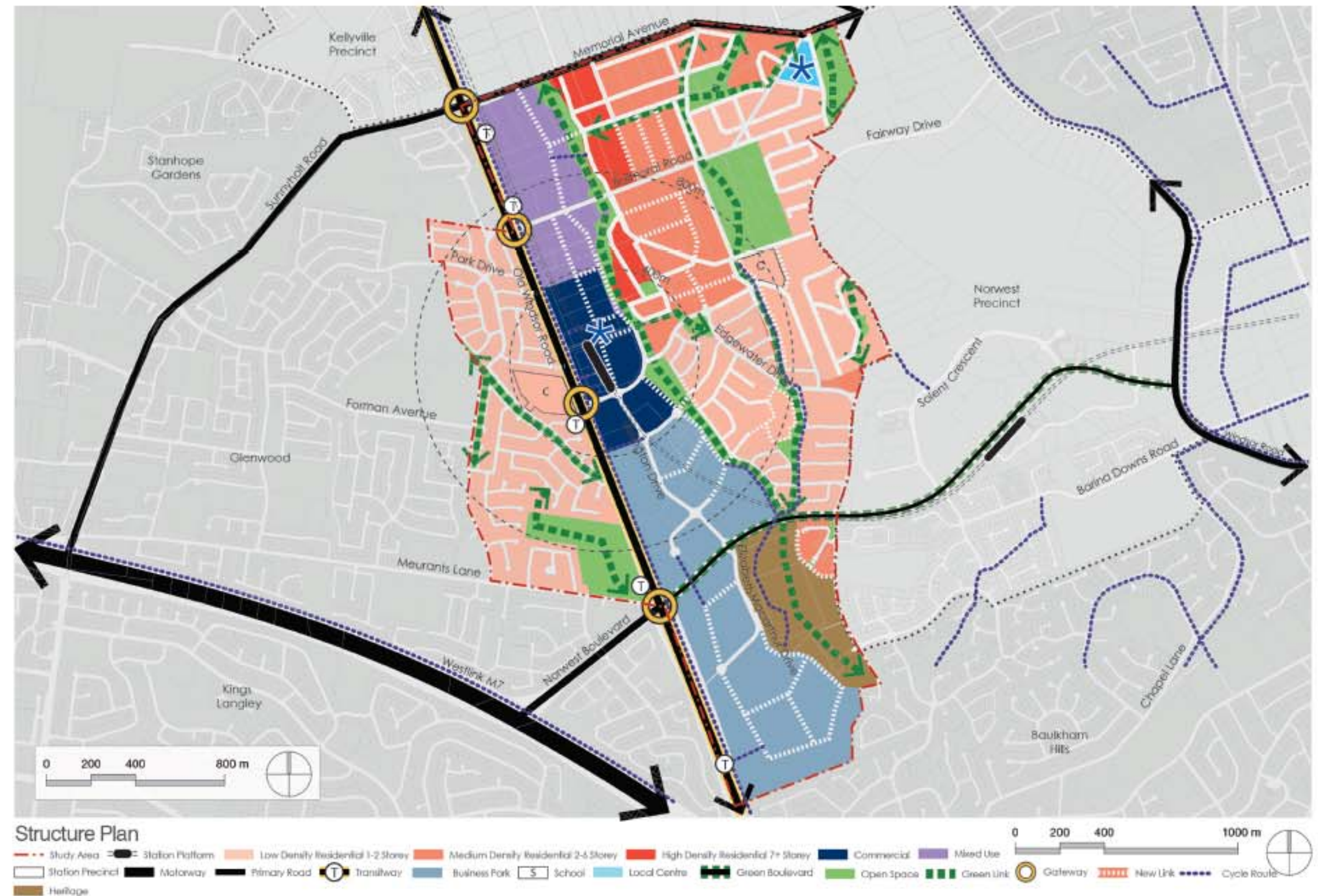


Figure 8 Bella Vista Station Structure Plan

2.0 Priority Precincts

Our vision for Sydney for the next 20 years is for 'A strong global city ... a great place to live. This is the key message of *A Plan for Growing Sydney*, the NSW Government's plan for Sydney's future. The plan has four key goals:

- ▶ A competitive economy with world class services and transport;
- ▶ A city of housing choice with homes that meet our needs and lifestyles;
- ▶ A great place to live with communities that are strong, healthy and well connected; and
- ▶ A sustainable and resilient city that protect the natural environment and has a balanced approach to the use of land and resources.

One of the biggest challenges in meeting these goals is how best to provide the 664,000 new homes and 689,000 new jobs for an extra 1.6 million more residents predicted by 2031. One of these ways is through the Priority Precincts program.

2.1 The Priority Precincts Program

The Priority Precincts program aims to provide for new housing and jobs in centres with good existing or planned transport services. The program coordinates the delivery of infrastructure to ensure that the growth will be supported by improved public open space and community facilities to make these areas attractive places to live, and enhance people's lifestyles and living standards.

A major consideration for Priority Precincts is walking distance to public transport, shops and services. Most people are comfortable with a ten-minute walk to public transport and shops and services, which is about a distance of 800 metres.

2.2 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, we also need to consider the changing preferences and lifestyles of Sydney's residents.

The Priority Precinct program plans for development over the medium to long term and therefore need to take into consideration these changes, which include:

- ▶ Increased desire to live in centres with good transport connections and proximity to shops and services to make life more convenient and enjoyable
- ▶ Improved access to public transport, as well making it easier to cycle and walk, which reduces traffic congestion, exhaust emissions, and result in more pleasant streets and neighbourhoods.
- ▶ Reflect the demand for apartments in centres with jobs, shops, services and transport especially from the growth in single and couple only households
- ▶ Allow aging in place, by providing a range of housing types so people can live close to family and friends no matter what their life stage.



Figure 9 North Ryde Station Precinct

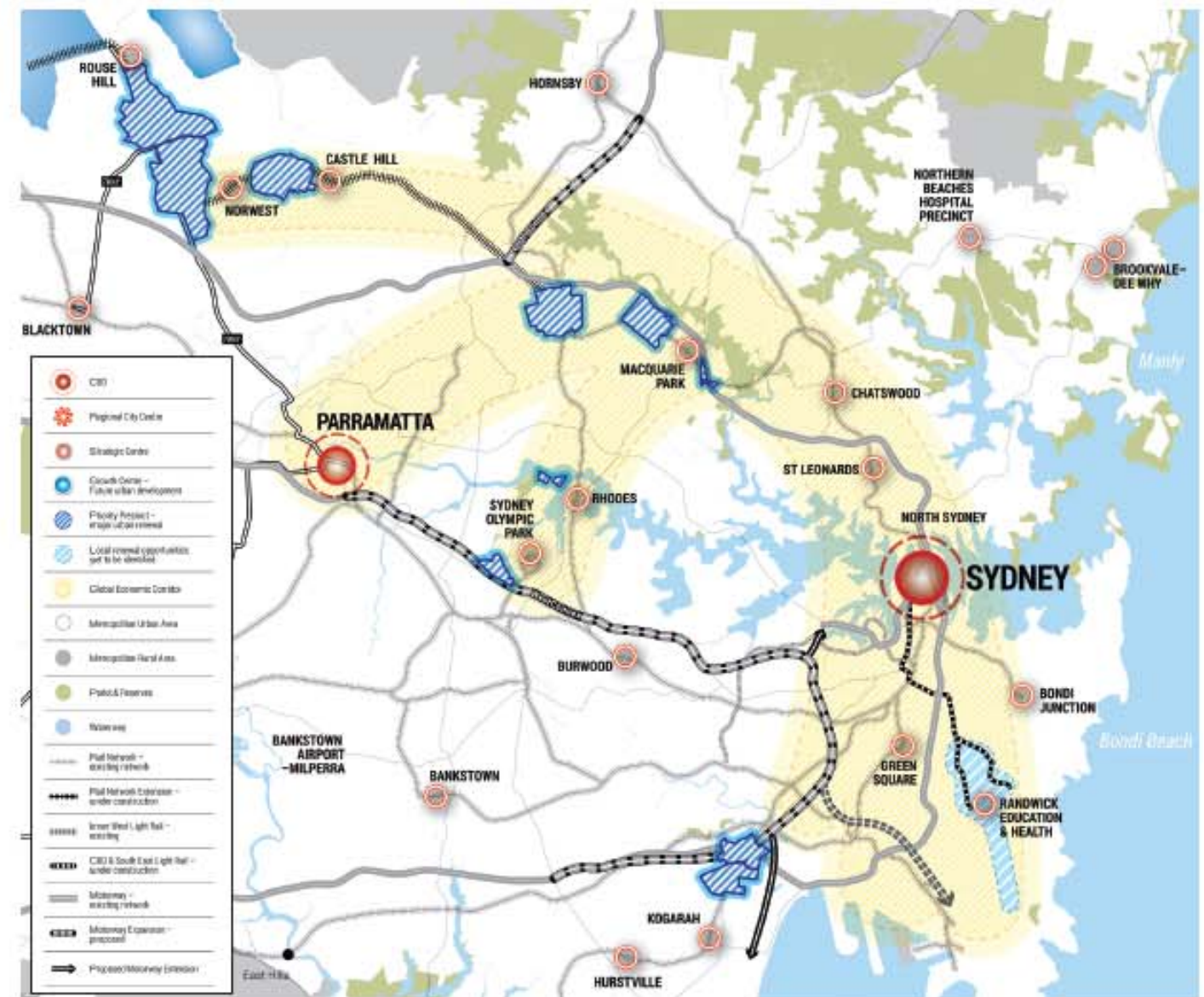


Figure 10 Priority Precincts

2.3 Community Consultation

One of the key principles of the Priority Precincts program is extensive community engagement throughout the planning process. Consultation that has been undertaken leading up to the exhibition of the Bella Vista precinct proposal included:

Community information stalls

- Five events were attended by the Department between August 2013 and April 2014 including Paws in the Park (August 2014), Orange Blossum, Festival (September 2014), Hawkesbury Harvest and Food Fair (October 2014), Bella Vista Farm Markets (November 2014) and the Castle Hill Show (March 2015).

Newsletter

- A precinct specific newsletter was delivered to approximately 5,700 residents of the three precincts in October 2014.

Telephone survey

- Conducted in April 2014, with 503 randomly selected residents completing the survey.
- Community feedback on the visions for the future of each precinct included vibrant and well-connected communities with good transport links, job opportunities and educational facilities.

On line survey

- Available for 10 weeks over August to October 2014, and completed by 280 respondents, with 63% living in the Kellyville, Bella Vista or Showground Precincts.
- The most important features influencing where people would live were public transport; proximity to cafés, restaurants and shops; and proximity to parks and open space.
- 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.

Stakeholder Briefing Sessions

- Sessions were held for the Showground Station Precinct on 30 October 2014 and 30 March 2015, and for the Kellyville and Bella Vista Station Precincts on 6 November 2014 and 1 April 2015.
- Provided information to representatives of community, business and other relevant groups about the planning for the precincts, and provide representatives the opportunity to raise issues they may have had.

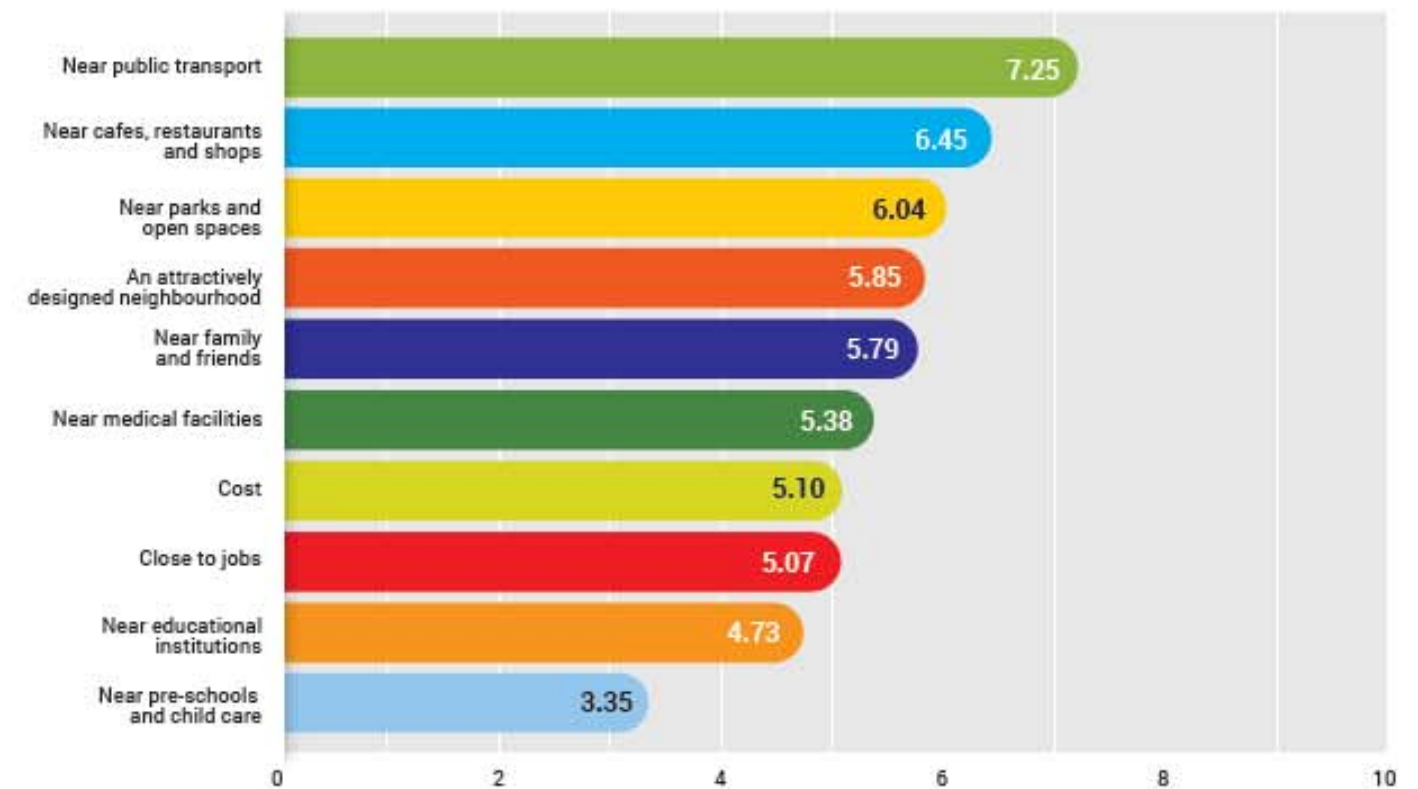


Figure 12 On-line survey result – average ranking for each factor influencing choice of housing location

