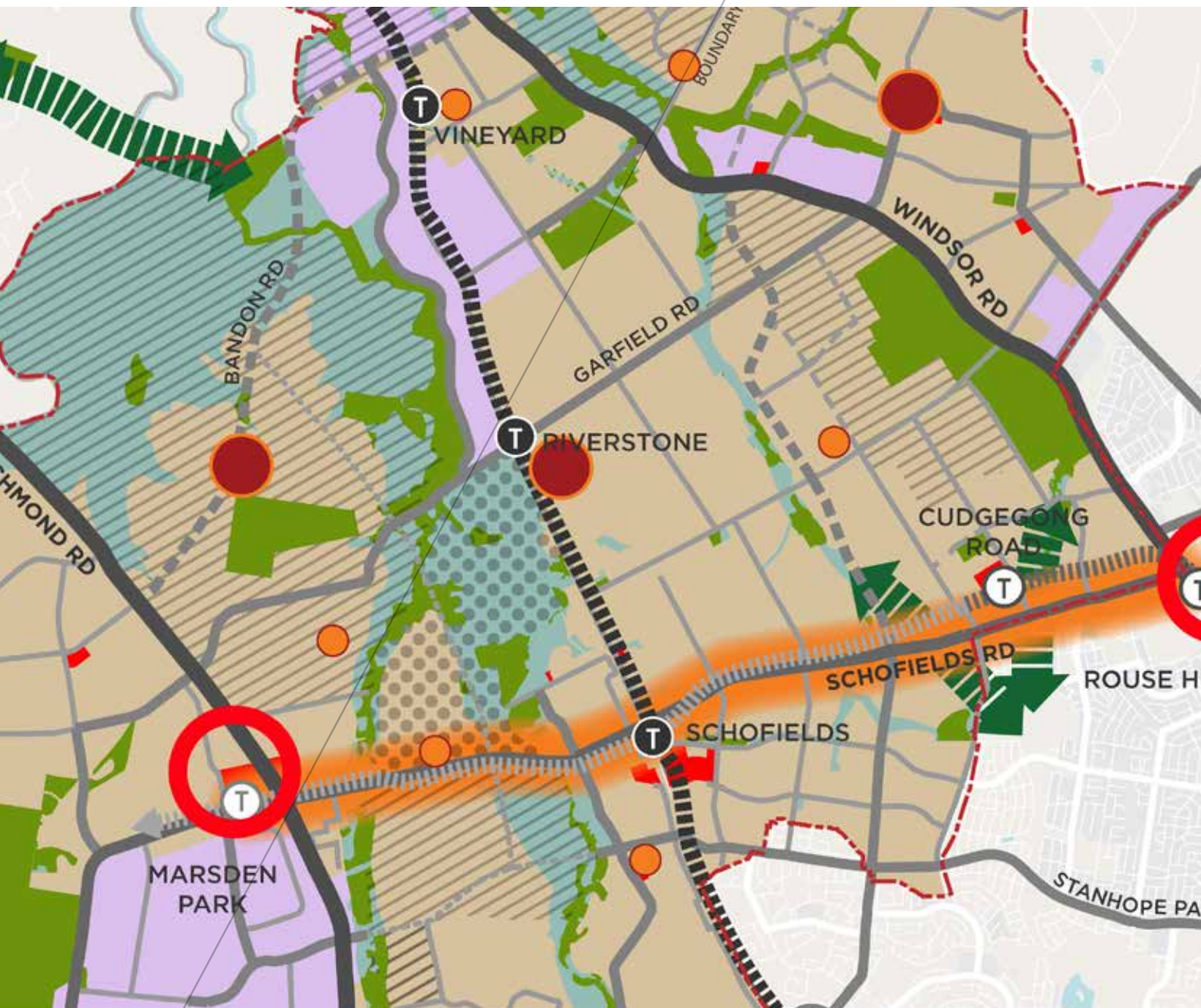



North West Priority Growth Area

Land Use and Infrastructure
Implementation Plan

MAY 2017





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Printed May 2017

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This North West Priority Growth Area Land Use and Infrastructure Implementation Plan (the Implementation Plan) outlines plans for the growing North West Priority Growth Area and the infrastructure needed to support this growth.

Strategic Planning Context

A *Plan for Growing Sydney* establishes the NSW Government's vision for Sydney's future as a 'strong global city, a great place to live'. It makes it clear that as Sydney grows, it must be planned for in a strategic way so that Sydney is not only bigger but also better. This requires planning that puts the necessary infrastructure in place to support growing communities.

Since the Plan's release in late 2014, new forecasts indicate that Sydney needs to provide 725,000 new homes and jobs for 1.74 million new residents by 2036. These new homes can be delivered through urban renewal, medium density development in existing areas, or new communities in land release areas. A proposed amendment to the Plan, *Towards Our Greater Sydney 2056*, envisions Greater Sydney as a metropolis of three cities: the established Eastern City centred on Sydney CBD, the developing Central City with Parramatta at its heart, and the emerging Western City that will evolve with the growth of the Western Sydney Airport at Badgerys Creek.

Given this expected growth, land is required for new housing, workplaces and communities. The North West Priority Growth Area provides substantial land release areas for homes and jobs in Sydney's northwest and is forecasted to contribute approximately 12% of the homes needed to meet demand over the next 20 years.

The North West Priority Growth Area is close to transport nodes, including the M7 Motorway with connections to the M4 Motorway and the new Western Sydney Airport. It is well located to capitalise on new infrastructure such as the Sydney Metro Northwest to Cudgegong Road Station, and a public transport corridor extension toward Marsden Park. Other opportunities include a growth corridor along Schofields Road between Rouse Hill and Marsden Park, to benefit from infrastructure investment.

This Implementation Plan updates the planning framework for the North West Priority Growth Area in light of the extent of urban development and demand for housing that has occurred since the release of the North West Growth Centre Structure Plan 2006 (the Structure Plan). It identifies the opportunities for future urban growth and recommends a planning pathway to realise the area's potential. The Implementation Plan also builds on the framework set in the draft West and West Central District Plans released by the Greater Sydney Commission in late 2016. It recognises the growth of the area as part of the Western City, to allow the North West Priority Growth Area to grow its own centres for new communities that are supported by an infrastructure delivery program.

A review of market capacity and detailed analysis of opportunities and constraints form the basis of this Implementation Plan and the framework for infrastructure delivery to support projected housing and employment growth. This framework guides a future urban structure, including new centres to support places for offices, shops, cafes and supermarkets, open space networks for recreation and connections with green space, and future road and passenger rail networks to connect future residents to the surrounding areas and beyond.

The framework will inform future precinct planning and rezoning across the North West Priority Growth Area. It will coordinate infrastructure provision to deliver community facilities, schools, open space and other infrastructure that will make these centres productive and pleasant places to live and work.

Vision and Objectives

The draft District Plans identify the vision, priorities and actions to shape the West and West Central District's future, and to guide policy decisions. A focus on employment growth that supports local communities with a diverse range of housing to meet varying household needs underpins the framework for further detailed planning to occur in the North West Priority Growth Area. The draft District Plans recognise the importance of coordinating and prioritising the infrastructure and facilities required for new communities to develop. These areas will be further supported by improved transport links between diverse economic centres within the Priority Growth Area and areas such as Parramatta, Penrith, the Western Sydney Airport and the Sydney CBD, and new and improved connections to green corridors that support pedestrians and cyclists within and outside the Priority Growth Area.

