



VISION STATEMENT

Yass

A VISION FOR A NEW MASTER-PLANNED TOWNSHIP

Prepared on behalf of Oakstand Property Group
August 2015





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1. INTRODUCTION

1.1 INTRODUCTION

This document has been prepared on behalf of Oakstand Pty Ltd (Oakstand) to outline the vision for a new urban development in south east NSW to the east of Yass.

1.2 THE SITE

The site is located at 433 Hardwick Lane, Yass in the Yass Valley Local Government Area (LGA) in south eastern NSW. Legally known as Lot 50 DP1086362, the site is an irregularly shaped lot with a site area of approximately 116.8 hectares, plus an overall master planning area, to be confirmed. Access to the site is via Hardwick Lane on the north western boundary.

The site is set amongst open rural land in close proximity to the Yass Town Centre and approximately 50km to Canberra. The site is largely cleared with one building, scattered trees, numerous small dams and access tracks located on the site.

The site is located close to major highways:

- The Barton Highway (A25) forms the eastern boundary of the site. It is a route of national significance connecting rural and residential areas in NSW to the ACT and Canberra. The commuting time to Canberra via the Barton Highway from the site is approximately 30 minutes.
- The Hume Highway (M31) is located approximately 2km to the north of the site. It is a significant major highway providing connections from Sydney to Melbourne.

1.3 LAND OWNERS

The land is in single ownership with Oakstand representing the land owner.

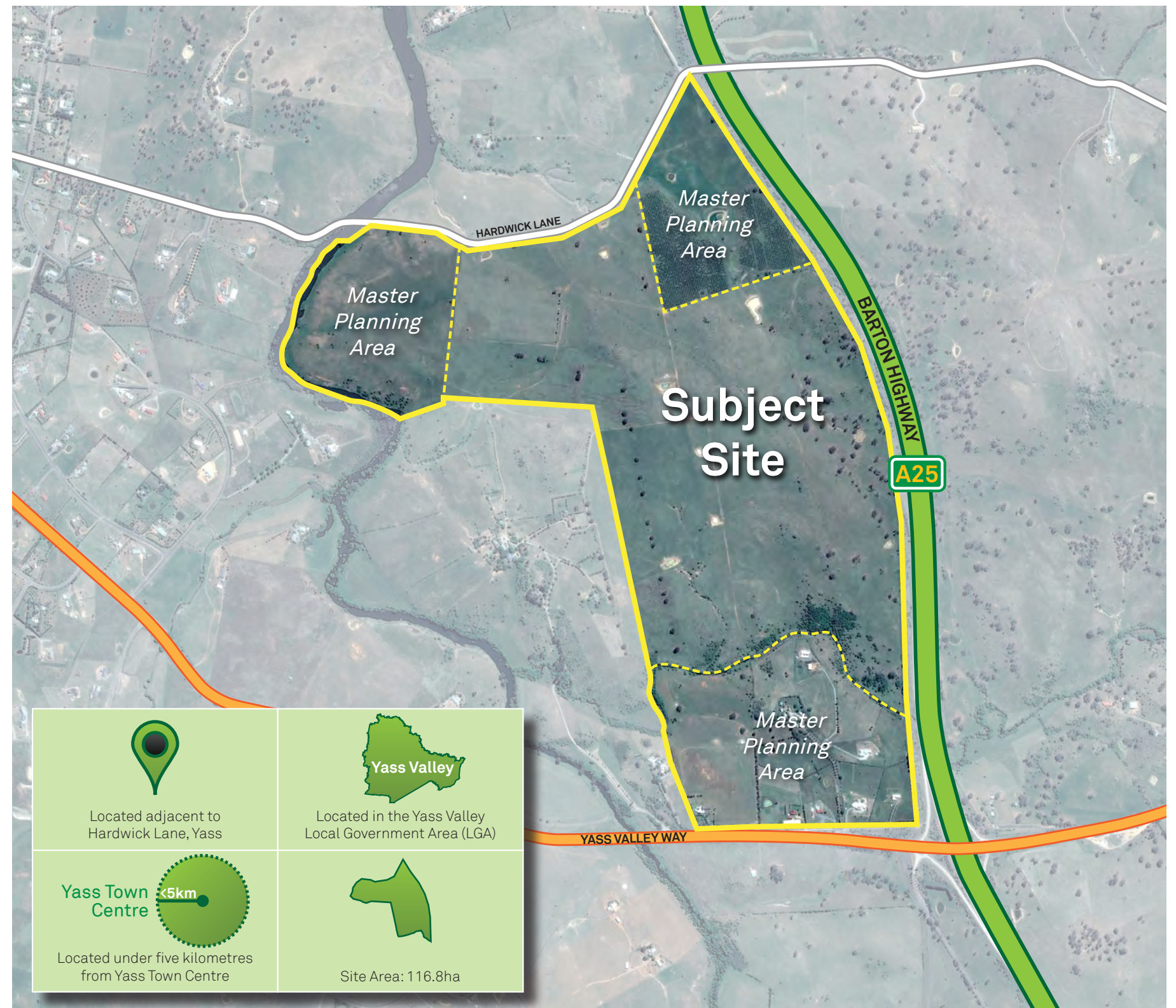


Figure 1: The subject site.

Source: Google Maps – modified by Mecone.

2. SITE CONTEXT

2.1 REGIONAL CONTEXT

The site is located in the Sydney–Canberra Corridor region. The region is broken into three Subregions. The Southern Subregion includes the Queanbeyan, Yass Valley and Palerang LGAs. Queanbeyan is the Major Regional Centre for the Southern Subregion and Yass is a Major Town.

The site is strategically located between Yass and Canberra with Canberra within commuting distance. Accordingly, the site is unique for a regional area and an important asset for the future extension of urban areas within commuting distance to Canberra. In addition to providing future housing, development of the site provides justification of the extension of existing water services from the ACT and provides water security for the Yass Valley LGA.