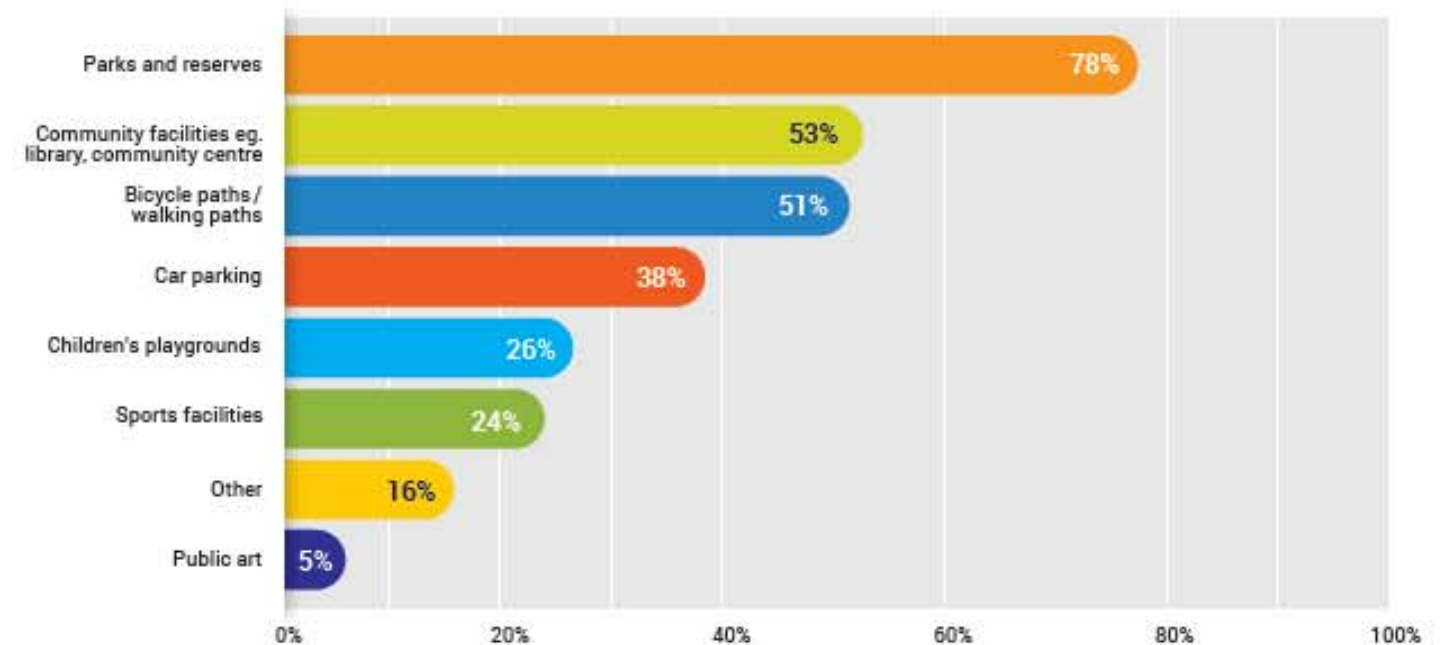


Figure 13 On-line survey result - most popular local facilities to support growth (up to three items could be chosen)



Figure 11 Community Information Stalls

3.0 Environmental and Social Analysis

3.1 Transport

Road and Rail Network

Old Windsor Road is the primary State managed, arterial road carrying high volumes of traffic. Other arterial roads are Memorial Avenue and Norwest Boulevard.

Lexington Drive, Celebration Drive and Balmoral Road are collector roads also subject to large volumes of traffic in peak times.

The proposed rail line will be underground south of Bella Vista station, where it will emerge into an open cutting. The line then remains in the cutting, passing beneath Balmoral Road, before rising onto the Skytrain viaduct just south of Memorial Avenue.

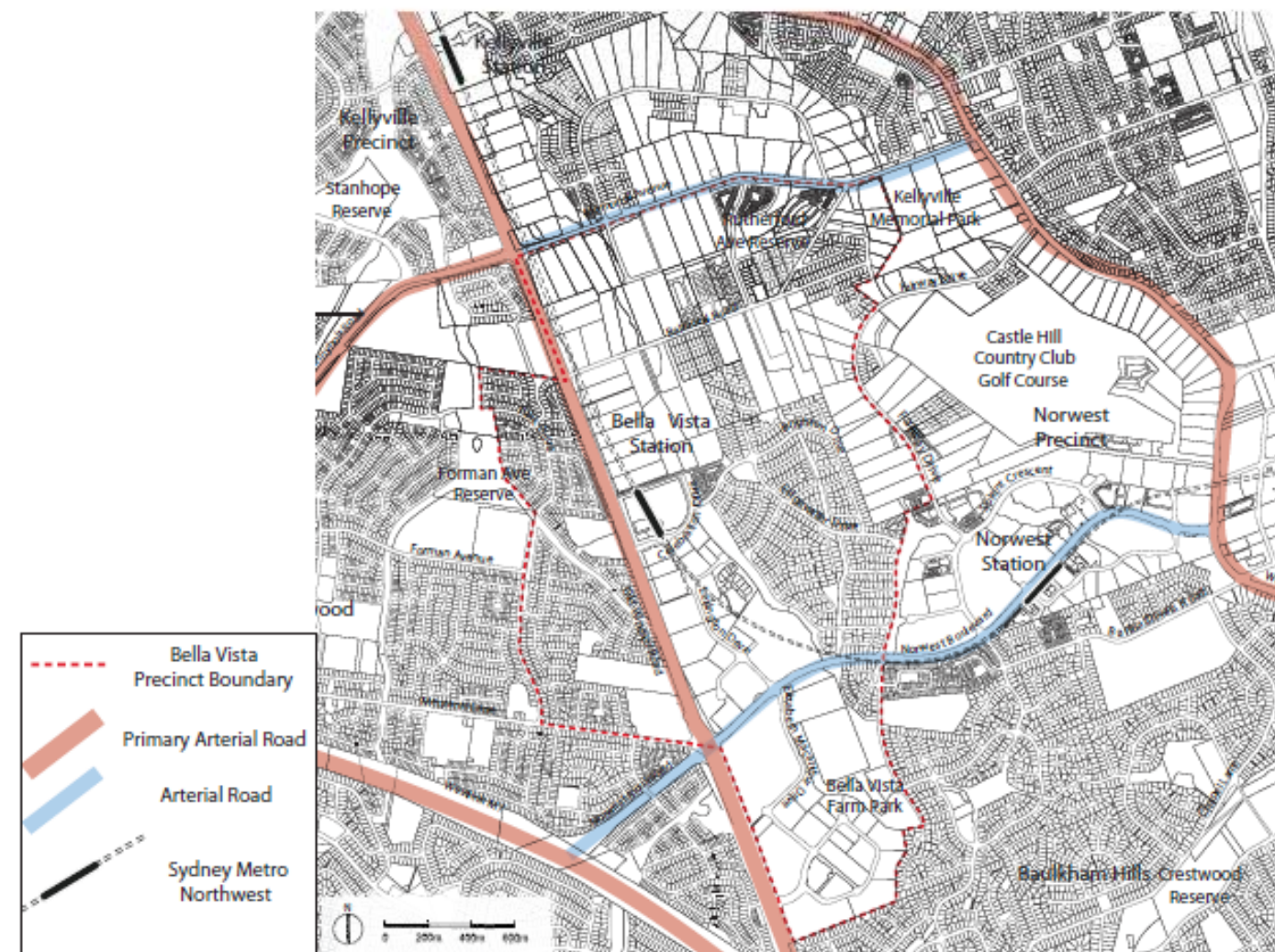


Figure 14 Rail and road networks

Bus and cycle network

Bus routes run along the North West Bus Transitway (T-way) to major destinations such as Rouse Hill, Parramatta and the Sydney Central Business District. Key T-way stops are located alongside Old Windsor Road near the intersections with Celebration Drive, and Norwest Boulevard.

Other bus services connect residents in Bella Vista to areas such as North Sydney, Castle Hill and Macquarie Park.

The existing cycle network includes a dedicated route along Old Windsor Road and along parts of Elizabeth Macarthur Creek. Shorter stretches of cycle paths exist on roads through residential areas, although these paths are generally not well connected to shops and jobs.

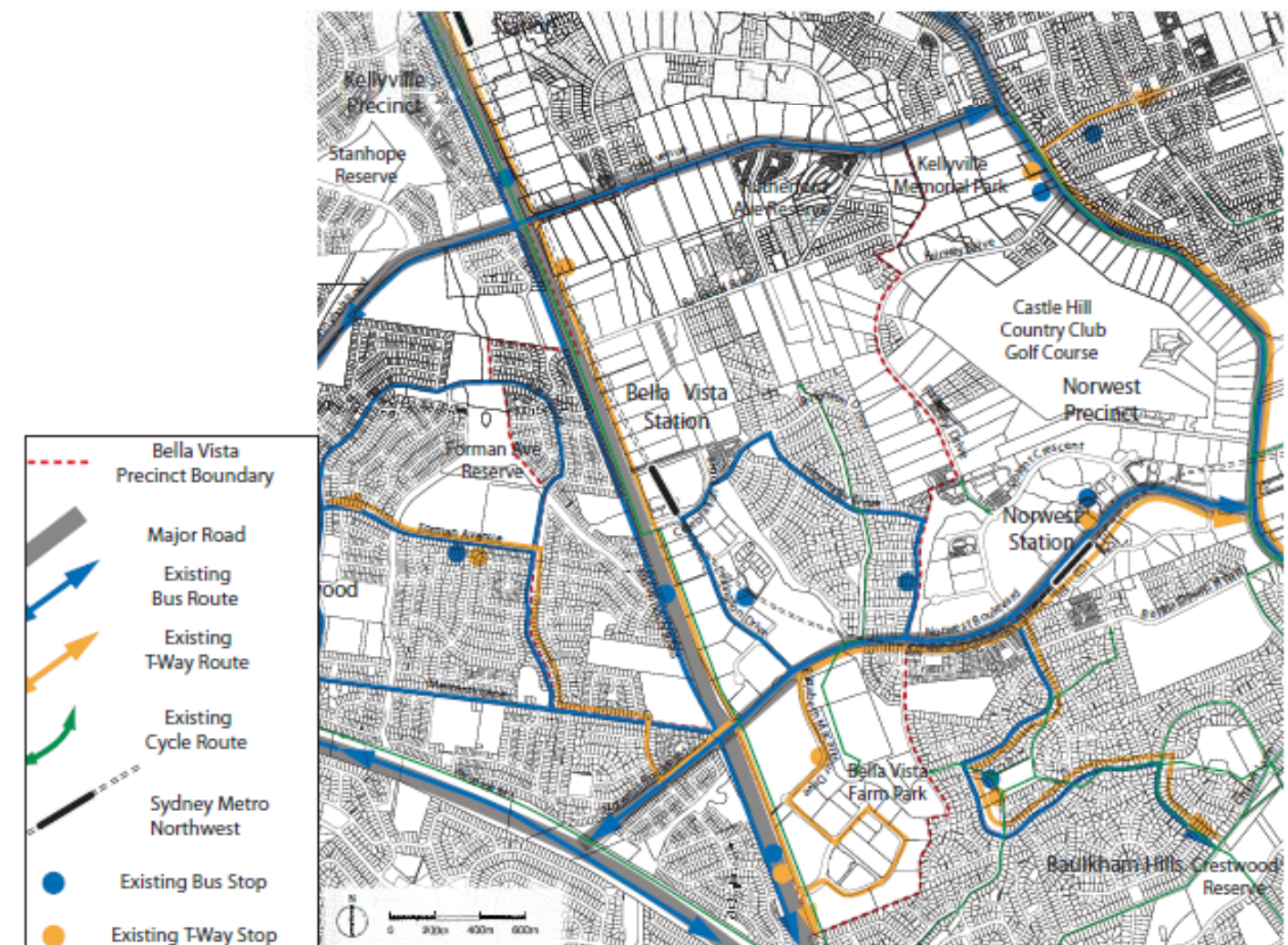


Figure 15 Bus and cycle networks

3.2 Open Space and Ecology

A large number of parks and reserves are located within and adjoining the precinct. These include sporting fields and neighbourhood parks with children's play equipment and barbeque facilities.