Within the North West Priority Growth Area, new communities will progressively develop with access to schools, parks, community facilities, jobs, roads and public transport. Over the next ten years, 33,000 homes will be provided and the growth area will be home to around 92,400 people. The Land Use and Infrastructure Implementation Plan provides a robust framework to grow new communities in line with the provision of infrastructure.

To meet this vision, the Implementation Plan identifies clear objectives, which are further explored in Section 4:



Plan for an additional 20,000 dwellings than originally anticipated in Sydney's North West in vibrant and liveable neighbourhoods, and facilitate the supply of 18,000 new homes by 2021 and 33,000 new homes by 2026



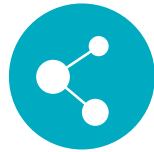
Balance the needs of a growing population with opportunities for employment and recreation by establishing minimum and maximum residential densities as a priority, in line with infrastructure provision



Identify and coordinate the delivery of infrastructure that will support housing and employment growth to ensure there is an ongoing supply of development-ready land in Sydney's northwest



Explore new land uses along major infrastructure corridors to benefit from public investment in infrastructure such as Schofields Road, Richmond Road and Bandon Road, as well as the Sydney Metro Northwest and its transport corridor extension



Improve transport accessibility and connectivity throughout the area to reduce car reliance and connect people to other parts of Sydney by providing opportunities for the integration of travel modes through detailed precinct planning



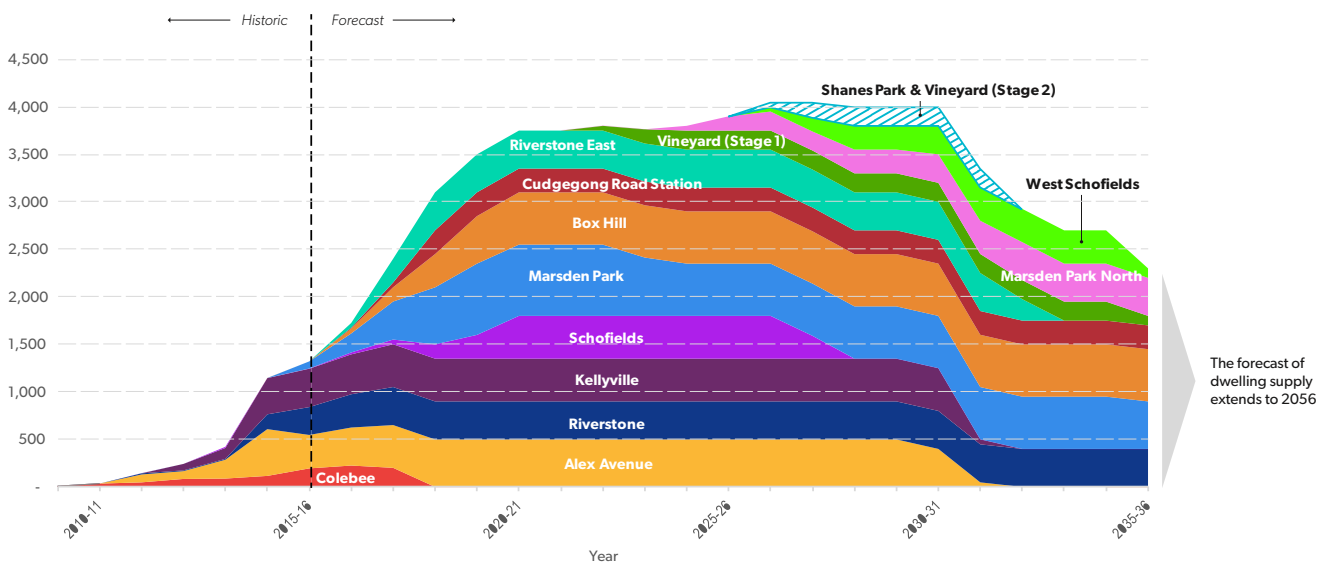
Identify and enhance key biodiversity areas, open spaces, riparian corridors and culturally sensitive areas and identify additional open space to support a high-growth housing capacity scenario, as well as improved links to regional open space

About this Implementation Plan

Three-quarters of the North West Priority Growth Area has been rezoned for development since the release of the Structure Plan in 2006. Over the last ten years, the NSW Government has invested in new roads, public transport and utility infrastructure, as well as the protection of high conservation bushland within the Cumberland Plain. Recent monitoring of development activity has identified increasing residential lot production trends as essential utility infrastructure continues to be rolled out.

To date, land in the North West Priority Growth Area has been rezoned to support 53,150 dwellings. As shown in the diagram below, strong housing growth has emerged in Riverstone, Alex Avenue and Kellyville despite substantial land fragmentation. Keen market interest and the associated amalgamation of smaller properties coupled with the ongoing delivery of water, sewer and electricity services has led to a reliable housing supply in an area that has benefited from significant government investment in infrastructure.

DWELLING SUPPLY FORECAST FOR THE NORTH WEST PRIORITY GROWTH AREA



When fully developed, the North West Priority Growth Area will accommodate approximately 90,000 homes, 20,000 more than were forecast in 2006. This Implementation Plan provides a framework to facilitate the delivery of over 33,000 of these homes over the next ten years and identifies the infrastructure needed to support this growth.

While recognising the extensive planning and infrastructure delivery that has occurred across the Priority Growth Area over the past 10 years, this Implementation Plan also includes detailed analysis of regional flooding and riparian assessment; European and Aboriginal heritage; salinity; a housing market-needs assessment; and transport and infrastructure planning.

This Implementation Plan balances urban development opportunities and environmental constraints to recommend an urban structure for the Priority Growth Area that will continue to support new homes and jobs.