The expected population growth for the region is significant as it is one of the few non-coastal regions to be experiencing growth. Benefits driving the growth of the region include:

- Residential dwellings in a rural setting
- More affordable housing
- Access to the economic opportunities provided by Canberra and Sydney.

The distances from the site to nearby towns and centres are shown in the table below:

DISTANCES AND DIRECTIONS	
Yass, NSW	4 km ←
Bowning, NSW	15 km ↗
Murrumbateman, NSW	30 km ↘
Gunning, NSW	30 km →
Canberra CBD, ACT	50 km ↘

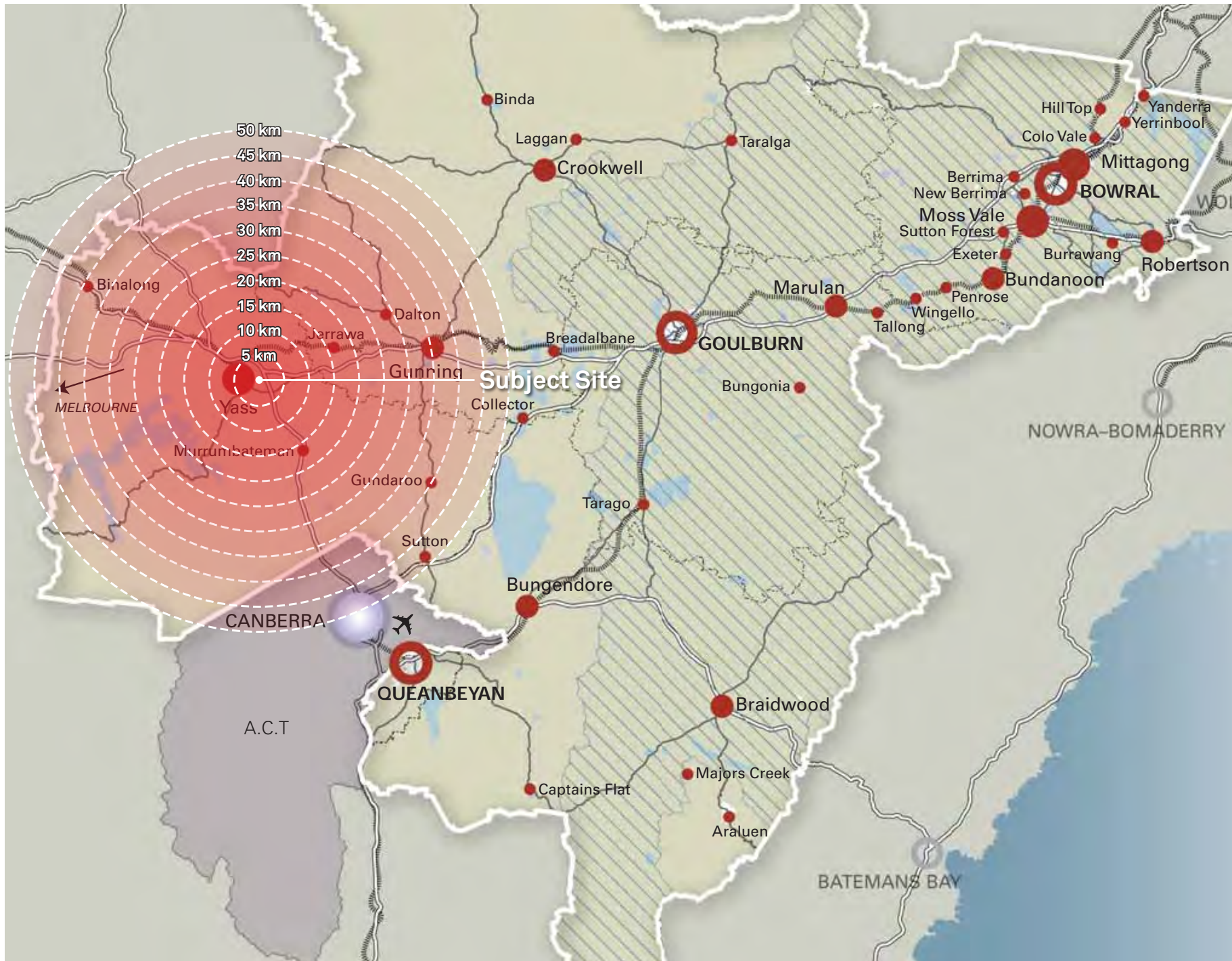


Figure 2: The regional context of the subject site.
Source: Department of Planning – modified by Mecone.

2.2 LOCAL CONTEXT

The site is located on the outer fringe of the Yass Town Centre. The site is zoned E4 Environmental Living under the *Yass Valley Local Environmental Plan 2013*. Land adjacent to the west of the site is similarly zoned E4 Environmental Living whilst land further west surrounding the Yass River is zoned E3 Environmental Management. Further west, the land use changes to reflect the urban nature of the Yass Town Centre.

The Barton Highway located to the east of the site is zoned SP2 Classified Road and is a route of national significance providing access to the Canberra city centre. The intersection of the Barton Highway and Yass Valley Way is located to the south of the site with Yass Valley Way providing access to the Yass Town Centre. Hardwick Lane on the northern boundary of the site connects to the Yass Town Centre via Morton Avenue. The site is within commuting distance of the Yass Town Centre and Canberra city centre located further south.

There is a bus stop directly to the south of the site providing access to Canberra as well as to the Yass town centre.