Creek corridors through the precinct are largely used as natural drainage corridors, with limited access by the public for recreational activities.

Two listed ecological communities have been identified in the precinct – Cumberland Plain Woodland and River-flat Eucalypt Forest. These are largely within the creek corridors. Much of the land for the Sydney Metro Northwest construction, and much of the new planned development, has been cleared.

3.3 Water Courses and Flooding

There are two main creek lines running through the precinct – Elizabeth Macarthur Creek and Strangers Creek.

Caddies Creek runs to the west of the precinct, although a small tributary runs to Old Windsor Road. All three creeks eventually connect and flow to the Hawkesbury River.

The three creeks are prone to flooding, and the 1 in 100 year flood level has been mapped to be considered for future developments.

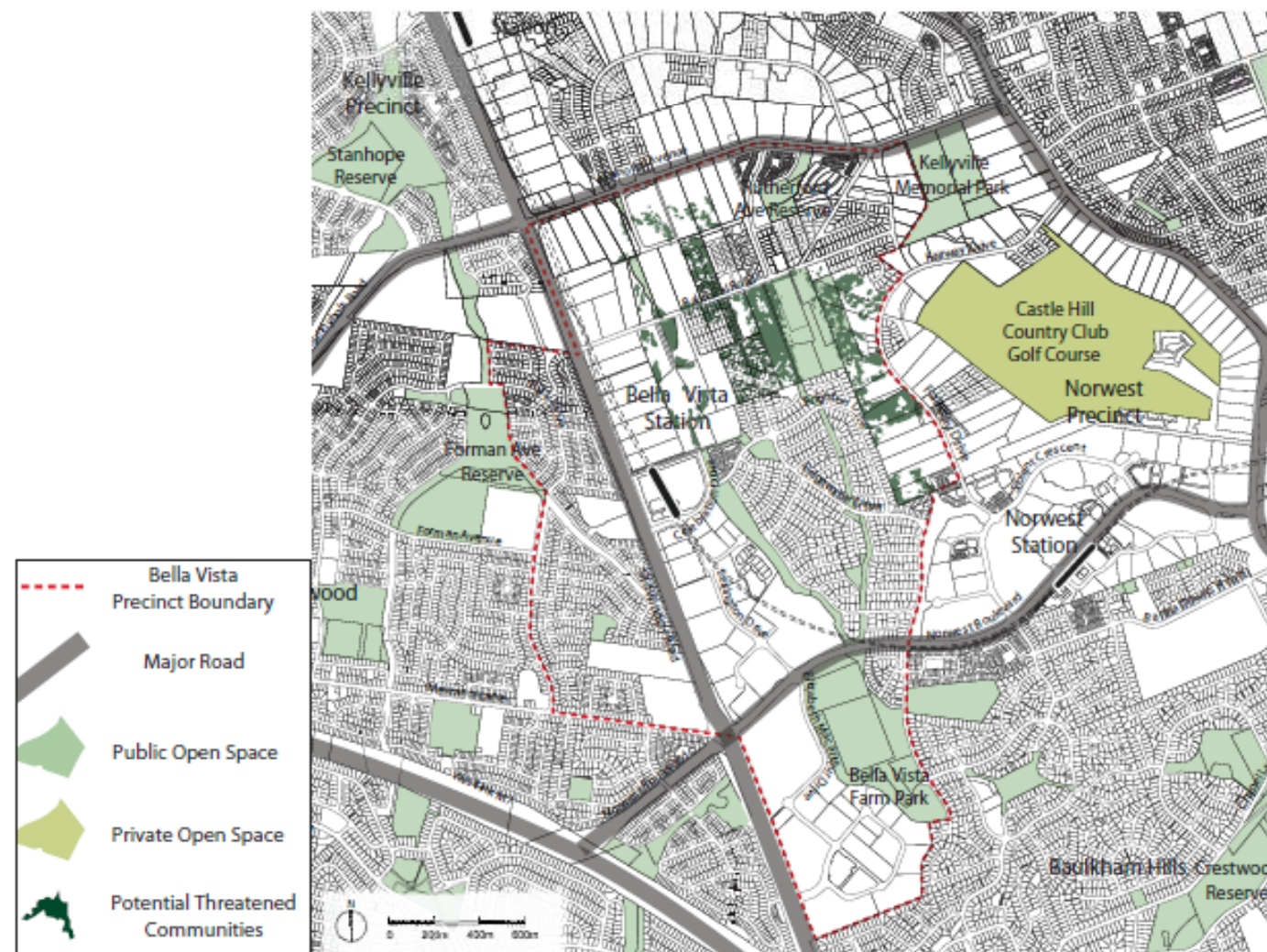


Figure 16 Existing Public Open Space and Significant Vegetation

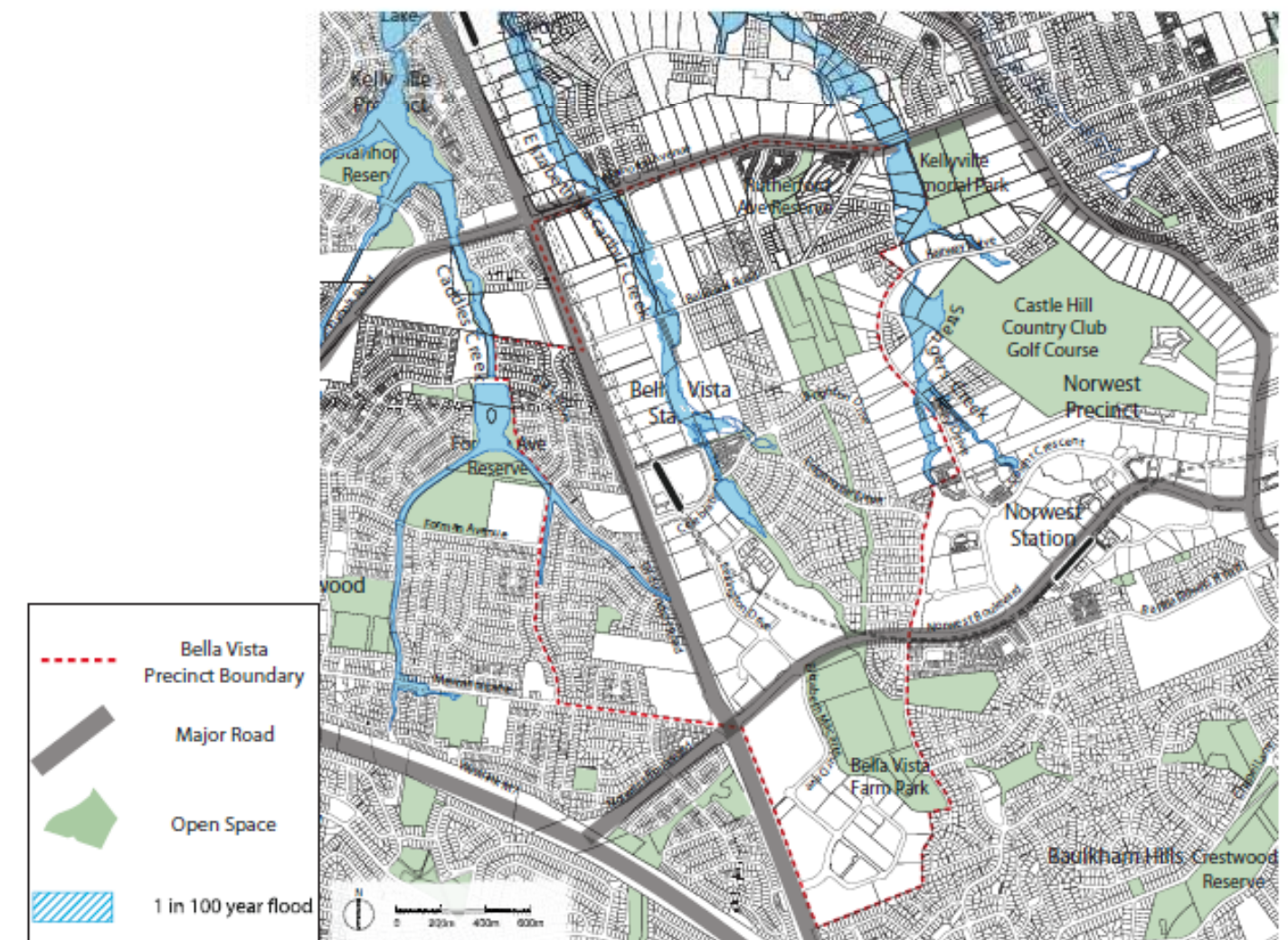


Figure 17 Riparian Network and Flooding

3.0 Environmental and Social Analysis

3.4 Heritage

The Bella Vista Farm site is a listed State heritage item, with the original homestead dating back to 1850. The Bella Vista Farm Park site is also identified as a Heritage Conservation Area in The Hills Local Environmental Plan 2012. There is free public access to the outer ground during daylight hours, with facilities including barbeque areas.

A property known as "Isabella" at 3 Maley Grove, Glenwood is identified as a local heritage item in the Blacktown Local Environmental Plan 2015. This is a Federation style, single storey dwelling built in the 1850s.

The original section of road and culvert of Old Windsor Road (now the location of the North West Bus T-Way), is listed as an archaeological site of local significance in The Hills Local Environmental Plan 2012.

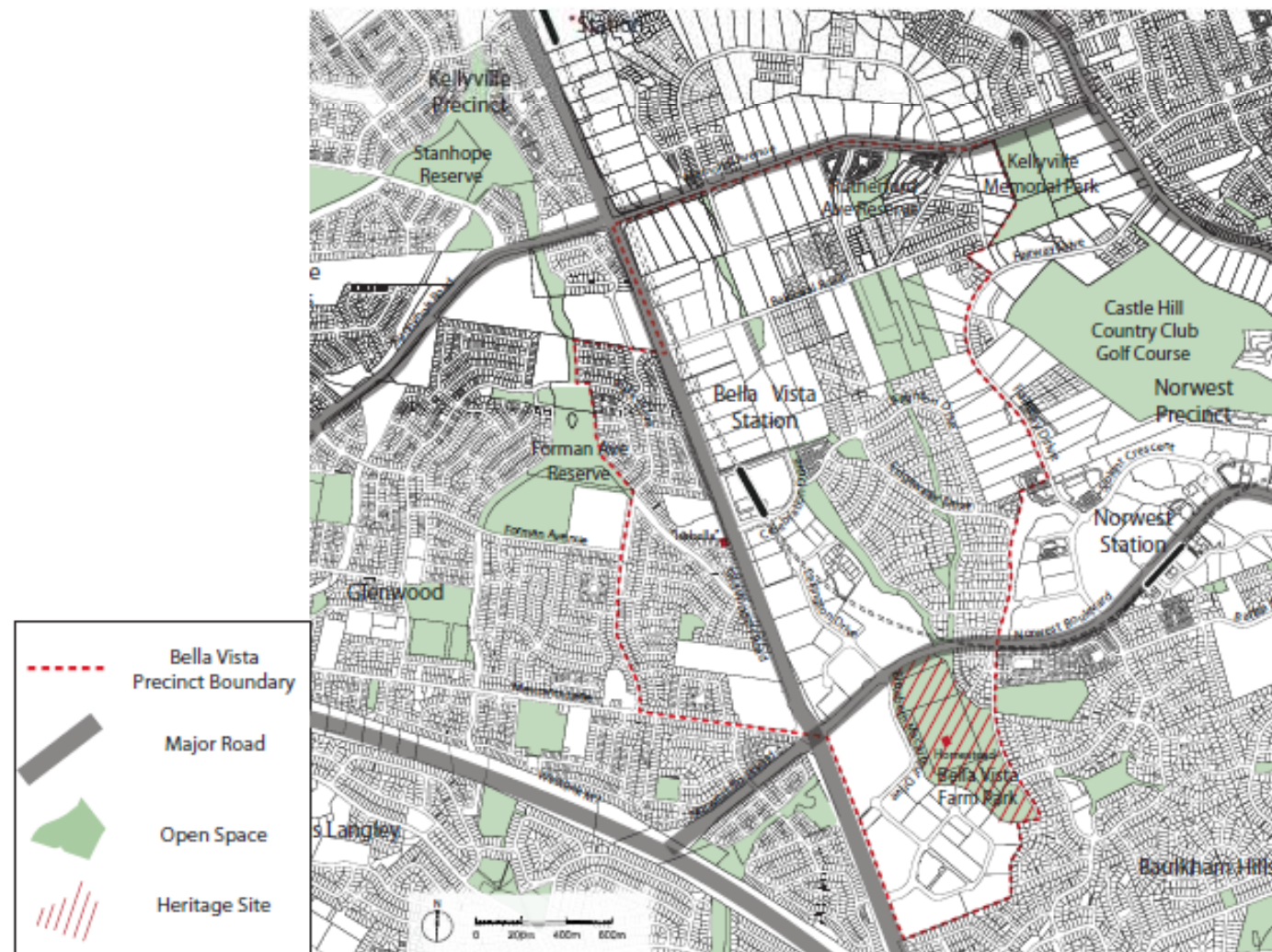


Figure 18 Heritage



Figure 19 Bella Vista Homestead



Figure 21 Bella Vista farm building



Figure 20 Bella Vista Homestead

3.5 Land Ownership

Most lots within the precinct are less than 800m² and feature single, detached family homes, as well as smaller attached town-house style housing. The largest parcels of land are owned by government. This includes Transport for NSW (for the rail construction), Sydney Water (riparian/creek corridors), and The Hills Shire Council and Blacktown City Council (mainly for open space and parks).