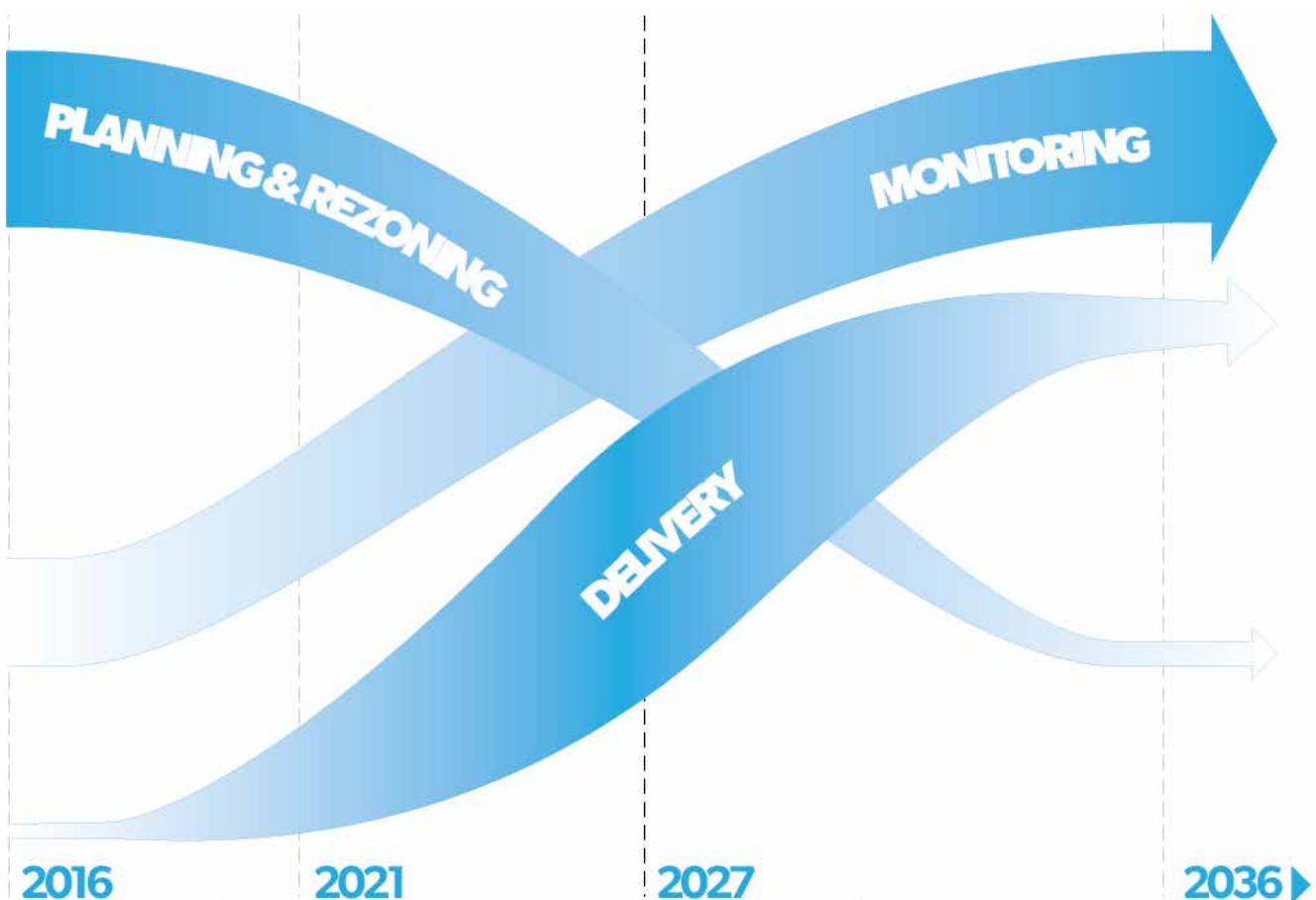
The Implementation Plan includes a schedule of infrastructure requirements to guide the work of the Department of Planning and Environment, councils and other relevant agencies. This notes the current NSW Government review of the existing Western Sydney Special Infrastructure Contribution (SIC) schedule, which provides a funding framework for regional roads, schools and regional open space.

A monitoring program will be implemented to inform agencies tasked with delivering priority infrastructure, developers investing in greenfield sites and families wishing to live in the North West Priority Growth Area. Meanwhile, the Department will continue to plan for a housing supply pipeline to be sustained, as outlined in the delivery program below.

The Implementation Plan proposes statutory reforms to planning controls to align planning in the Priority Growth Area with the standard local environmental plans and to consolidate existing precinct plans. This will reduce duplication and inconsistencies, improve the delivery of new development and will give councils greater control over local issues.

Proposed new density controls will balance level of permissible growth with the infrastructure that can be provided to support new homes. The statutory package is on exhibition and feedback is encouraged.

PRIORITIES OF THE NORTH WEST LAND USE AND INFRASTRUCTURE IMPLEMENTATION PLAN



Key Actions

The Implementation Plan identifies key actions to support the delivery of homes and jobs in the North West Priority Growth Area. The Department will continue to monitor their completion through annual updates of the Implementation Plan.

<p>ACTION 1 Provide more land supply for new homes</p>	<p>ACTION 5 Transfer more planning controls back to local councils</p>
<p>The Department will:</p> <ul style="list-style-type: none"> • exhibit rezoning proposals for the remaining North West Priority Growth Area Precincts that have the potential to deliver more homes and jobs • ensure that rezonings occur in line with the availability of essential service utilities • work with local councils to prepare development control plans and Section 94 Contributions plans that will ensure design quality and support growth in those areas. 	<p>The Department will transfer planning controls from the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i> to local environmental plans through proposed amendments that will make development controls more consistent with the Standard Instrument Local Environmental Plan.</p>
<p>ACTION 2 Protect and plan for major transport corridors</p>	<p>ACTION 6 Simplify planning controls within the Blacktown precincts in the North West Priority Growth Area</p>
<p>The Department will undertake a strategic land use review of the future public transport corridor between Rouse Hill and Marsden Park along Schofields Road. This will examine land uses adjacent to the corridor and review the suitability of land uses at Marsden Park, and identify strategies to improve the permeability of land adjacent to the corridor as well as enhance the connectivity along and across the transport corridor. Measures to mitigate constraints for surrounding homes and jobs will also be delineated as part of this review. The Department will also review the impact of the future Outer Sydney Orbital and Bells Line of Road Castlereagh corridor in areas such as Shanes Park Precinct and Vineyard Precinct.</p>	<p>The Department will consolidate the existing six Blacktown precinct plans within the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i> into a single precinct plan in order to offer ease of access to the controls that apply to rezoned land in the Blacktown precincts.</p>
<p>ACTION 3 Manage residential densities to align with infrastructure</p>	<p>ACTION 7 Review infrastructure requirements and accelerate funding for capital works</p>
<p>The Department will establish new density controls for residential land. The controls will set minimum and maximum residential densities for residential zoned land so that new communities are supported by adequate infrastructure and local councils can plan for the new population. The Department will work with local councils to implement the controls and will establish a system to monitor the delivery of homes.</p>	<p>The Department will revise the existing SIC schedule for the area. The SIC will assist in funding regional infrastructure upgrades identified in this Implementation Plan to support growth over the next 10 years. The Department will coordinate and monitor the delivery of a capital works program for infrastructure items supported by the SIC fund to support housing delivery. These include regional roads, education, health, bus services, open space and conservation.</p>
<p>ACTION 4 Protect assets and plan for evacuation</p>	<p>ACTION 8 Improve pedestrian, cycle and green connectivity</p>
<p>The Department will work with Infrastructure NSW (INSW), Roads and Maritime Services (RMS) and NSW State Emergency Service (SES) to review planning controls for land within the Hawkesbury-Nepean Valley which includes land below the probable maximum flood (PMF) level. The Department will work with stakeholders to review the outcomes of the Hawkesbury-Nepean Valley Flood Risk Management Review, and incorporate the findings of the Review into the planning for these areas.</p>	<p>The Department will review land that has been rezoned to improve pedestrian and cyclist facilities between key destinations within the North West Priority Growth Area and to regional open spaces outside of the growth area. This work will support the implementation of the Green Grid through the Eastern Creek regional open space corridor to connect to the Western Sydney Parklands, Wiannamatta Regional Park and Rouse Hill Regional Park. The Department will also address any shortfalls in open space provision for the projected growth following the review of planned open space in light of the projected housing growth for the Priority Growth Area.</p>

1

The Department of Planning and Environment has prepared this North West Priority Growth Area Land Use and Infrastructure Implementation Plan in consultation with Blacktown City Council, Hawkesbury City Council and The Hills Shire Council.