WITHIN 2 KILOMETRES

- 1. Historic Cooma Cottage

WITHIN 4 KILOMETRES

- 2. Yass Showground
- 3. Berinba Public School

WITHIN 6 KILOMETRES

- 4. TAFE Illawarra – Yass Campus
- 5. Yass and District Museum
- 6. Yass Shops
- 7. Mount Carmel Central School

- 8. Yass Community Health Centre
- 9. Yass Golf Club
- 10. Yass High School
- 11. Yass Public School

WITHIN 8 KILOMETRES

- 12. Yass Junction Railway Station

WITHIN 10 KILOMETRES

- 13. Zoned industrial area

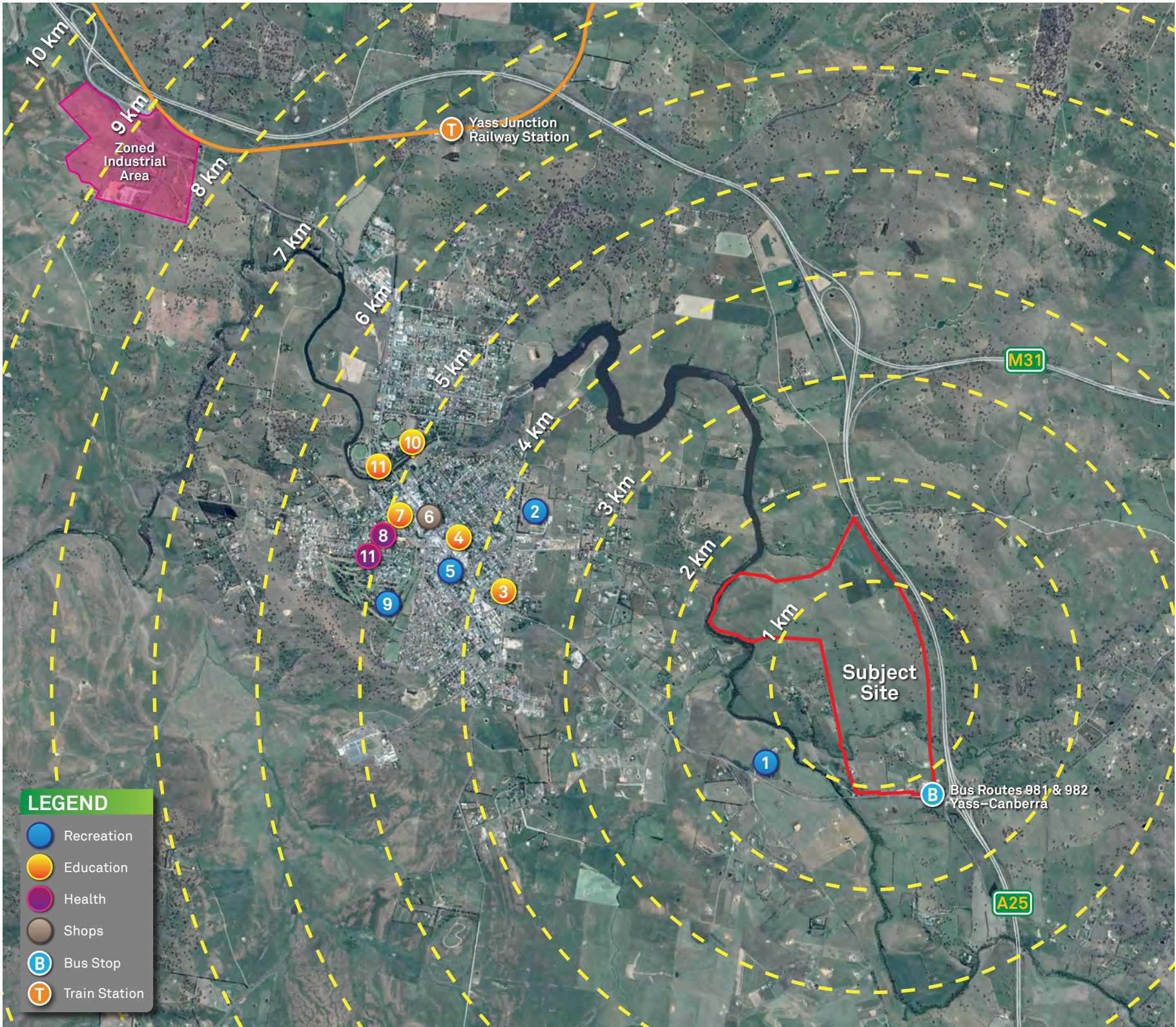


Figure 3: The local context of the subject site.
Source: Google Maps. Modified by Mecone.

2.3 ACCESS AND TRANSPORT

LOCAL TRANSPORT

- The 981 and 982 bus services operate between Yass and Canberra and stops outside the subject site on Yass Valley Way on its south eastern boundary.
- The Yass town bus provides a ring and pickup transport service. The site is located within the current boundaries of this service and a bus stop for the service is located on Yass Valley Way.

INTERSTATE TRANSPORT

- The site is located adjacent to the Barton Highway (A25) linking the Hume Highway (M31) with Canberra via Yass.
- The site is located approximately 2km south of the Hume Highway (M31) linking Sydney and Melbourne.
- Yass Junction Railway Station is located approximately 3.7km north of the Yass Town Centre. Train services operate from Sydney to Melbourne via Yass Junction Railway Station.
- High speed rail has been explored and could provide future connections between Canberra, Melbourne, Sydney and Brisbane.



Figure 4: Bus and rail transport near the site – a bus stop is located on the southern boundary of the site and Yass Junction railway station is located approximately seven kilometres to the north-west of the site.