The 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 on smaller lots.

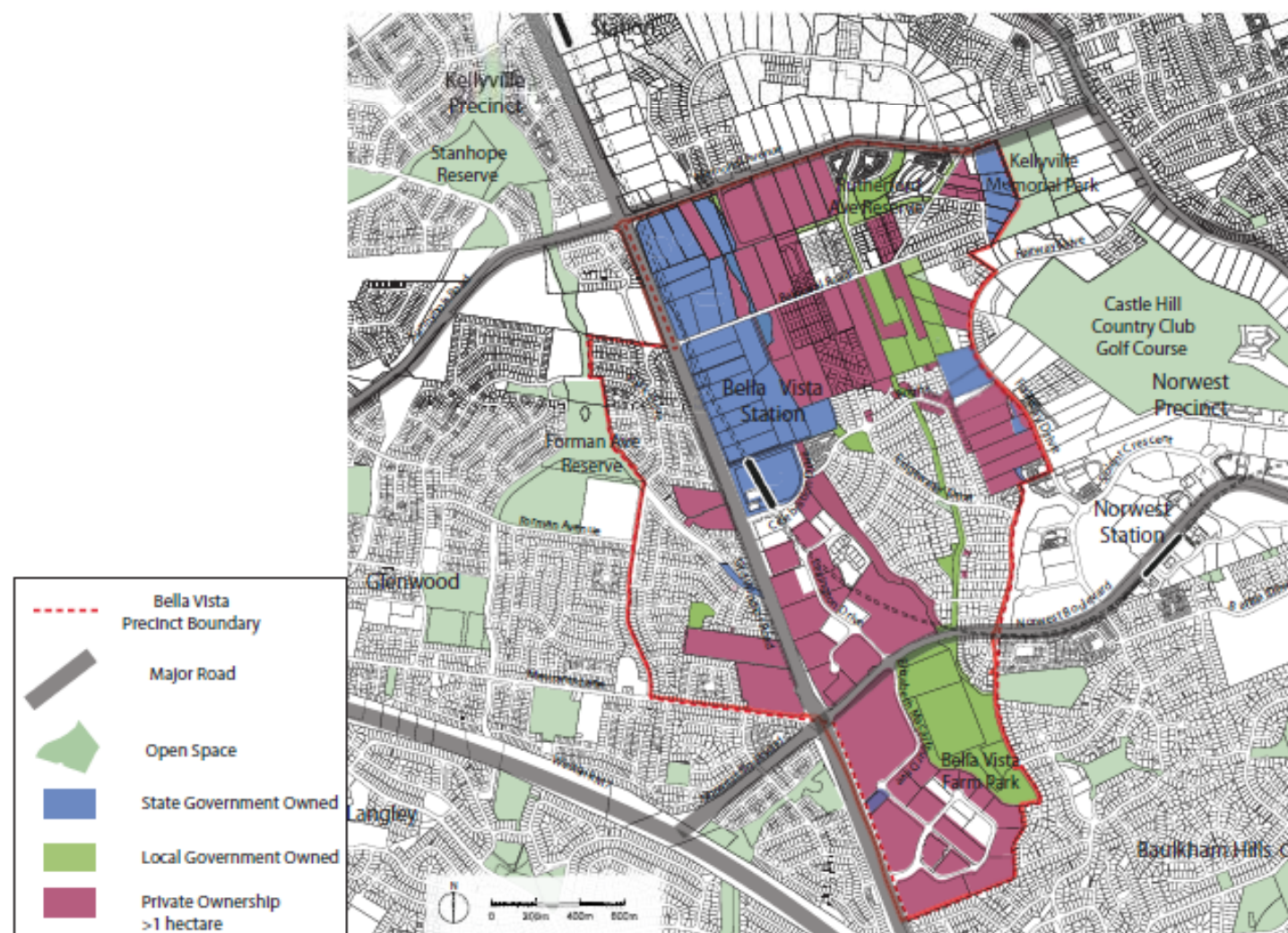


Figure 22 Land Ownership - large sites

3.6 Recent Development

A number of sites that were identified for low rise apartments in the 2013 Structure Plan have since been developed, or planned for construction. The Balmoral Road Release Area in the north of the precinct has seen significant residential development in recent years, with development still occurring. This is generally in the form of stand-alone/detached housing, although some town house style homes and apartments have also been built.

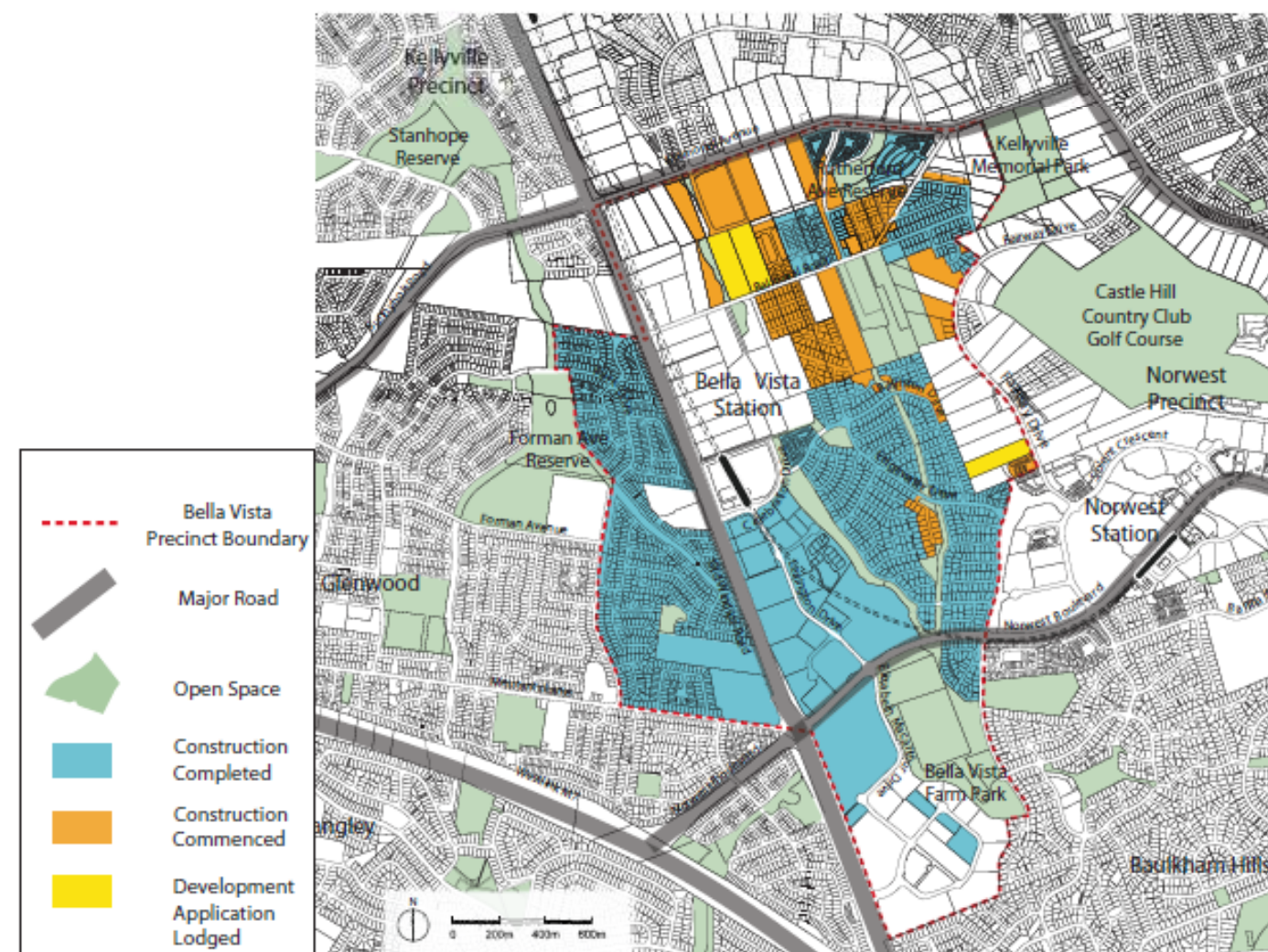


Figure 23 Recent Development

4.0 The proposal

4.1 Vision

“The Hills premier living and business precinct”



Figure 24 Impression of the precinct around the new Bella Vista Station



Figure 25 Example of commercial office development



Figure 26 Example of an accessible creek corridor (Jacobs Ridge, Queensland)

Employment

- ▶ Approximately 9,400 new jobs over the next 20 years.
- ▶ New commercial premises around Bella Vista station.
- ▶ Renew and expand existing business areas in Norwest Business Park and the Circa centre.

Residential

- ▶ Approximately 4,200 additional dwellings over the next 20 years. This is in addition to the new homes planned but not yet developed in the Balmoral Road Release Area.
- ▶ Increase housing supply and housing choice.
- ▶ Walkable neighbourhood with convenient access to the station, shops, cafés and open space.

Open Space

- ▶ Town square with landscaping, seating and lighting connecting the station with the Elizabeth Macarthur Creek Corridor.
- ▶ New neighbourhood parks and small scale sports fields.
- ▶ Opening up creek corridors for pedestrian and cycle paths with connections across to the station and local centre.
- ▶ Retention of Bella Vista Farm Park as an important open space area.

Retail and Community

- ▶ Local centre at the station to provide 5,000m² to 10,000m² of shops and services for day to day shopping needs.
- ▶ Active shop fronts and outdoor dining for lively and safe streets.

Built Form

- ▶ Higher scale development closest to the station - ranging from 3 to 20 storeys.
- ▶ Tallest residential apartments between the local centre and Memorial Avenue.
- ▶ More townhouses and smaller detached homes in outer areas of the precinct.
- ▶ Controls for setbacks, building separation and landscaping to promote good urban design.

Connectivity and Sustainability

- ▶ New streets connecting new and existing residential and employment areas to the station and the town centre.
- ▶ Improved connections for pedestrians and cyclists through the precinct.
- ▶ Provision for improved public transport connections to the station and employment areas.
- ▶ Measures to promote stormwater management and water quality, and energy efficiency.
- ▶ Enhancing and protecting the ecological values of the Elizabeth Macarthur Creek corridor.

4.0 The proposal

4.2 Precinct Plan

The Precinct Plan, the overall plan for the precinct, has been guided by the 2013 Structure Plan, specialist studies, consultation and detailed analysis to determine the most appropriate land uses and built form in the precinct.

The plan features a new local centre around the station, more homes within walking distance of transport connections, as well as new community facilities and more useable areas of parks and open space.

As a result of recent development, the new development for the precinct will largely be limited to a number of areas close to the new metro station and existing T-way stops and planned to feature:

- ▶ new local centre and town square;
- ▶ new commercial area around the station
- ▶ renewal of existing commercial areas;
- ▶ new residential apartments; and
- ▶ new primary school and potential for a new high school.

The proposed rezoning and development controls have been informed by this plan, and are located in section 4.6 of this proposal.

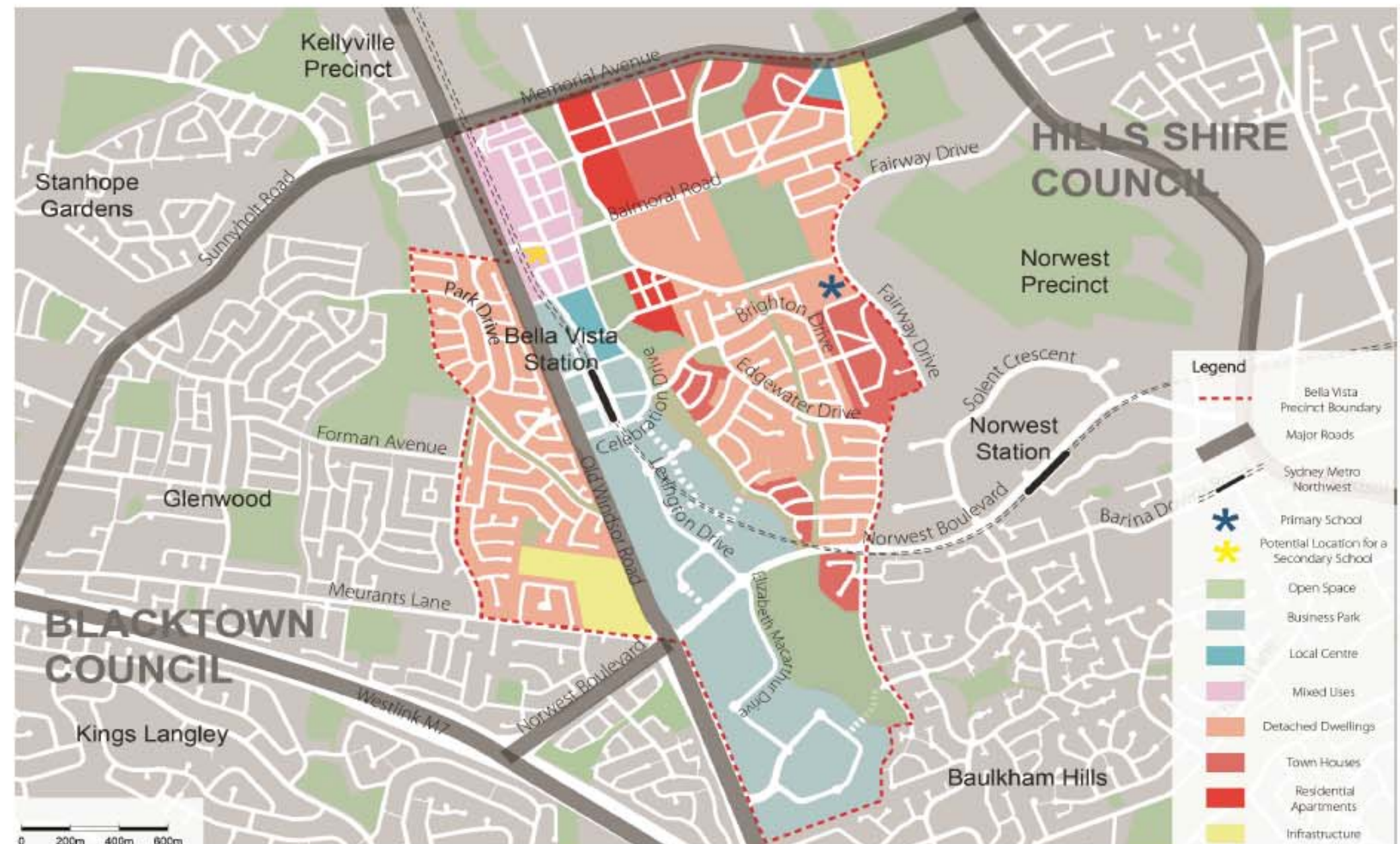


Figure 27 Precinct Plan for the Bella Vista Precinct

Local Centre and Town Square

A new local centre will be focused around the station and transport interchange to become the heart of the local community. The centre will benefit from the activity around the new station and transport interchange, and provide for a range of uses including offices, shops, cafés, restaurants, and local services. Provision will be made for some buildings in the northern part of the local centre to include residential apartments above shops and business on lower levels.