This Implementation Plan updates the strategic framework for the Priority Growth Area that was initially established in the North West Structure Plan in 2006.

The North West Priority Growth Area is located in Sydney's northwest, approximately 40 kilometres northwest of Sydney CBD and 30 kilometres northwest of Parramatta.

1.1 Overall Planning Context

The Implementation Plan's development is guided by the NSW Government's 20-year metropolitan plan *A Plan for Growing Sydney* (**Figure 1**). The overall vision of the Plan is to make Sydney 'a strong global city that is a great place to live'. Since the Plan's release, updated forecasts predict that Sydney will need 725,000 new homes and new jobs needed for the predicted 1.74 million new residents by 2036.

One of the key actions of the Implementation Plan is to deliver greenfield housing supply in the North West and South West Priority Growth Areas (formerly the North West and South West Growth Centres).

To support this the NSW Government will:

- update the structure plans for the North West and South West Priority Growth Areas
- continue rezoning more land in the growth areas
- coordinate and deliver enabling infrastructure to support development.

A draft amendment to *A Plan for Growing Sydney*, titled *Towards our Greater Sydney 2056*, foreshadows the review of *A Plan for Growing Sydney* in 2017. The draft amendment sets out a longer-term vision for Greater Sydney as a metropolis of three cities, in which the North West Priority Growth Area would be an important growth area for both the developing Central City, with Greater Parramatta at its heart, and the emerging Western City based on the planned Western Sydney Airport, as shown in **Figure 2**.

The Implementation Plan also responds to the draft West Central District Plan and draft West District Plan, released by the Greater Sydney Commission in November 2016.

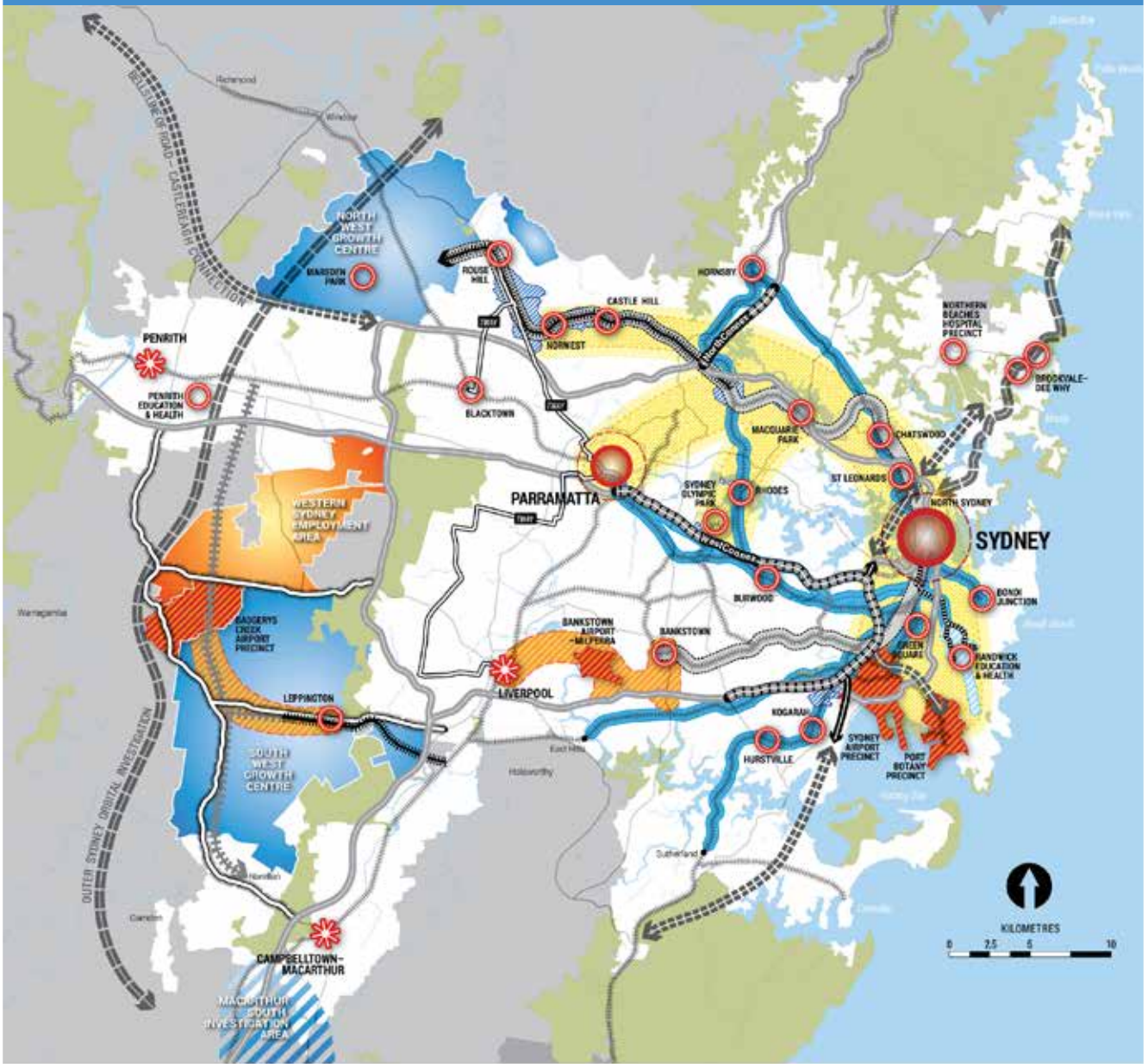
These draft District Plans provide the District-level planning to connect the metropolitan planning mentioned above and local planning undertaken by councils. More detail on the draft District Plans is included in **Section 2**.

This Land Use and Infrastructure Implementation Plan replaces the North West Structure Plan of 2006. It guides the direction for growth and development in the North West Priority Growth Area, which is underpinned by major and local infrastructure commitments and improved planning processes to help expedite the delivery of new homes and jobs in this region. In doing so, it:

- provides a revised long-term vision for the area
- introduces new delivery mechanisms
- outlines the coordination of infrastructure with housing and employment development.

The Implementation Plan is an important component in helping to realise the growth expectations of *A Plan for Growing Sydney* and *Towards our Greater Sydney 2056*.