Source: Google Maps and 'Mattinbgn'

2.4 THE NEED FOR LAND RELEASE IN YASS

An analysis of the housing market in Yass has been undertaken and is summarised below:

- Residential building approvals are generally tracking at around 100 dwellings per annum. Based on the latest dwelling targets from DP&E (3,050 additional dwellings to 2031), approximately 150 dwellings per annum are required to meet demand.
- Median house prices have increased by over \$150,000 from 2007 (\$250,000) through to 2014 (\$408,964) representing a 60% increase over the period. It is considered that demand is driving this increase in housing prices.
- According to the Department of Planning and Environment the population between 2011 and 2031 will expand by 6,300 in the Yass Valley LGA, representing a 40% increase over the period. Based on current dwelling supply figures, there will be a shortfall in supply of residential dwellings in the Yass Valley LGA.
- The existing Canberra housing market has supply constraints with a lack of greenfield sites and a high cost of housing with market demand for detached housing.
- It is considered that higher levels of land supply are required to address some of the issues identified above. Moreover, because the site is located in close proximity to the Yass Town Centre, it requires minimal infrastructure upgrades and can utilise existing services and facilities provided by the Yass Town Centre. The development is likely to assist in resolving the Government's residential supply issues.

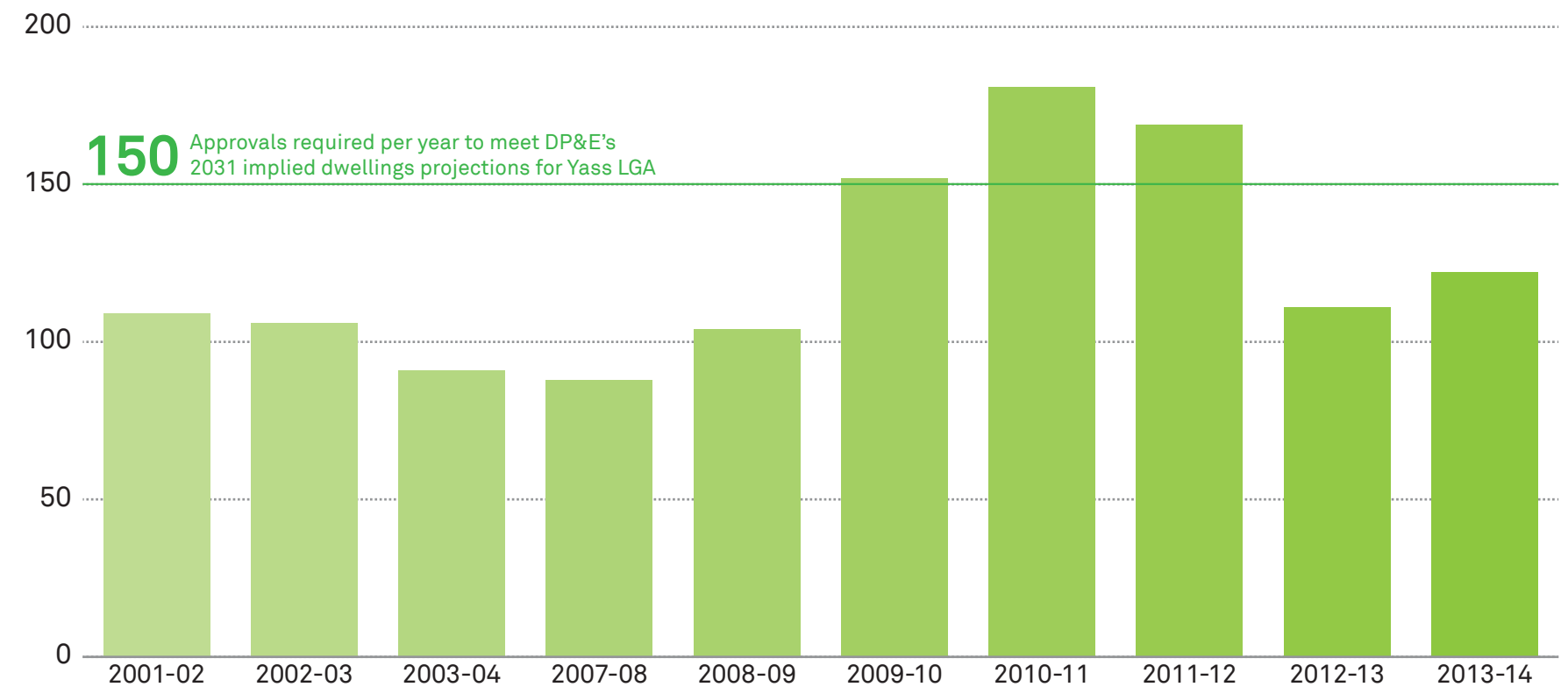


Figure 5: Residential building approvals in the Yass LGA from 2001-2014.
Source: Mecone, with data from the Australian Bureau of Statistics.