A new town square is planned to become an important focus for the new and existing community, and is planned to include features such as paving, landscaping, public art and water features, seating and lighting. The town square could also provide a clear and safe link from the station and Elizabeth Macarthur Creek corridor, and other residential areas beyond.

The town square and local centre will also serve as a civic hub for the existing employment area, with space for workers to gather, eat and drink.

The buildings around the station will be the highest buildings in the precinct, to benefit from the excellent access to transport, shops, services and open space. The new residents and workers in the local centre will also provide more activity and support local business.



Figure 28 Artist impression of the town square (looking towards the station)



Figure 29 Artist impression of the town square



Figure 30 Keyplan



Figure 31 Indicative layout of the local centre and town square

4.0 The proposal

New Employment Areas

Areas around the station will provide for new commercial and office development to support more local jobs and businesses. This will adjoin the Norwest Business Park to improve business activity in the region.

Proximity to the station, improved road network and pedestrian and cycle connections will make travelling to these premises easier and be an attractive place to work.

It is planned for buildings in this part of the precinct to provide more attractive streetscapes for pedestrians and cyclists, and provide a greater sense of activity and safety, especially when using these areas after dark and on weekends.



Figure 33: Better linkages between activated streetscape and mixed use buildings

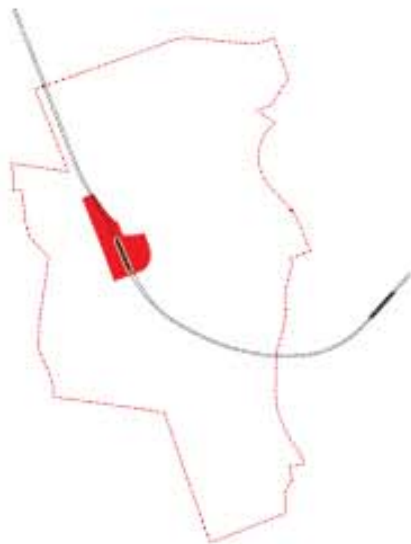


Figure 32: Keyplan



Figure 34: Opportunity to increase density (Sophie Business Park, Bulgaria)



Figure 35: Potential for large scale commercial developments (Oxygen House, Exeter, United Kingdom)

Residential Apartments

A range of new residential apartments are proposed on land north of the station and local centre, extending to Balmoral Road, as well as a portion of land east of the station adjoining Free Settlers Drive. Apartment building heights up to 8 storeys are proposed in locations closest to the town centre, and reducing to a maximum of 6 storeys closer to Memorial Eoad and established residential areas.

Additional uses such as local shops and cafés are also proposed to be permitted to provide convenient services close to residences.



Figure 41: Example of residential apartments up to 8 storeys (Rhodes)



Figure 43: Example of residential apartments (Waterloo)

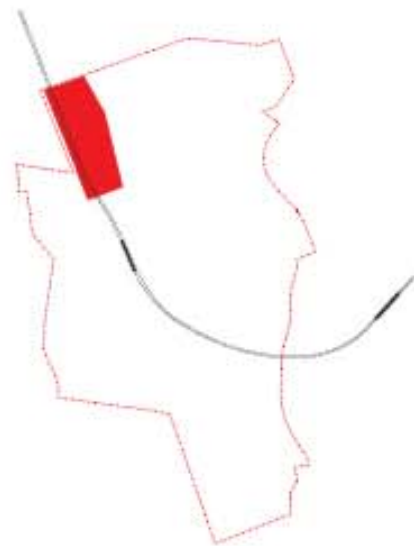


Figure 40: Keyplan



Figure 42: Example of open space near apartments (Prince Henry redevelopment, Little Bay)



Figure 44: Example of high quality design treatment (Roseville)

4.3 Public Open Space Network

An extensive, integrated network of public open spaces is proposed to create attractive, pleasant places that meet the needs of the existing and future community. These are intended to complement existing open space areas including Bella Vista Farm Park. New open spaces are planned to include:

- ▶ a variety of new green open spaces within the precinct to perform a range of functions such as active play spaces, relaxation/leisure spaces, meeting spaces, and improved biodiversity through quality landscaping;
- ▶ a town square opposite Bella Vista Station which will link the station and local centre to Elizabeth Macarthur Creek and residential areas further east;
- ▶ green open spaces along the Elizabeth Macarthur Creek corridor with pedestrian and bicycle paths;
- ▶ local parks;
- ▶ neighbourhood park near the rail line; and
- ▶ 'green streets' by encouraging appropriate setbacks to roads and reserves, and tree planting.



Figure 45: Apartments opposite the potential neighbourhood park

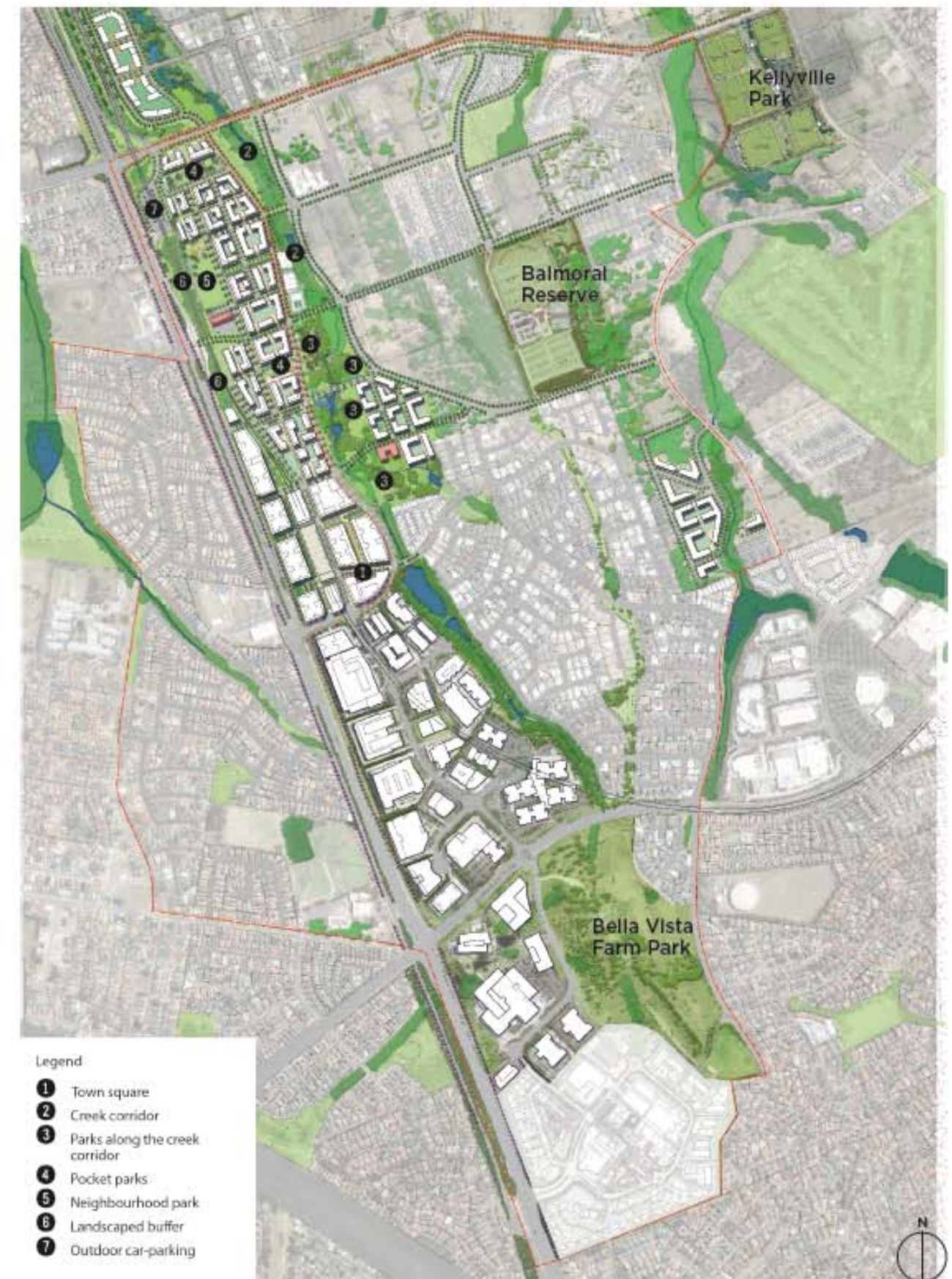


Figure 46 - Open space network

Creek corridors

The Elizabeth Macarthur Creek corridor is planned to play an important landscaping, recreational, hydrological and ecological role in the precinct.

Opportunities are available for new pedestrian and bicycle paths along the creek lines creating a north-south link, and bridges to link the established residential areas with the station, new town centre and employment areas. The corridor will also provide a vegetated buffer for the new development.

New local parks could also be located alongside the corridor to provide areas for seating, children's play equipment, and informal gatherings.

Local parks

A number of new local parks are planned near the proposed new apartments. These will not just be of benefit to the new residents, but also the wider community. The parks could provide a range of facilities including children's play equipment, open lawn areas for games, barbeque areas, shade structures and even community gardens.

Tree planting is encouraged to soften the built environment and provide shading. The use of high quality materials and low maintenance planting would ensure the longevity and value of the parks to the community.



Figure 47 Example of path through open space area



Figure 48 Landscaping around apartment buildings (Zetland)



Figure 49: Keyplan



Figure 50 Indicative layout of a local park in the precinct

Neighbourhood Park

There is an opportunity for the provision of a large open space area adjoining the rail cutting north of the station to provide a range of activities. These could include small courts for futsal, children's playground, fitness stations and community facilities to meet the growing diversity of recreational activities.

The proximity of this open space area to apartments will provide an important, large open area for residents to enjoy.