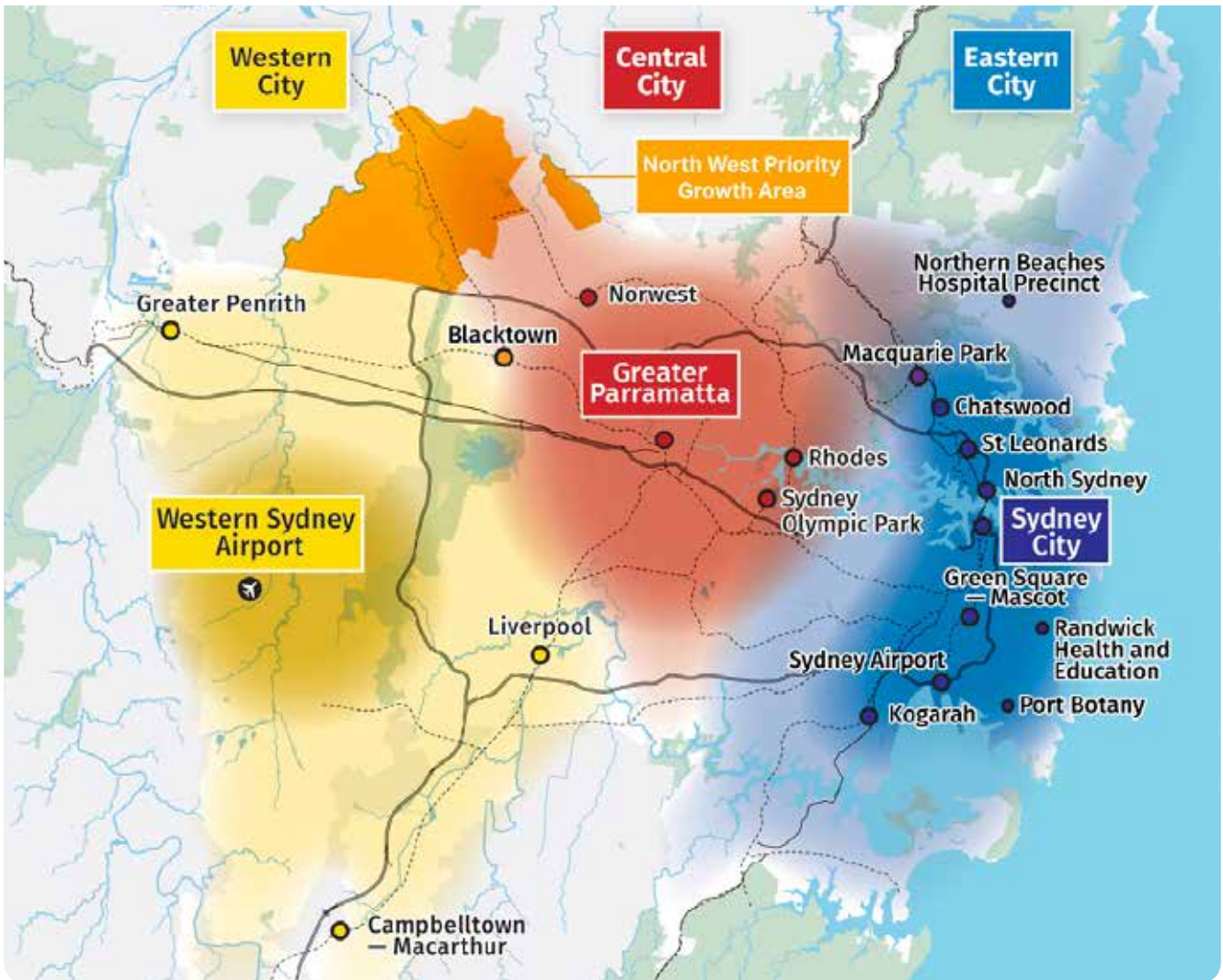
FIGURE 1: LOCATION OF PRIORITY GROWTH AREAS



	CBD		Western Sydney Employment Area		Inner West Light Rail		Motorway
	Regional City Centre		Global Economic Corridor		CBD & South East Light Rail		Motorway Expansion
	Strategic Centre		Transport Gateway		Rail Network		Proposed Motorway Extension
	Growth Centre		Enterprise Corridor		Sydney Rapid Transit		Road/Motorway Investigation
	Urban Investigation Area		Metropolitan Urban Area		Rail Network Expansion		Transport Investigation
	Priority Precinct		Metropolitan Rural Area		SWRL Extension Investigation		
	Urban Renewal Corridor		Parks & Reserves		Road Upgrade		

Source: A Plan for Growing Sydney, 2014, Department of Planning and Environment

FIGURE 2: A METROPOLIS OF THREE CITIES



1.2 Priority Growth Areas

Priority Growth Areas (formerly Growth Centres) were established by the NSW Government under the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP) as a location for greenfield urban growth including housing, employment, shops, health and education facilities, parks, bushland, and new or upgraded infrastructure.

The NSW Government's Land Release Program strategically plans these important areas and coordinates the delivery of infrastructure. The Program is based on collaboration with local councils and comprehensive community consultation.

The Land Use and Infrastructure Implementation Plan sets the overarching strategic plan for the North West Priority Growth Area. In doing so, it guides the Precinct Planning and rezoning process that confirms land uses, street patterns, environmental and heritage protection, and detailed infrastructure requirements.

Since 2006, nearly two-thirds of the growth area have been rezoned with five project areas yet to be rezoned. Precinct planning is underway for three of these areas. This offers:

- the potential to deliver around 12% of Sydney's new homes over the next 20 years
- zoned land for 53,150 homes and 43,000 jobs, enough to maintain supply for at least the next ten years
- an increasing rate of new home building, with more than 10,000 new homes in approval or construction stages
- new communities in locations that benefit from infrastructure and services like Kellyville, Box Hill, Schofields, Rouse Hill and Riverstone, with developers also delivering infrastructure and new homes in Marsden Park.

Family homes still make up the majority of housing in greenfield areas, but there is growing demand for more diverse housing types like terraces, apartments and studios. Land sizes and house sizes are decreasing as housing affordability becomes increasingly important. This is leading to more diverse communities and will help support public transport services, shops and local businesses. Higher densities also require planning for a larger population by ensuring that infrastructure has enough capacity to support new communities.

1.3 Aims

Coordinating infrastructure provision is essential to support growth with community facilities, schools, green open space, and other public spaces, and to make these centres attractive and pleasant places to live and work. The Land Use and Infrastructure Implementation Plan sets out a clear vision and objectives (see **Section 4**). To achieve these, this Implementation Plan aims to:

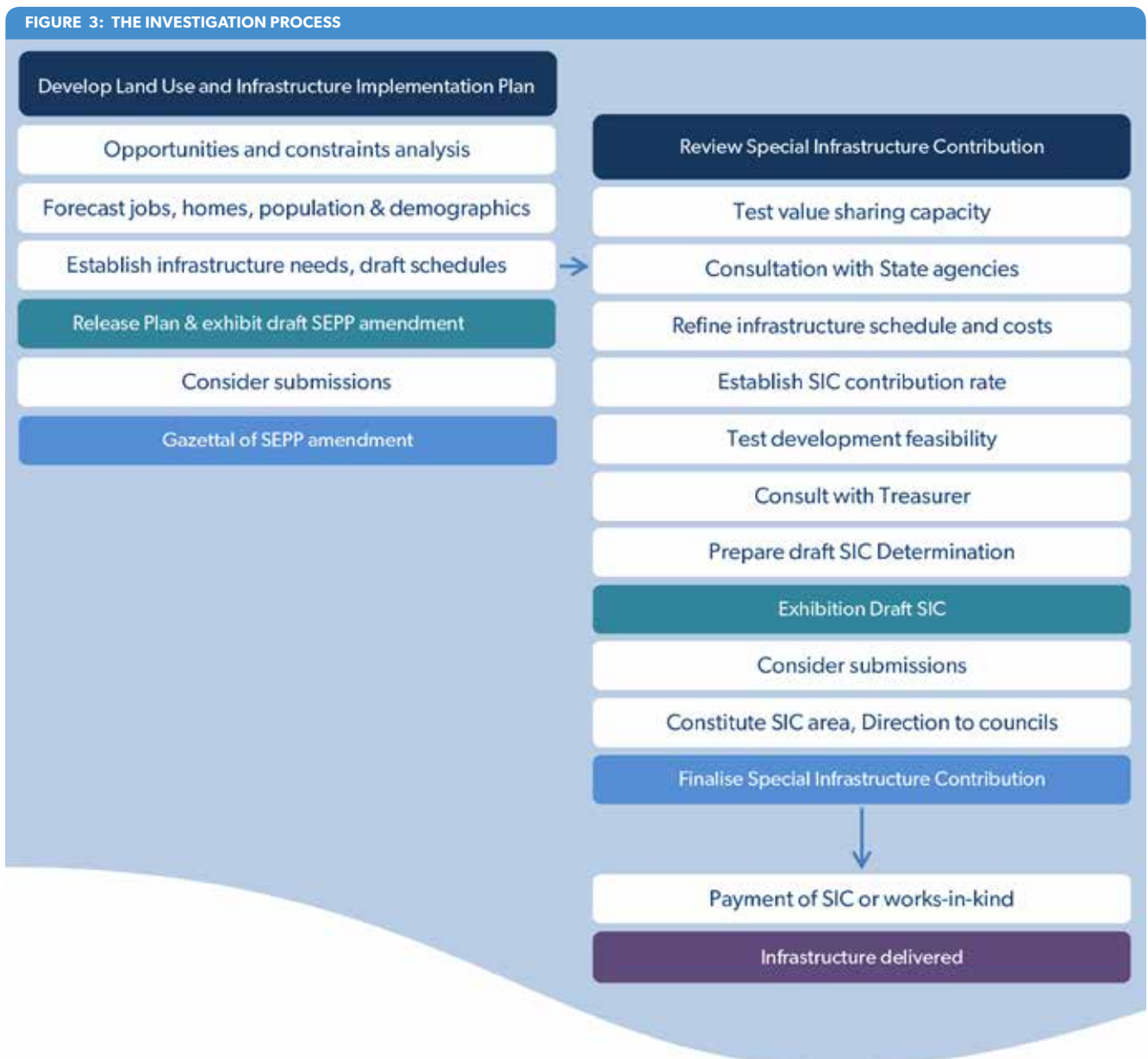
- define the vision for the North West Priority Growth Area in the context of new growth directions and infrastructure investment
- confirm areas for growth and urban structure based on a detailed analysis of opportunities and constraints
- prepare an infrastructure strategy to guide investment over the next ten years and beyond
- implement the vision by requiring rezoning and development to be consistent with the Implementation Plan

- simplify planning controls and give councils more control over local issues
- launch an interactive mapping tool that will be updated quarterly to monitor the development take-up and guide infrastructure provision.

The Land Use and Infrastructure Implementation Plan will be updated annually to reflect the current status of planning development, and infrastructure delivery in the North West Priority Growth Area, based on housing market analysis and an understanding of future housing demand.

1.4 The Investigation Process

The Department of Planning and Environment has worked with Blacktown City Council, Hawkesbury City Council, The Hills Shire Council and State agencies as part of the Implementation Plan's preparation. The investigation process is outlined in **Figure 3**.



2

2.1 Description of the Priority Growth Area

The North West Priority Growth Area is approximately 10,200 hectares and located within the West and West Central Districts in northwestern Sydney, approximately 30 kilometres from Parramatta. Its boundary includes land bordering South Creek to the west and north, Rouse Hill Town Centre to the east, and the M7 Motorway to the south, as shown in **Figure 4**.

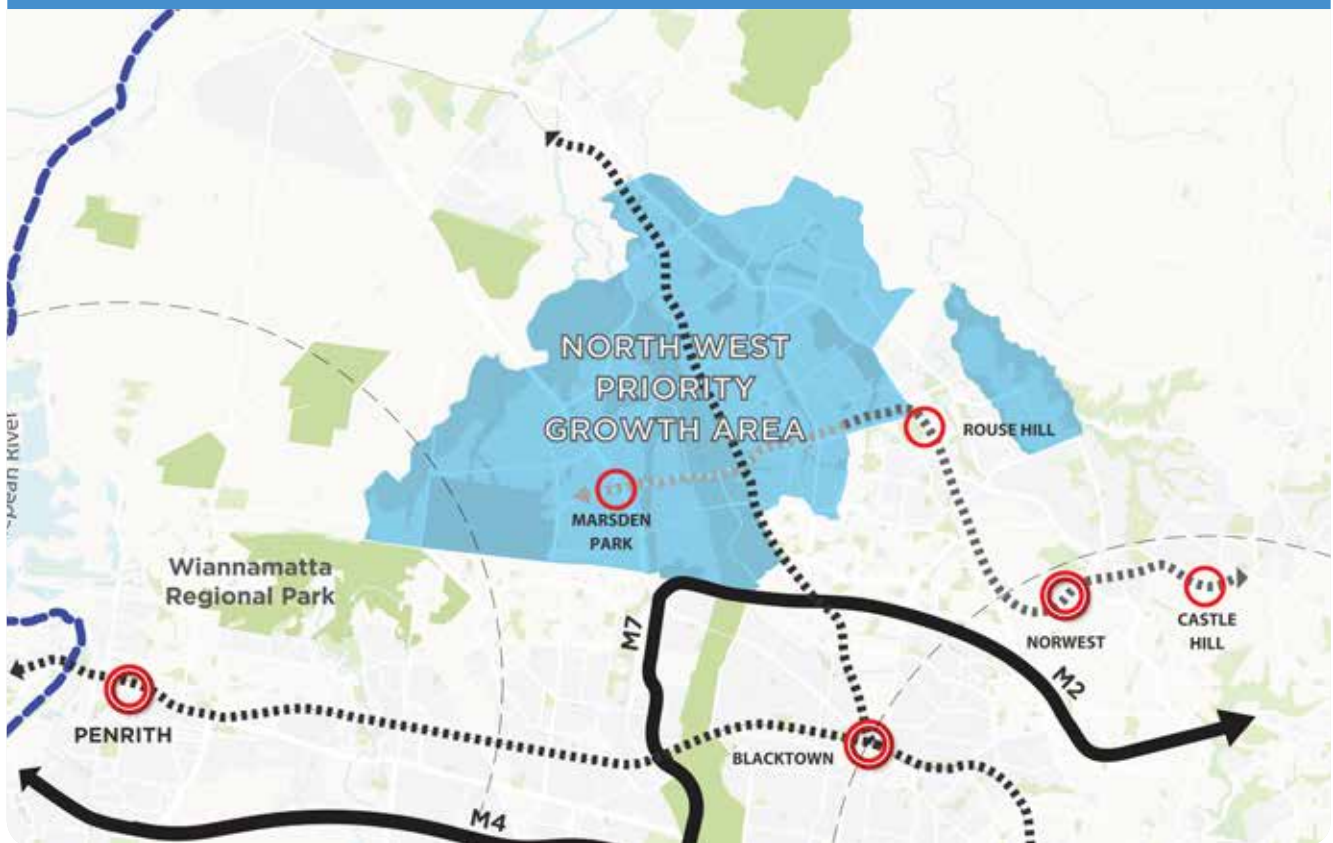
The growth area boundary predominantly includes land within the Blacktown City Council local government area (LGA), Hawkesbury LGA and The Hills Shire LGA.