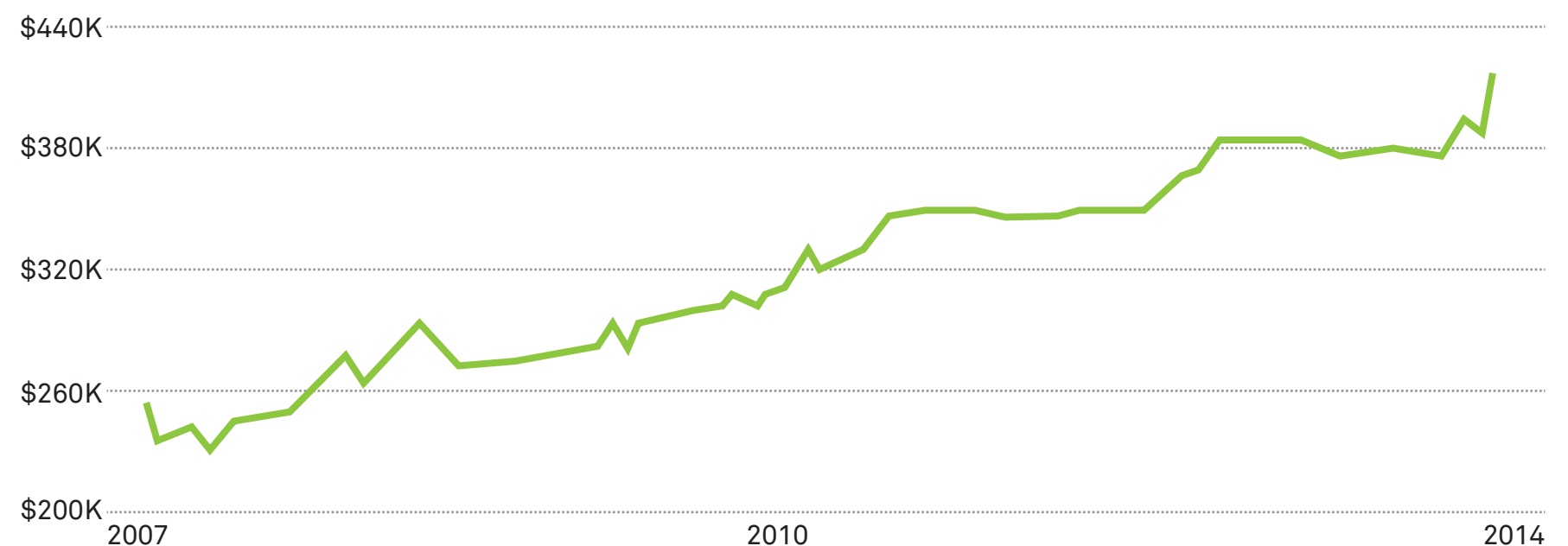


Figure 6: Yass LGA median house prices
Source: Mecone, with data from RP Data.

3. STRATEGIC DIRECTIONS

3.1 PLANNING STRATEGIES

SYDNEY–CANBERRA CORRIDOR REGIONAL STRATEGY 2006–31

New urban development outside of Bowral, Goulburn and Queanbeyan will be considered if the proposed development satisfies the Sustainability Criteria of the Sydney–Canberra Corridor Regional Strategy. The broad categories included in the sustainability criteria are infrastructure provision, access, housing diversity, employment lands, avoidance of risk, natural resources, environmental protection, quality and equity in services. Whilst the site is not located in either of the three Regional Centres, it can be considered an extension of the existing Yass Major Town. Further, future stages of the proposal will address these requirements.

The projected growth within the Canberra–Sydney corridor to 2031 is 46,350 residents and 25,200 new dwellings of which 14,200 new dwellings are required in the Southern Subregion (Yass Valley, Palerang and Queanbeyan City LGAs). It is anticipated that there will be an undersupply of 2,700 dwellings in the Southern Subregion taking into consideration new dwellings associated with planned release areas. Yass has the capacity to accommodate an additional 600 dwellings on existing land zoned for residential purposes. It is expected that additional land would need to be made available for the expected increase in population in the Southern Subregion.

The Strategy states that future residential growth is predominately accommodated within existing centres or contiguous to existing settlements. Reinforcing the suitability of the site for future urban development due to its location in close proximity to Yass. The Strategy also states that with the resolution of water availability for Yass there is likely to be an increase in demand for residential dwellings in Yass. Recent improvements have been made to the capacity of the Yass Dam to improve water availability to potentially increase demand for residential dwellings.

YASS VALLEY COUNCIL TOWN AND VILLAGES STUDY 2010

There is pressure for development around the towns of Yass, Murrumbateman, Gundaroo and Sutton. Yass and a number of villages in the Yass Valley LGA are identified as being capable of accommodating further population growth.



Figure 7: The NSW 2021 SE NSW Regional Action Plan.
Source: NSW Department of Planning and Environment.

4. CHALLENGES AND OPPORTUNITIES

4.1 CHALLENGES

Site-specific challenges associated with the development of the site are as follows:

ENVIRONMENTAL CONSTRAINTS

- The site is currently rural agricultural land and is sparsely vegetated. Detailed ecological surveys would be required to determine whether there is any significant flora and fauna on the site.

PUBLIC TRANSPORT

- Additional public transport services may be required to service the site.

SEWER

- It is understood that sewer service is available in the vicinity of the site. Further studies will be required to determine the details of the provision of sewer.

4.2 OPPORTUNITIES

The site offers the following key locational characteristics and advantages:

OWNERSHIP

- The core site is in single ownership. This allows the site to be developed in a master planned and coordinated manner.

CONSISTENCY WITH STRATEGIC DIRECTIONS

- Opportunity to master plan a large site (116.8 ha + broader master planned area) and achieve housing targets in a location close to an existing urban area.

HOUSING GROWTH

- Significant pressure for growth in the Yass Valley LGA with a projected housing growth rate from 2011 to 2031 of 47% and a 40% projected growth in population from 2011 to 2031. Since 2004, housing growth in the Yass Valley LGA has been limited due to the lack of suitably zoned land, the lack of reticulated water and sewerage services and lack of diversity in the housing market. This latent demand for housing exacerbates the need for additional housing in the Yass Valley LGA. In addition, the existing Canberra housing market has supply constraints with a lack of greenfield sites and a high cost of housing. As the site is within commuting distance of Canberra additional housing could feasibly service the Canberra market.
- The residential release areas in Murrumbateman will provide housing for the short term whereas this proposal aims to secure future housing in the longer term.

SUSTAINABILITY

- Development of the site provides an opportunity to improve the existing environment and implement initiatives to improve sustainability.

WATER

- In addition to providing future housing, development of the site provides justification of the extension of existing water services from the ACT and provides water security for the Yass Valley LGA.

ROADS

- It is anticipated that the Barton Highway (A25), located immediately east of the site, which connects the Hume Highway (M31) to Canberra via Yass, will be upgraded to a dual carriageway, facilitating safer and faster transport from the site to Canberra.



Figures 8–9: The site's current surroundings.
Source: Google Maps.