Figure 51 Example of sports fields



Figure 52 Active play areas

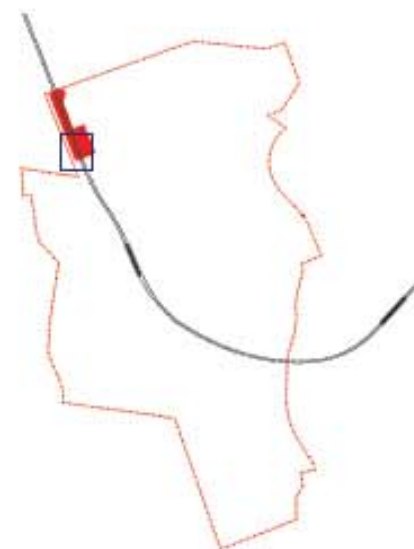


Figure 53 Keyplan

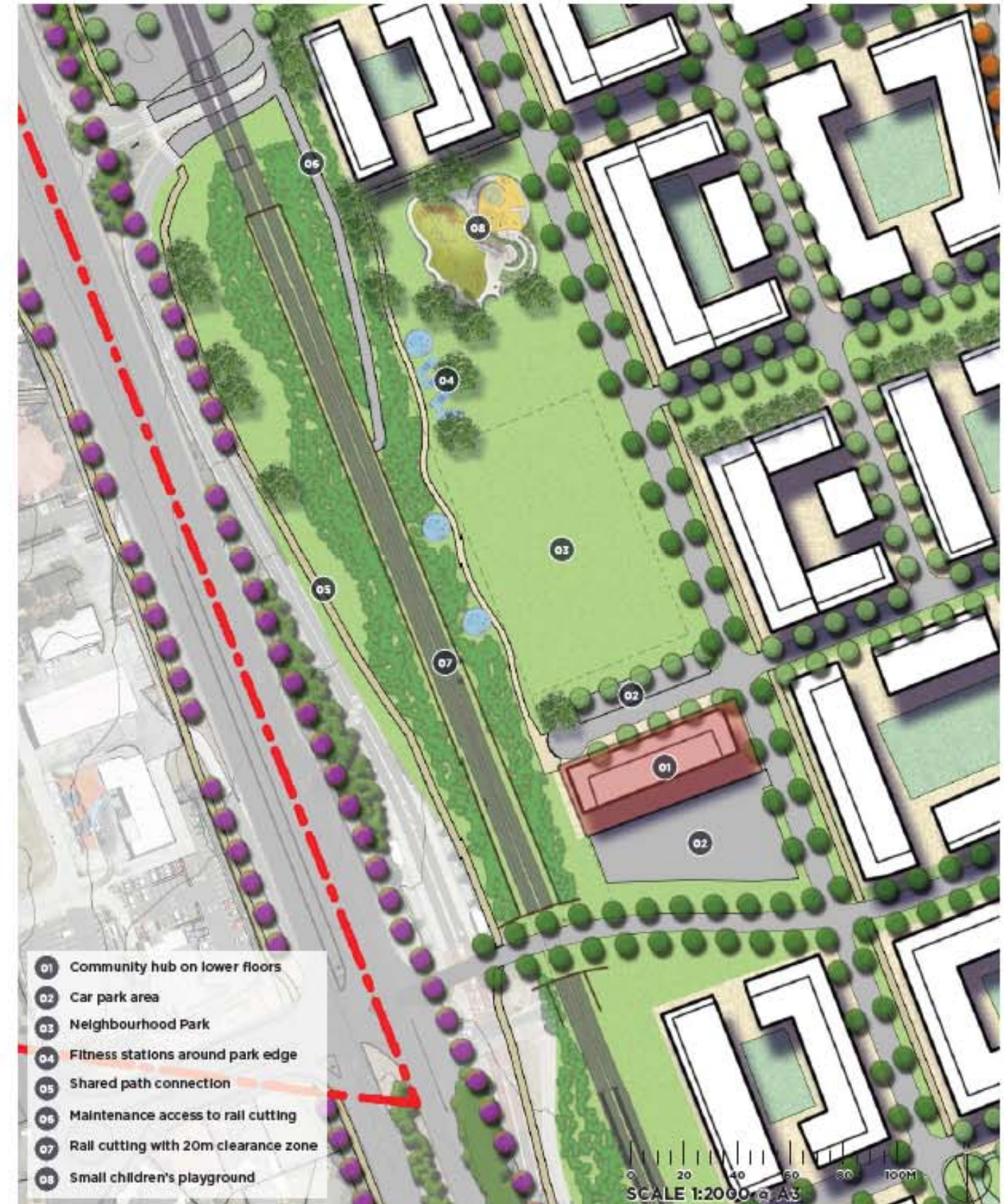


Figure 54 Indicative layout of the small courts area

4.4 Access and Movement

Proposed street network and public transport

A number of transport initiatives are proposed for the precinct including:

- ▶ new Sydney Metro Bella Vista Station with bus, taxi, cycle and kiss-and-ride interchange facilities;
- ▶ customer car park for 800 spaces;
- ▶ extension of Lexington Drive, between Celebration Drive and Balmoral Road;
- ▶ signalisation of the Lexington Avenue and Celebration Drive intersection;
- ▶ upgrade of Balmoral Road including two new intersections;
- ▶ signalisation of the intersection of Memorial Avenue, Free Settlers Drive and Arnold Avenue, providing access to the precinct;
- ▶ Memorial Avenue upgrade between Old Windsor and Windsor Road; and
- ▶ upgrade of Norwest Boulevard including the signalisation of intersections (including the intersection of Norwest Boulevard and Lexington Drive), and bus priority lanes.

New access streets and connections with the wider road network will also be required. Some streets will be delivered as part of the Sydney Metro Northwest station and precinct access works. Other streets will need to be provided as areas develop.

An indicative street network has been developed to:

- ▶ create a hierarchy of streets to establish the main travel routes through the precinct;
- ▶ create a more legible street layout to make it easier to get around;
- ▶ make walking and cycling through the precinct pleasant and easy; and
- ▶ discourage rat running activity through local streets.

Opportunities for better connections in the existing business park are also planned as sites are redeveloped to encourage better access for buses, and make walking and cycling more attractive.



Figure 55 Example of a collector road (Rouse Hill Town Centre)



Figure 56 Example of a local road (Double Bay)

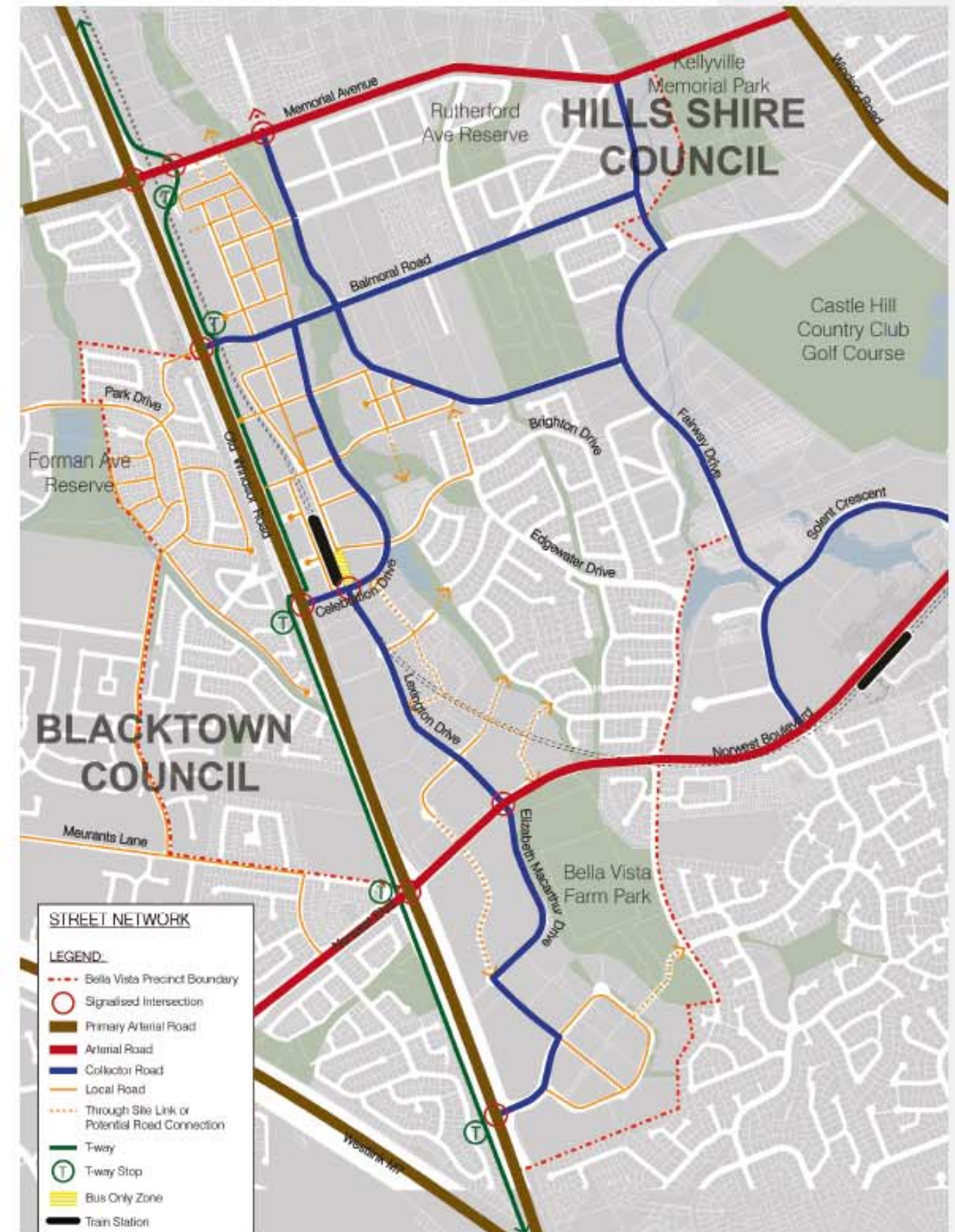


Figure 57 Indicative road layout and hierarchy

Pedestrian and cycle paths

Pedestrian and cycle connections are planned within the precinct which will also integrate with the public transport network.

The proposed improvements include:

- ▶ safe, accessible and attractive routes to encourage pedestrian and cycling activity throughout the precinct and beyond;
- ▶ new pedestrian/cycle bridge over Windsor Road;
- ▶ pedestrian and cycling paths within the open space network and areas outside the precinct, such as the continuation of pedestrian and cycle paths along Elizabeth Macarthur Creek to Kellyville and Rouse Hill to the north;
- ▶ extending and/or upgrading footpaths on existing roads including Memorial Avenue, Celebration Drive, Edgewater Drive, Northbridge Avenue, Ravenswood Rise and Springdale Rise;
- ▶ maximise cycling facilities within new developments, around the station, the local centre and the open space network;
- ▶ providing traffic calming measures to minimise conflict between vehicles and pedestrians;
- ▶ integrate road safety and traffic control measures in the design of new streets; and
- ▶ new and upgraded footpaths on both sides of the street within key areas of the precinct.



Figure 58 Cyle and pedestrain paths (Montreal, Canada)



Figure 59 Separated cycleway (Bourke Street, Sydney)



Figure 60 Shared path (Georgia, US)

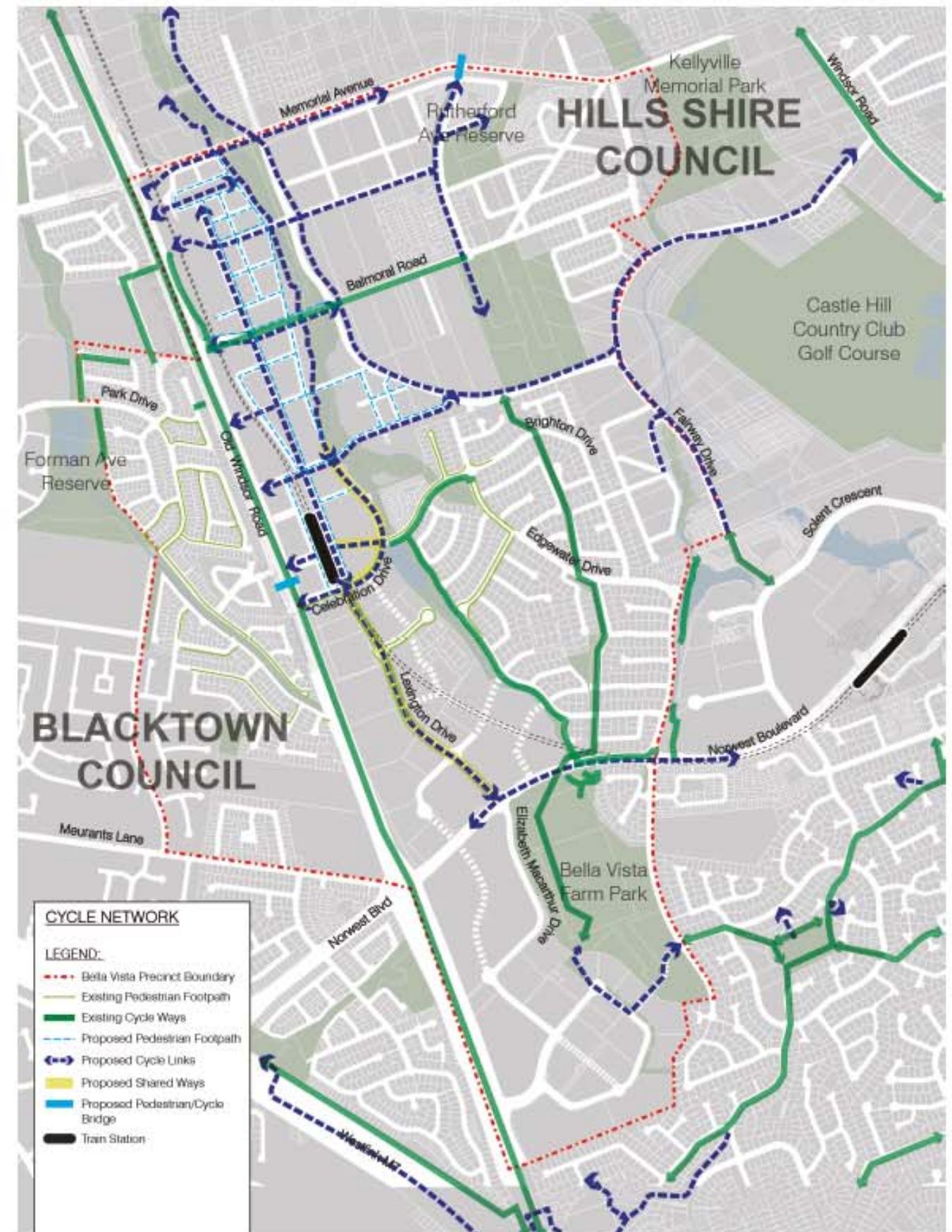


Figure 61 Proposed pedestrian and cycle path network

4.5 Built Form

Building Heights and design

A built form strategy has been developed for the precinct following a detailed analysis of the land available, proximity to the station, and how best to meet growing demand for more homes. Protection of the natural environment and minimising impacts on existing residential areas not planned to change were also important considerations.