The Priority Growth Area is supported by an existing transport network that is in various stages of being constructed and/or upgraded.

It is close to a number of key transport nodes and established areas of employment including:

- Rouse Hill and Norwest Business Park
- state and regional road network connections, including Windsor Road, Richmond Road, The Northern Road and M7 Motorway, providing connections to the M4 Motorway to Blacktown, Penrith and Parramatta
- Sydney Metro Northwest connecting the North West Priority Growth Area to Chatswood via Epping with the construction of eight new stations
- the town centres of Rouse Hill, Blacktown, Penrith and Castle Hill to the southwest and east which provide retail, commercial and industrial uses, and associated employment
- a public transport corridor from the Sydney Metro Northwest towards Marsden Park.

FIGURE 4: NORTH WEST PRIORITY GROWTH AREA AND REGIONAL CONTEXT



LEGEND

- | | | |
|--|--|---|
| North West Priority Growth Area | Motorways | Existing Railway Station |
| Surrounding Open Space | Existing Railway Line | Future Public Transport Station |
| | Sydney Metro North West (under construction) | Strategic Centre |
| | Future Public Transport Corridor (in planning) | District Centre |

2.1.1 Surrounding Land Uses

The Priority Growth Area is surrounded by existing residential suburbs such as Kings Park, Quakers Hill and Marayong. New urban areas are establishing at The Ponds, while communities in Stanhope Gardens, Beaumont Hills and Rouse Hill will benefit from the Sydney Metro Northwest. The Priority Growth Area forms an urban boundary to Sydney's northwest before the less densely populated towns of Windsor and Richmond in the Hawkesbury-Nepean Valley.

The Western Sydney Parklands to the Priority Growth Area's south provide access to one of the State's largest open space corridors, featuring picnic areas, nature reserves, sport facilities and walking tracks.

Thirty kilometres to the south is the planned Western Sydney Airport, which will be a significant employment and infrastructure catalyst for Western Sydney to support growth in knowledge-intensive jobs in a vast number of industries and provide a greater diversity of employment opportunities.

2.1.2 Existing Uses

The area was historically used for rural purposes and comprises a range of small parcels of land comprising two to three hectares to much larger properties in some parts.

With recent and ongoing delivery of essential infrastructure, urban development is underway in parts of Marsden Park, Riverstone, The Ponds, Schofields, Rouse Hill, Box Hill and Kellyville.

2.2 Statutory and Strategic Context

2.2.1 Precinct Planning

The Growth Centres SEPP is the primary statutory plan governing the release and rezoning of land in the North West Priority Growth Area and establishes the broad planning controls required to oversee the development. The aims of the SEPP are:

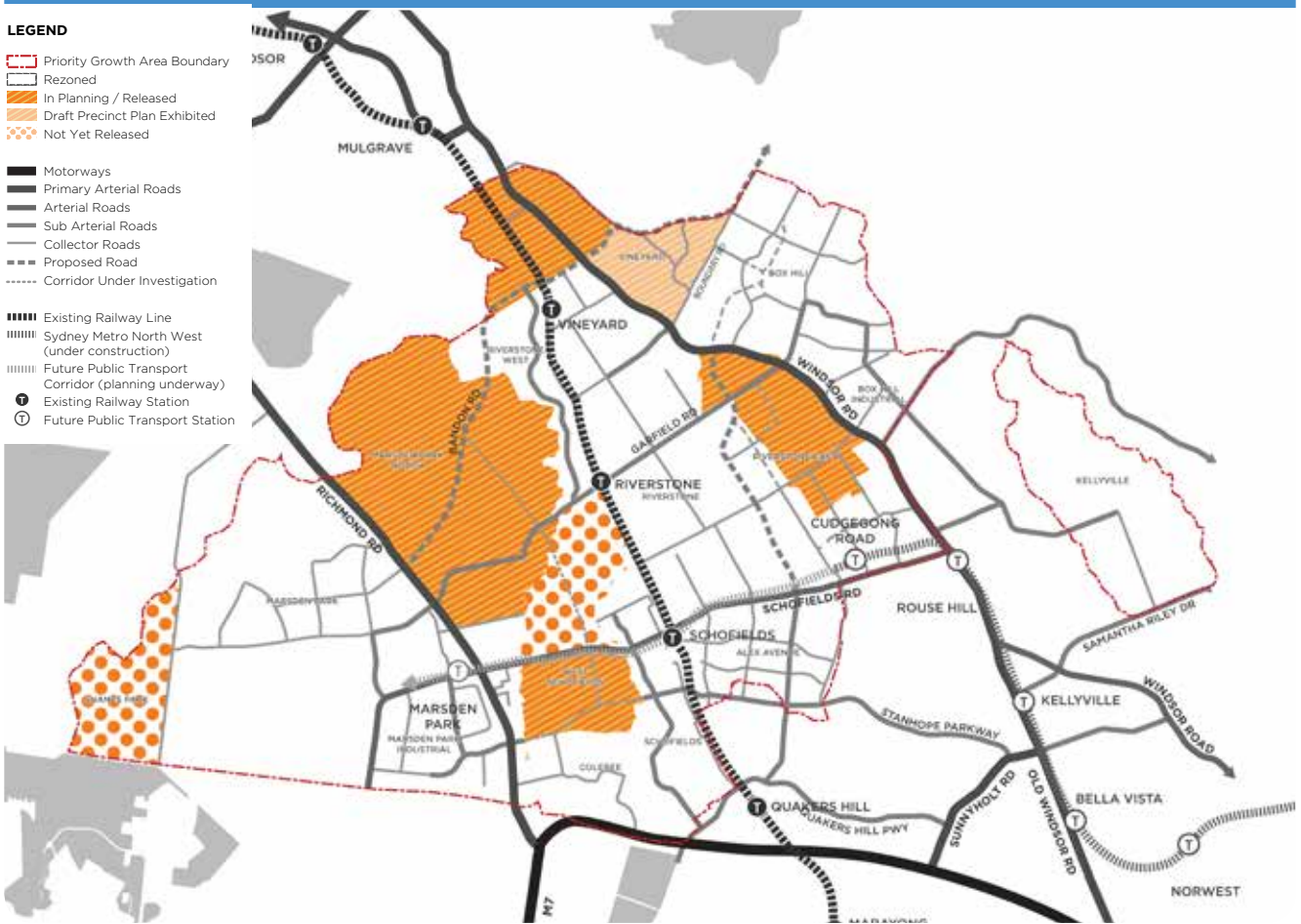
- to coordinate the release of land for residential, employment and other urban development in the North West and South West Growth Centres in the Sydney region
- to enable the Minister from time to time to designate land in those growth centres as ready for release for development
- to provide for comprehensive planning for those growth centres
- to enable the establishment of vibrant, sustainable and liveable neighbourhoods that provide for community well-being and high quality local amenity
- to provide controls for the sustainability of land in those growth centres that have conservation value
- to provide for the orderly and economic provision of infrastructure in and to those growth centres
- to provide development controls in order to protect the health of the waterways in those growth centres
- to protect and enhance land with natural and cultural heritage value
- to provide land use and development controls that will contribute to the conservation of biodiversity.