LOCATION ADVANTAGES

- The site is strategically located between Yass and Canberra with Canberra within commuting distance. It is located immediately next to the Barton Highway (A25), which provides a direct route into Canberra. Accordingly, the site is unique for a regional area and an important asset for the future extension of urban areas in commuting distance to Canberra. The site is also in close proximity to the Yass Town Centre. There are economic benefits for the Yass Valley LGA associated with locating a new urban development in close proximity to the existing Yass Town Centre as infrastructure, services and transport could be extended from the existing urban area.
- In the 2011 ABS Census, Canberra was the number one destination for trips to work for residents living in the Yass LGA, as shown in the chart below, with 3,520 trips, equivalent 47% of JTW trips in the Yass Valley LGA. This makes the site's location next to the Barton Highway (A25) ideal for a new urban development.

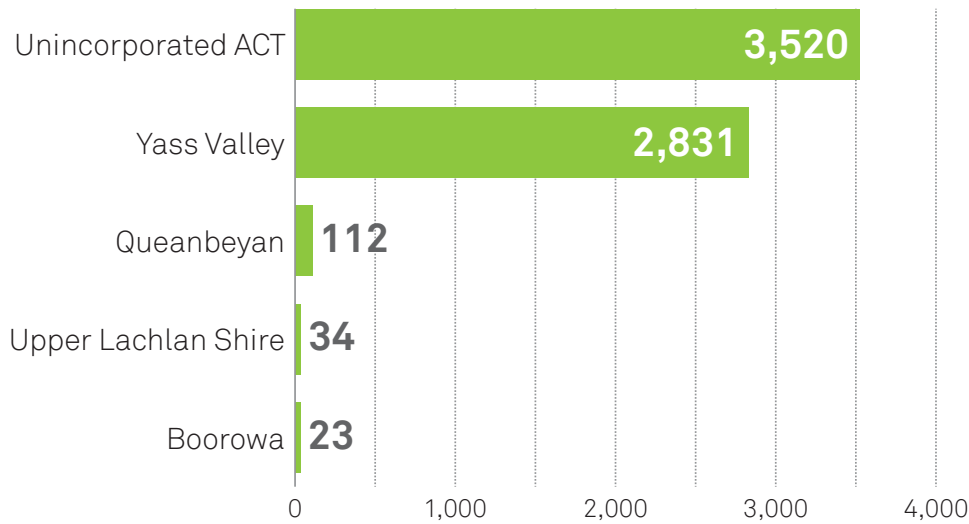
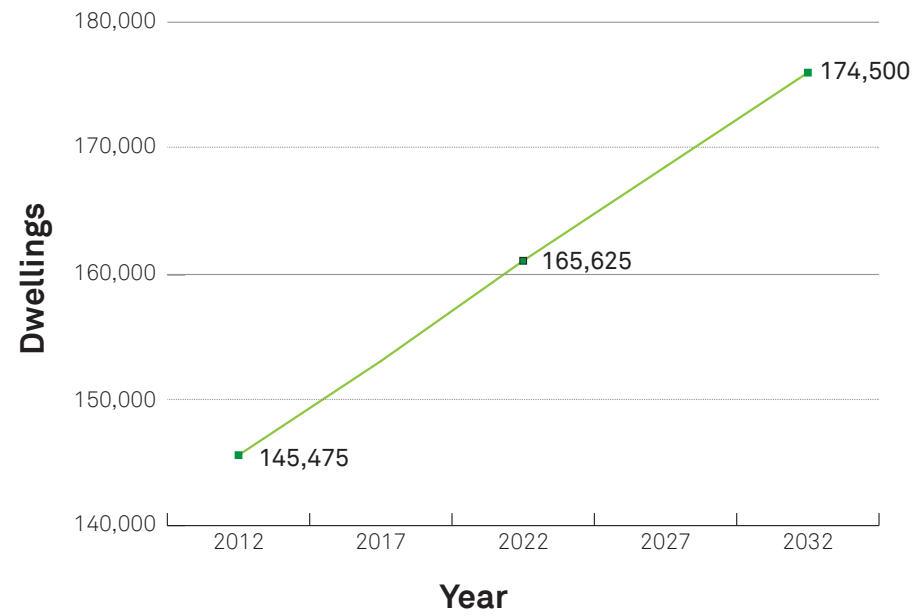
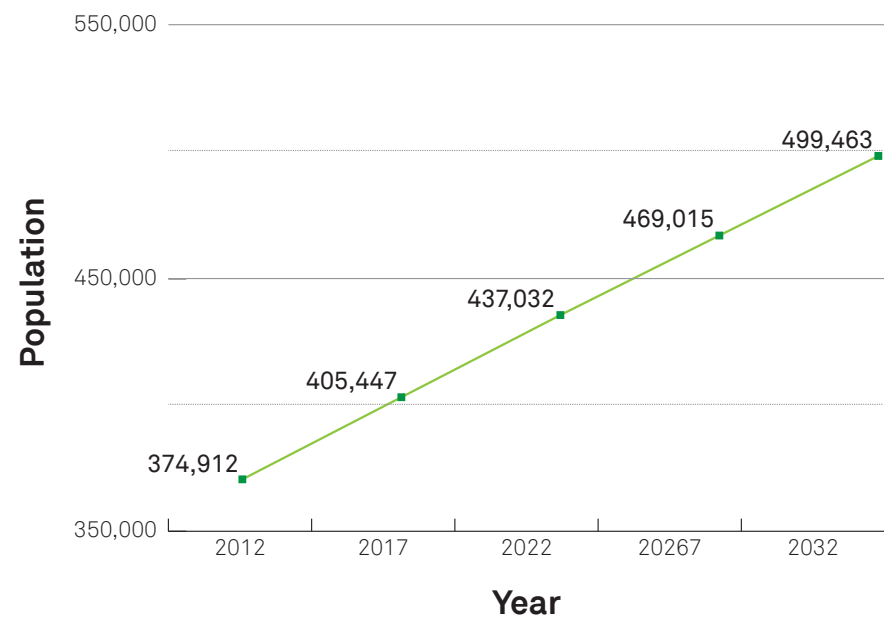


Figure 10: Journey to Work destination LGAs for Yass Valley LGA residents.
Source: Mecone, with data from the ABS 2011 Census.