The strategy for building heights include:

- ▶ focus new development on land closest to the station to maximise the number of residents and workers within an easy walk of the station and shops, and to keep these areas lively and vibrant;
- ▶ locate the highest buildings around the station, with a mix of heights up to 20 storeys;
- ▶ providing for taller buildings with smaller footprints, rather than lower and bulkier buildings, so that a better public domain, more private open space and landscaping can be delivered;
- ▶ lower building heights (up to 8 storeys) north of the local centre;
- ▶ lower building heights (up to 6 storeys) in the northern-most part of the precinct and area east of the Elizabeth Macarthur Creek; and
- ▶ transition heights down to areas with stand-alone houses.

Changes are also recommended for *The Hills Local Environmental Plan 2012* to allow a minimum allotment size of 1,500m² for apartments, and a minimum allotment size of 240m² in the area near Fariway Drive proposed for stand alone homes and townhouses.



Figure 62 Artist impression of 8 storey building with ground floor retail



Figure 63 Example of a 20-storey apartment building (Parramatta)

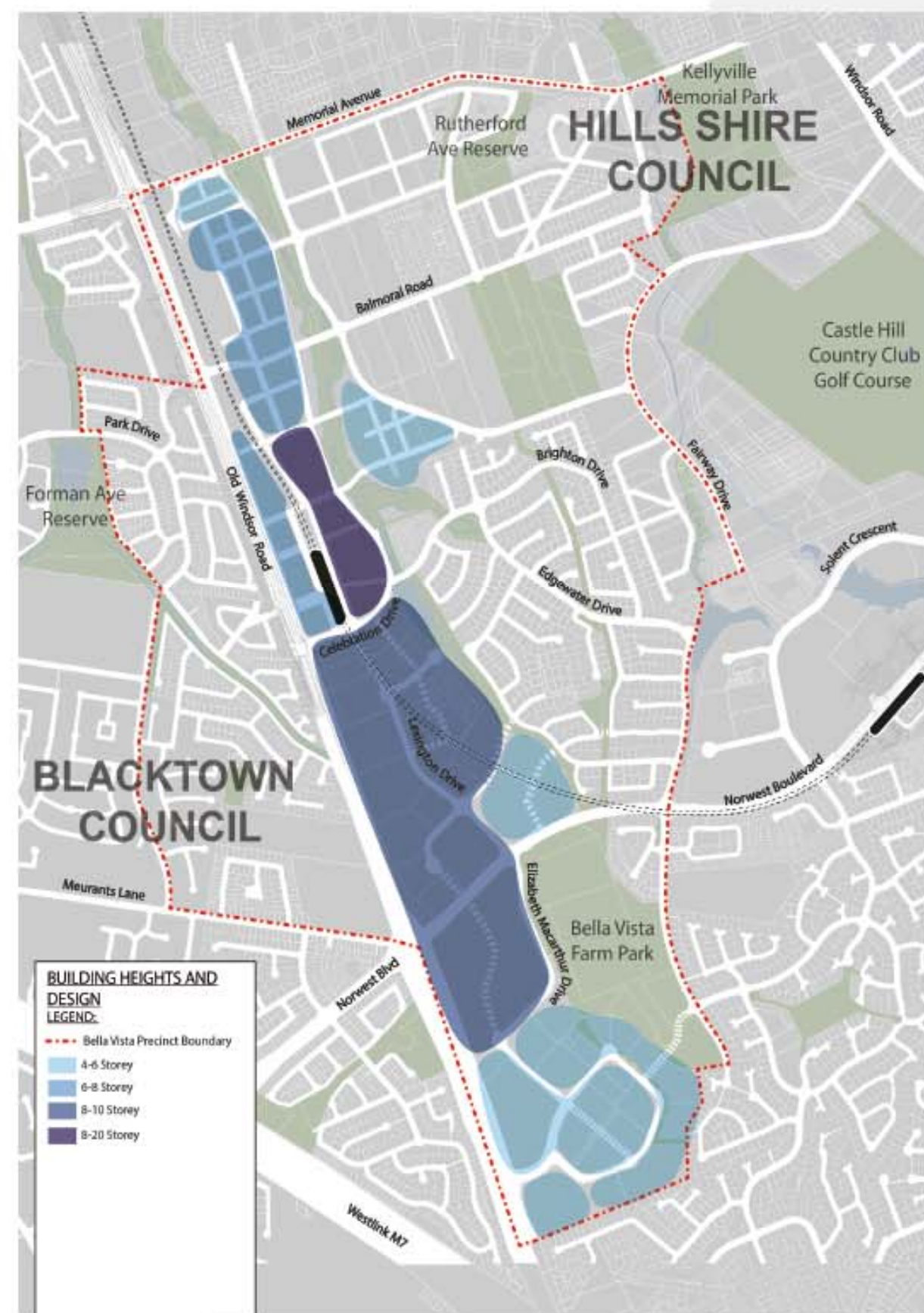


Figure 64 Indicative distribution of heights around the station

4.0 The proposal

Shadow Study

A shadow study was undertaken to determine the effects of overshadowing during June, September and December. The overshadowing impacts of the proposed built form will be reduced through the provision of taller, narrower buildings with smaller floor plates. The separation of buildings that results from the existing and new streets also minimises overshadowing.

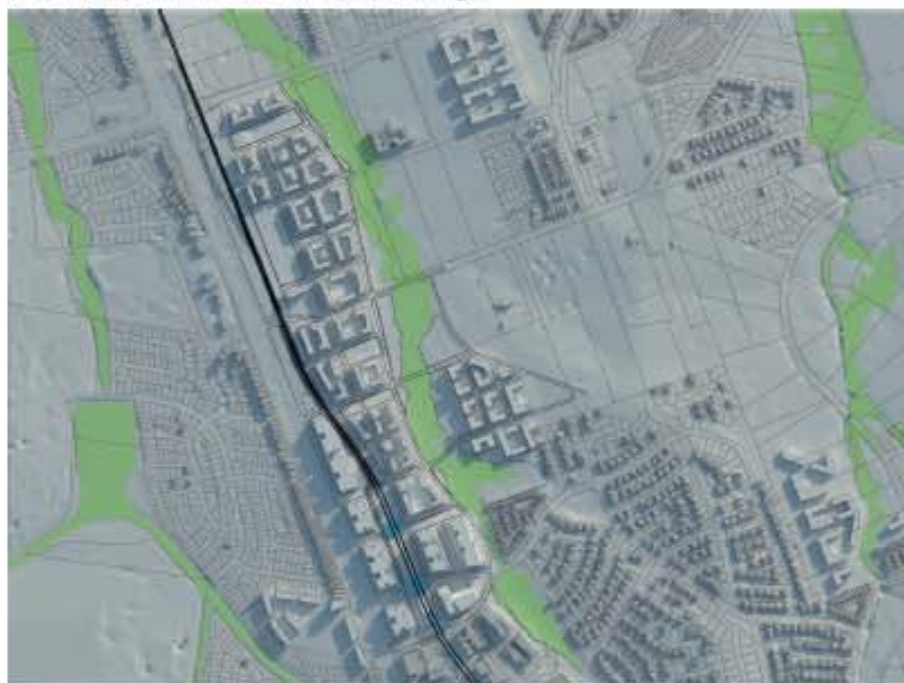


Figure 68 21 June - 09.00



Figure 70 21 June - 12.00



Figure 72 21 June - 15.00



Figure 69 21 September - 09.00



Figure 71 21 September - 12.00



Figure 73 21 September - 15.00

4.6 Proposed Planning Controls

Proposed Zoning

The proposed zones in the areas changing in the precinct are:

B2 Local Centre:

A portion of the centre at the station will be zoned B2 to permit a broad range of commercial and community uses, as well as residential apartments.

B7 Business Park:

This zone will continue to apply to the existing business park areas, and to a part of the local centre around the station to support new commercial and business uses. Additional permitted uses are proposed to allow retail uses in close proximity to the station.

R1 General Residential:

This zone will apply to the land located to the north of the new local centre. All types of residential development are permitted within this zone, including residential apartments. Office and business premises are also permitted to support any potential future demand for these uses.

R4 High Density Residential:

This zone will apply to land on the eastern side of Elizabeth Macarthur Creek where it adjoins the new local centre. This adds to existing R4 zoned land further north of these sites between Balmoral Road and Memorial Avenue. All types of residential development are permitted within the R4 zone, including residential apartments.

R3 Medium Density Development

This zone will apply to a portion of land near Fairway Drive, extending the R3 zone west of Strangers Creek to permit more townhouses and small lot homes.

RE1 Public Recreation:

This zone will continue to apply to council owned parks and open space. Development Control Plan controls for other new areas of open space identified in the precinct proposal have been recommended to allow for some flexibility in their exact location.

SP2 Infrastructure:

This zone will continue to apply to the creek corridors which are the responsibility of Sydney Water.

Existing Zoning

The R2 Low Density Residential and R3 Medium Density zones will be retained for other areas in the precinct.

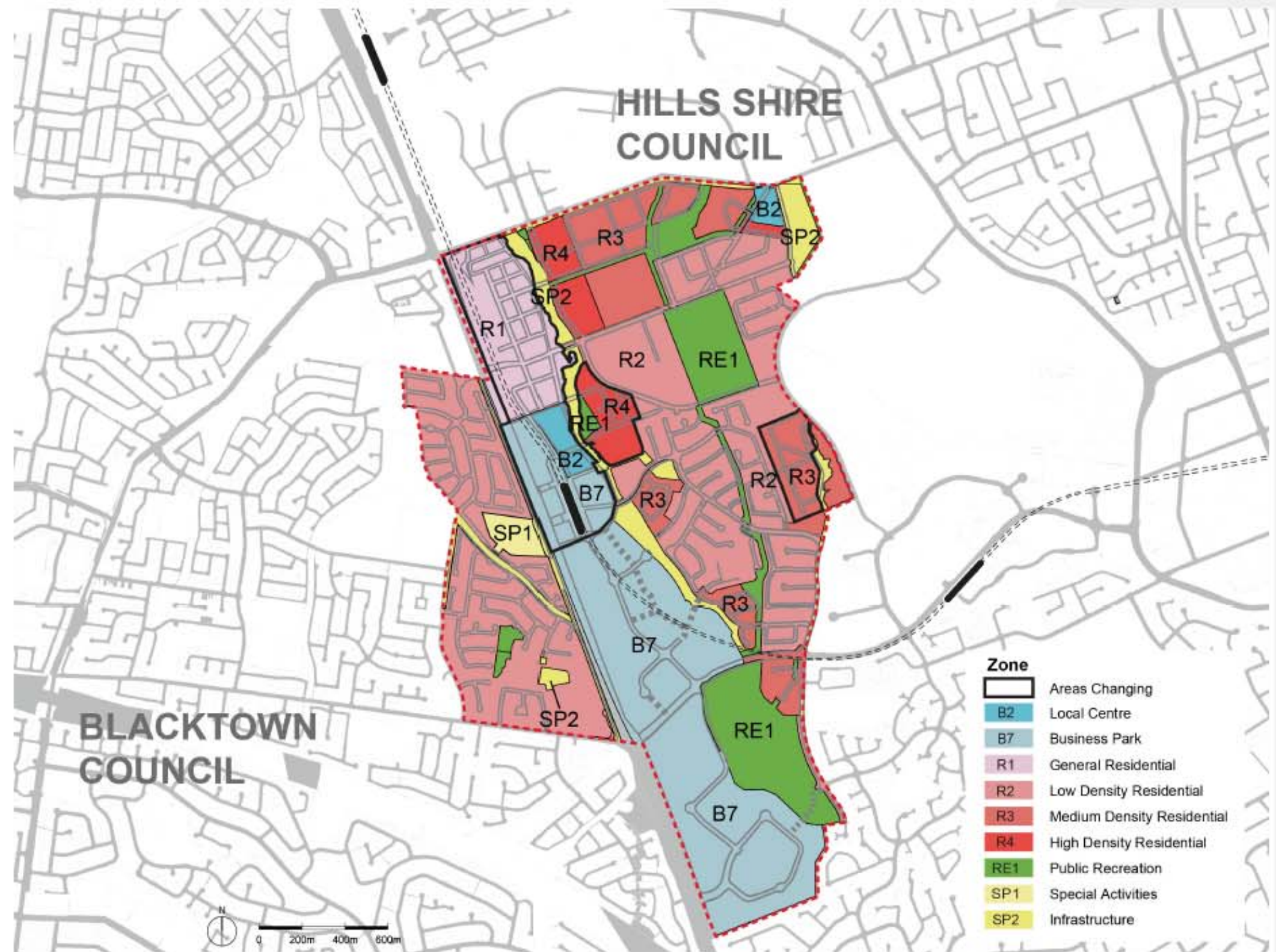


Figure 74 Proposed zoning map

4.0 The proposal

Building Heights

The proposal includes a range of maximum building heights across the precinct, which along with the floor space ratio controls will create variety in building forms.

The proposed building heights in the areas changing in the precinct are to achieve the following:

- ▶ tallest buildings to be closest to the station;
- ▶ by encouraging taller, slimmer buildings rather than shorter, bulkier buildings, more private open space and landscaping can be delivered;
- ▶ lower building heights (21m, equivalent to 6 storeys) for apartments closest to Memorial Drive and land on the eastern side of Elizabeth Macarthur Creek;
- ▶ transition heights down to areas with stand-alone houses and town houses; and
- ▶ increase heights in the existing business park area to accommodate additional floor space in buildings to encourage redevelopment of older sites to encourage greater opportunities for business and jobs.

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.

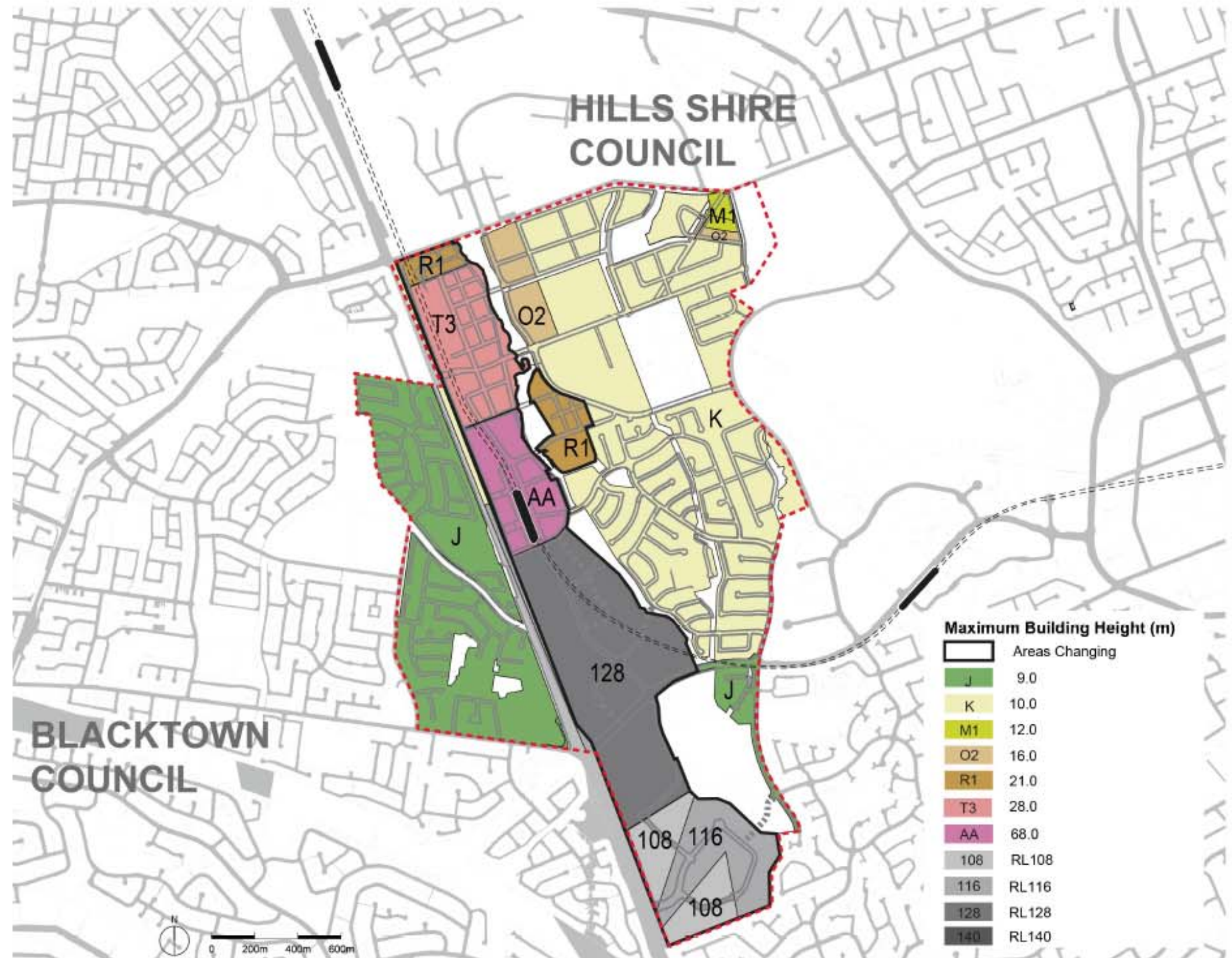


Figure 75 Proposed height map

Floor Space Ratios

A range of floor space ratio (FSR) controls have been proposed to help achieve the desired built form for the precinct. The highest FSRs have been provided around the station to focus the greatest level of development in these areas. The FSRs have also been selected to have greater confidence that development will be financially viable, and achieve the housing and jobs forecasts for the precinct.

It is noted that The Hills Local Environmental Plan 2012 does not provide FSR controls for the R2 Low Density Residential zone.

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.

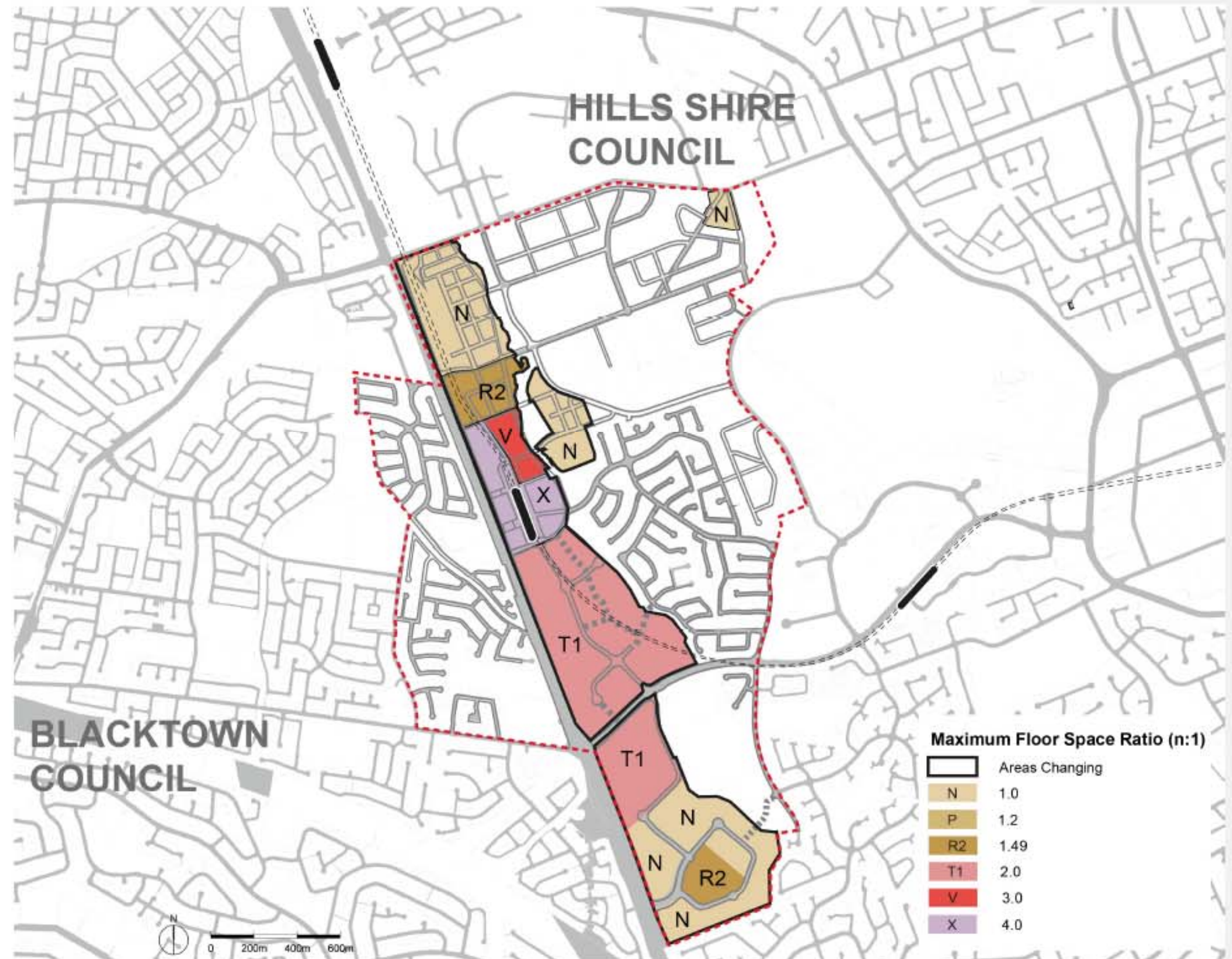


Figure 76 Proposed floor space ratio map

5.0 Infrastructure analysis

5.1 Infrastructure Schedule

The table below provides a summary of the key infrastructure items identified to support the forecast growth in the precinct. This includes public transport, walking and cycling upgrades, roads, community infrastructure and open space. The infrastructure items would be funded and delivered by a range of sources as identified in the table. Further details are available in the Planning Report.

Item	Measure	Responsibility	Timing	Funding Mechanism
Public Transport				
1	Construction of the Sydney Metro Northwest including new Bella Vista Metro Station; station plaza; public domain; bus, taxi, cycle and kiss and ride facilities; customer car park with a total of 800 spaces; new pedestrian/cycle bridge over Windsor Road, new pedestrian/cycle path between the station and Memorial Avenue, new bus only connection from the T-way to the station, new precinct access streets and new and upgraded intersections.	Transport for NSW (TfNSW)	Sydney Metro Northwest to be completed in 2019.	TfNSW delivery responsibility
2	Improvements to the rapid bus and suburban bus network to create a more connected system that provides direct routes to, from and through the precinct to areas such as Rouse Hill, Blacktown, Castle Hill and Parramatta.	TfNSW	Bus service levels are reviewed continually by TfNSW and Roads and Maritime Services. Detailed planning for location of bus stops would occur as the area redevelopments.	TfNSW delivery responsibility
3	New bus lanes on Norwest Boulevard.	TfNSW	To be determined as precinct develops	TfNSW delivery responsibility
Walking & Cycling				
4	Footpaths on all new streets, extending/upgrading footpaths on existing roads including Memorial Avenue, Celebration Drive, Edgewater Drive, Northbridge Avenue, Ravenswood Rise and Springdale Rise, new pedestrian crossings as required, and upgrading signalised intersections to include pedestrian crossings.	Relevant road authority/developer	To be determined as precinct develops	TfNSW funding responsibility
5	Pedestrian and cycle paths along Elizabeth Macarthur Creek between Memorial Avenue and Celebration Drive, including new pedestrian/cycle bridges over the creek to connect existing residents to the station.	Relevant road authority/developer/Sydney Water	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
6	Cycle paths along new and existing roads, including on Norwest Boulevard, Balmoral Road, Lexington Drive, Celebration Drive, Fairway Drive, Pellizzer Boulevard, and connecting Bella Vista Farm to existing off-road cycle path on Bella Vista Drive.	Relevant road authority/developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
Roads				
7	Upgrade of Memorial Avenue between Old Windsor Road and Windsor Road, including intersection upgrades and new signalised intersection at Freesettlers Drive and Arnold Avenue.	TfNSW	To be delivered 2018	TfNSW delivery responsibility
8	Upgrade of Norwest Boulevard including signalisation of the intersection with Lexington Drive.	TfNSW	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
9	Streetscape improvements to Lexington Drive.	Relevant road authority/developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
Education & Community Infrastructure				
10	Investigate potential for a new high school to be provided in Castle Hill, Showground Station Precinct, or Bella Vista Precinct.	Department of Education and Communities (DEC)	To be determined as precinct develops	Delivered as part of DEC's School Cluster Asset Plan
11	New primary school off Fairway Drive Bella Vista and expansion of existing primary schools (and out of school hours facilities where possible).	Department of Education and Communities (DEC)	To be determined as precinct develops	Delivered as part of DEC's School Cluster Asset Plan
12	New multipurpose community centre at either Bella Vista or Kellyville town centres.	Council/developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
Open Space				
13	New neighbourhood park, new pocket parks and new town square.	Council/developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
14	Revitalising Elizabeth Macarthur Creek including new recreational areas along the creek.	Sydney Water/Council/developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan

5.2 Precinct Support Scheme

Through the Precinct Support Scheme, the NSW Government has allocated approximately \$15 million across the Showground Station, Kellyville Station and Bella Vista Station Precincts to fund local infrastructure upgrades.

The funding is to enable Councils to provide local infrastructure that will directly benefit the community. The funding is additional to development contributions (i.e., Section 94 contributions), and could be used by Councils to develop a new local park, upgrade existing open space, improve the local streets or provide additional community facilities, amongst other things.

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

- ▶ pedestrian and cycle paths through Bella Vista Farm, connecting residents to the Circa Shopping Centre (see Figure 61 for the location of proposed walking and cycling paths);
- ▶ walking and cycling paths along existing streets such as Norwest Boulevard, Balmoral Road, Lexington Drive, Celebration Drive, Fairway Drive, and Pellizzer Boulevard (see Figure 61 for the location of proposed walking and cycling paths);
- ▶ walking and cycling paths along Elizabeth Macarthur Creek corridor (see Figure 61 for the location of proposed walking and cycling paths)
- ▶ improvements to existing/planned sports fields

such as Balmoral Reserve and Kellyville Park (see Figure 46 for the location of these sports fields); and/or

- ▶ community centre at Bella Vista town or Kellyville centres.

Projects have also been identified for the Kellyville Station and Showground Station Precincts including:

- ▶ walking and cycling paths including along existing streets and Elizabeth Macarthur Creek, Caddies Creek and Cattai Creek corridors (Kellyville Station 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 barbecues (Showground Station Precinct);

- ▶ enlarging and/or improving Chapman Avenue Reserve (Showground Station Precinct);
- ▶ improving local parks such as Cockayne Reserve (Showground Station Precinct); and/or
- ▶ improving existing/planned playing fields at Arnold Avenue Sports Complex, Stanhope Gardens Reserve, and Fred Caterson Reserve (Kellyville Station and Showground Station Precinct).

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.



Figure 64: Example of walking and cycle paths along a creek corridor (The Ponds, Sydney)



Figure 65: Example of a community facility (Surry Hills Library and Community Centre)