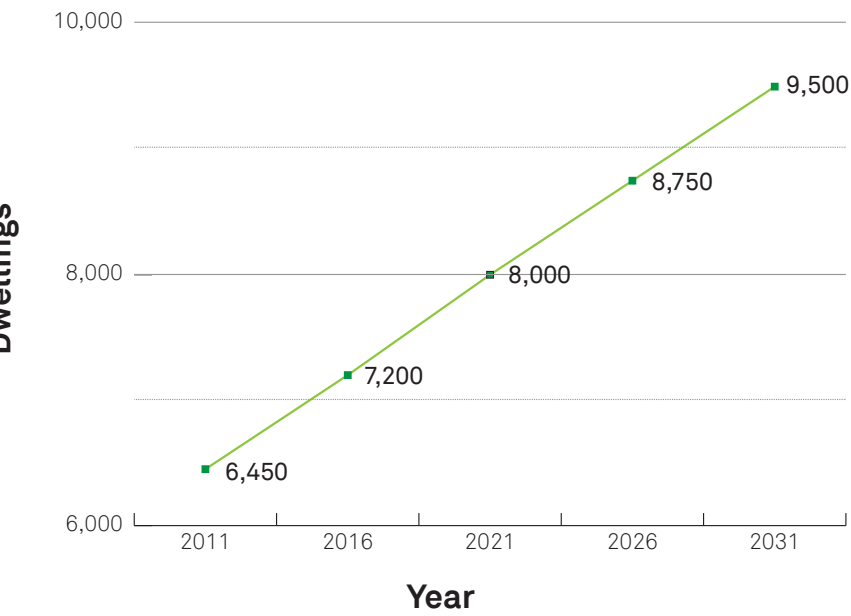
Canberra projected dwellings



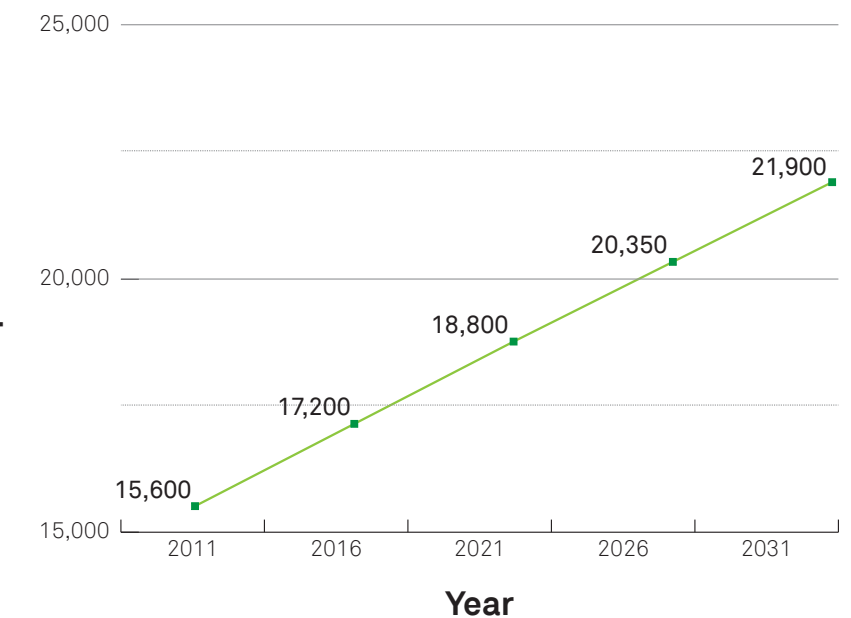
Canberra projected population growth



Yass Valley LGA projected dwellings



Yass Valley LGA projected population growth



Figures 11–14: Canberra and Yass Valley LGA's projected dwellings and population growth.
Source: ACT Treasury and NSW Department of Planning and Environment.

5. URBAN FRAMEWORK AND DESIGN CONCEPTS

5.1 THE VISION

To create a variety of dwellings in a new township located in a rural setting close to the Yass town centre.

The redevelopment of the site will:

- Generate economic activity through locating a new township in close proximity to an existing urban area to leverage existing urban facilities, services and transport.
- Provide a long term plan for urban development to secure the availability of future housing.
- Provide high quality housing to match market demand.
- Improve the existing environment and implement initiatives to improve sustainability.

5.2 DESIGN PRINCIPLES

The master plan design will aim to provide:

- A unique response to the existing natural features of the site and surrounding area to guide land use.
- For the needs of residents at different stages of the life cycle.
- Connectivity and a permeable layout to and from the site and within the site to enhance liveability for all modes of transport including walking and cycling. Direct connections for all modes to be provided to public transport hubs.
- An appropriate scale of development.
- Appropriate combination and separation of land uses.
- Safe and inviting open space areas for different passive and active uses.
- Encourage sustainable design and integrated land use and transport planning.

Economic activity

Urban development close to an existing urban area and within commuting distance to Canberra

Leverage existing urban facilities

Long term housing plan

Improvements to the existing environment

Quality housing

Sustainability

5.3 OPEN SPACE

Areas with existing vegetation will be considered for retention for environmental conservation or open space where possible.

Consideration will be given to an open space/green corridor extending through the site. There is the ability to provide passive and active recreation.

Open space areas will aim to minimise stormwater runoff.

5.4 ACCESS AND CONNECTIVITY

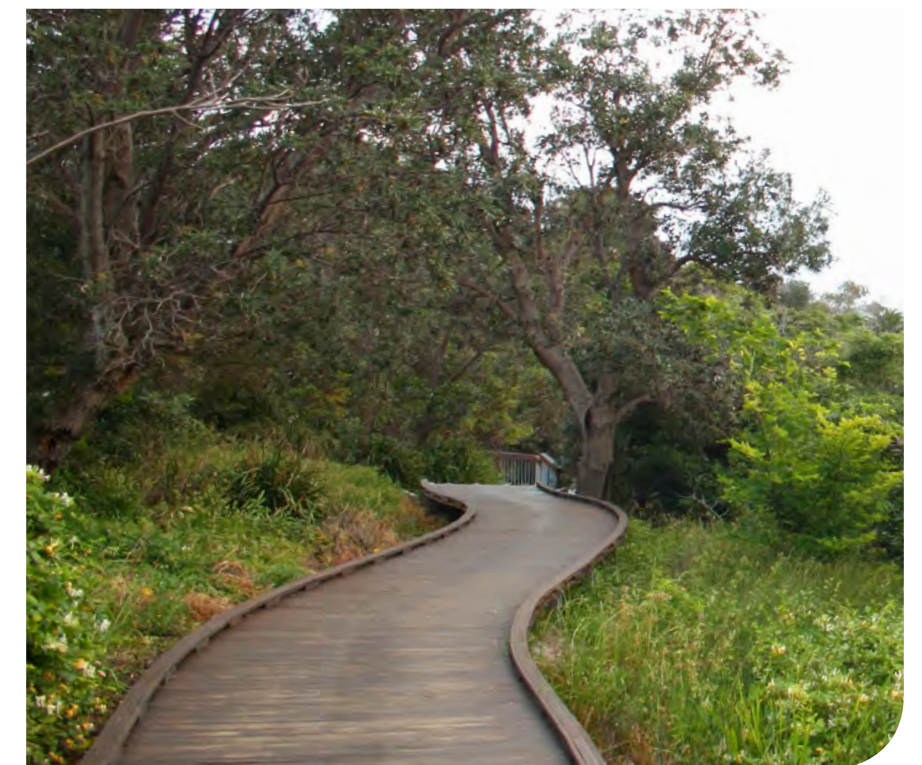
There are two key access points proposed. The main access to the site is likely to be retained via Hardwick Lane with direct access to the Yass Town Centre via Hardwick Lane and Morton Avenue. Additional access will be provided via Yass Valley Way, which features a bus stop directly outside the site travelling to Yass Town and Canberra.

Connections will be provided to and from the site and within the site for all modes of transport including pedestrian, bicycles, public transport, vehicles and service vehicles. A key trip generator will be the existing Yass Town Centre.

A hierarchy of streets will be provided with characteristics appropriate for their role within the development.

Consideration will be given to the separation of transport modes dependent on safety considerations and forecast volumes.

It is anticipated that additional public transport will be available to and from the site progressively in line with the release of land.



5.5 SERVICES

It is anticipated that connection to the existing infrastructure will enable reticulated water and sewage services to the site. The capacity of the existing local water supply infrastructure and new sewage treatment plant will be confirmed in future stages of this project.

5.6 INDICATIVE LAND USES AND LAYOUT

The proposal will provide a range of housing typologies and transition of densities that respond to the site, surrounding development, services, facilities and market demand.

Analysis of site constraints will identify the land available for development. Initial indications indicate that the site may support development of over 800 lots, with lot sizes of approximately 800–1,000m² for typical house and land packages, with a range of larger lots in some areas.

Two access points are proposed at the north and south of the site connecting to Hardwick Lane and Yass Valley Way respectively.

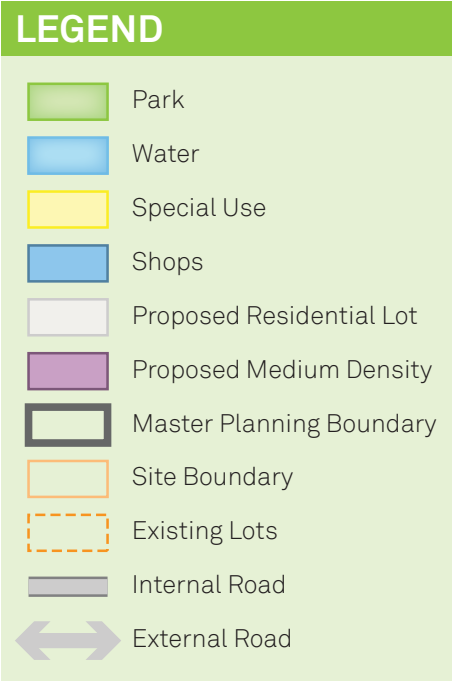


Figure 15: Proposed land use and layout for the subject site.
Source: Mecone, based on plans developed by Oakstand.

6.1 CONCLUSION

This document has been prepared to outline the vision for the development of the site, to inform Yass Valley Council of the background of the site and of the opportunity to develop the site.

There is compelling evidence of the need for additional housing in the Yass Valley LGA to assist with future demand and achieving housing targets. The site is a large site (core site of 116.8 ha) in single ownership allowing the site to be developed in an integrated manner. Development of the site will:

- Generate economic activity through locating a new urban development in close proximity to an existing urban area to leverage existing urban facilities, services and transport.
- Provide a long term plan for urban development to secure the availability of future housing for South East NSW.
- Provide quality housing to match market demand.
- Improve the existing environment and implement initiatives to improve sustainability.

NEXT STEPS

A Planning Proposal will be formally lodged with Yass Valley Council. It will propose a rezoning of the land to incentivise development to allow for long term housing for the Yass Valley LGA. Development scenarios will be presented as part of the Planning Proposal to demonstrate the potential for the site. The Planning Proposal will follow a Gateway process through the Department of Planning and Environment. The rezoning will require an amendment to the Yass Valley Local Environmental Plan and potentially the preparation of a Development Control Plan. The LEP and DCP changes will be based on studies produced for the site to ensure that the Vision for the site is achieved. Any development proposals will be the subject of detailed development applications.



Figure 16: Rural residential development.
Source: Google Maps.