Further, the Growth Centres SEPP outlines development controls for:

- determining development applications prior to and after the finalisation of the precinct planning process
- flood prone and major creeks land
- clearing native vegetation
- cultural heritage landscape areas.

Precincts are rezoned following a Precinct Planning process. This process includes the development of an indicative layout plan (ILP) to guide the future urban structure, and a development control plan (DCP) that details planning controls to enable defined development outcomes. The Growth Centres SEPP is amended upon the rezoning of land to include the zones, densities, lot sizes, and other environmental and heritage controls related to the ILP. Five project areas are yet to be rezoned as mapped in **Figure 5**.

FIGURE 5: NORTH WEST PRIORITY GROWTH AREA STATUS MAP



2.2.2 District Plans

In November 2016 the Greater Sydney Commission released draft District Plans for each of Greater Sydney’s six Districts. The draft District Plans outline the opportunities, priorities and actions to implement *A Plan for Growing Sydney* at a local level. *A Plan for Growing Sydney* recognises the distinct character and opportunities to enhance each of the three cities, being:

- the Eastern City encompassing Sydney City and economic corridors to its north through to Macquarie Park and south through Sydney Airport, as well as Port Botany to Kogarah
- the Central City centred on the Parramatta region which is forecast to undergo significant urban transformation over the next 10 to 15 years as an administrative and business centre; health and education precinct; and an economic centre with strong transport connections to the adjacent Eastern City and Western City
- the Western City highlighted by the Western Sydney Airport, and strengthened by emerging housing supply and a priority to deliver transport, social infrastructure and jobs.

The draft District Plans recognise the need to plan for the varying scale of centres that provide a range of jobs, facilities, industries and services for a growing city. The economic, social and environmental integration of a metropolis of three cities will be strengthened by developing productive and liveable centres within each District that are well connected and contain the services and facilities to support future residents.

The North West Priority Growth Area falls within the West Central District and the West District as described below:

- The West Central District is a district of rapidly growing retail and employment centres that service vibrant multicultural communities located close to a rich network of regional parks, waterways and scenic rural beauty
- The West District is a growing, thriving district containing natural features such as the World Heritage listed Blue Mountains, seven national parks, and the Hawkesbury-Nepean River system.

The draft plans establish five-year housing targets for each local government area from 2016 to 2021, as outlined below in **Table 1** and **Table 2**. These targets demonstrate the regional growth envisaged for the Western City which the North West Priority Growth Area lies within, and further highlights the importance of implementing an integrated planning and infrastructure strategy for the area.

TABLE 1. WEST CENTRAL DISTRICT'S FIVE-YEAR HOUSING TARGETS BY LOCAL GOVERNMENT AREA (2016-2021)

Local Government Area	2016-2021 Housing Target
Blacktown	13,950
Cumberland	9,350
Parramatta	21,650
The Hills	8,550
West Central District Total	53,500

TABLE 2. WEST DISTRICT'S FIVE-YEAR HOUSING TARGETS BY LOCAL GOVERNMENT AREA (2016-2021)

Local Government Area	2016-2021 Housing Target
Blue Mountains	650
Hawkesbury	1,150
Penrith	6,600
West District Total	8,400

The North West Priority Growth Area is identified in the draft District Plans as a key location to assist in achieving the housing targets outlined above and is being planned to contribute dwellings towards these targets.

The draft District Plans also set a 5 to 10% target for affordable rental housing for low and very low income households in all new development in new urban renewal and greenfield areas across Greater Sydney. A target of 5 to 10% of new floor space will be considered at the rezoning stage in the North West Priority Growth Area subject to feasibility, so that it can be factored into development.

The draft District Plans and the draft *Towards our Greater Sydney 2056* identify a new approach to centres in *A Plan for Growing Sydney*. A new hierarchy of centres is proposed, which defines

three types of centres: strategic, district and local.

These centres vary in terms of scale and contribution to Greater Sydney's job growth and productivity as well as service provision to local communities. In brief:

- strategic centres, including transport gateways, have the scale, industries and location needed to specifically support a city with smart jobs and the success of the Eastern, Central and Western Cities
- district centres have jobs, facilities and services that support district populations
- local centres have a range of local jobs and services for local catchments.

In this regard, the draft West Central District Plan identifies Rouse Hill and Marsden Park as district centres, updating their designation from strategic centres to better reflect their role from a metropolitan planning perspective.

2.2.3 Western Sydney Special Infrastructure Contribution Scheme

A SIC scheme applies to development within the North West Priority Growth Area to contribute to the funding of regional infrastructure. The Western Sydney SIC scheme is being reviewed by the NSW Government, and is proposed to be updated to identify priority infrastructure items that align with the North West Land Use and Infrastructure Implementation Plan.

2.2.4 Infrastructure delivery in the North West Priority Growth Area

A number of traffic and transport commitments have been delivered within the North West Priority Growth Area to improve the transport links within the Priority Growth Area and to surrounding key destinations, such as Parramatta and Penrith. Further planning and investment by the NSW Government continues to occur to ensure that the future communities in the Priority Growth Area are well connected to key employment nodes, the Western Sydney Airport and major retail centres.

To date, the following initiatives have been commenced and/or completed:

- the planning and/or upgrade of existing road infrastructure such as Windsor Road, Richmond Road, Schofields Road and Bandon Road
- the delivery of priority rail infrastructure such as the Sydney Metro Northwest, duplication of the T1 Western Line (Richmond to Sydney CBD) between Quakers Hill Station and Schofields Station, and relocation of Schofields Station, along

with ongoing planning for bus and rail infrastructure.

Additionally, local councils are delivering drainage facilities, playing fields, local parks and community facilities to enable the development of land and provide services for incoming residents. Through the detailed precinct planning undertaken for rezoned precincts in the North West Priority Growth Area, specific areas have been identified for acquisition by local councils, and constructed to provide facilities such as:

- local open space encompassing playing fields, passive parks and riparian corridors
- community centres
- drainage basins and bioretention areas.

The delivery of these facilities is funded through Contribution Plans established under Section 94 of the Environmental Planning and Assessment Act 1979.

Section 6 of the Implementation Plan discusses additional infrastructure required to support the projected increase in population to the area.

2.3 The existing community and housing supply

The North West Priority Growth Area contains a mix of older homes and more recent development. Prior to 1997 the population size was relatively stable – around 3,000 people living on lots comprised of broader subdivisions and rural residences. While there was some natural population growth between 1996 and 2006, since 2006 there has been a 14

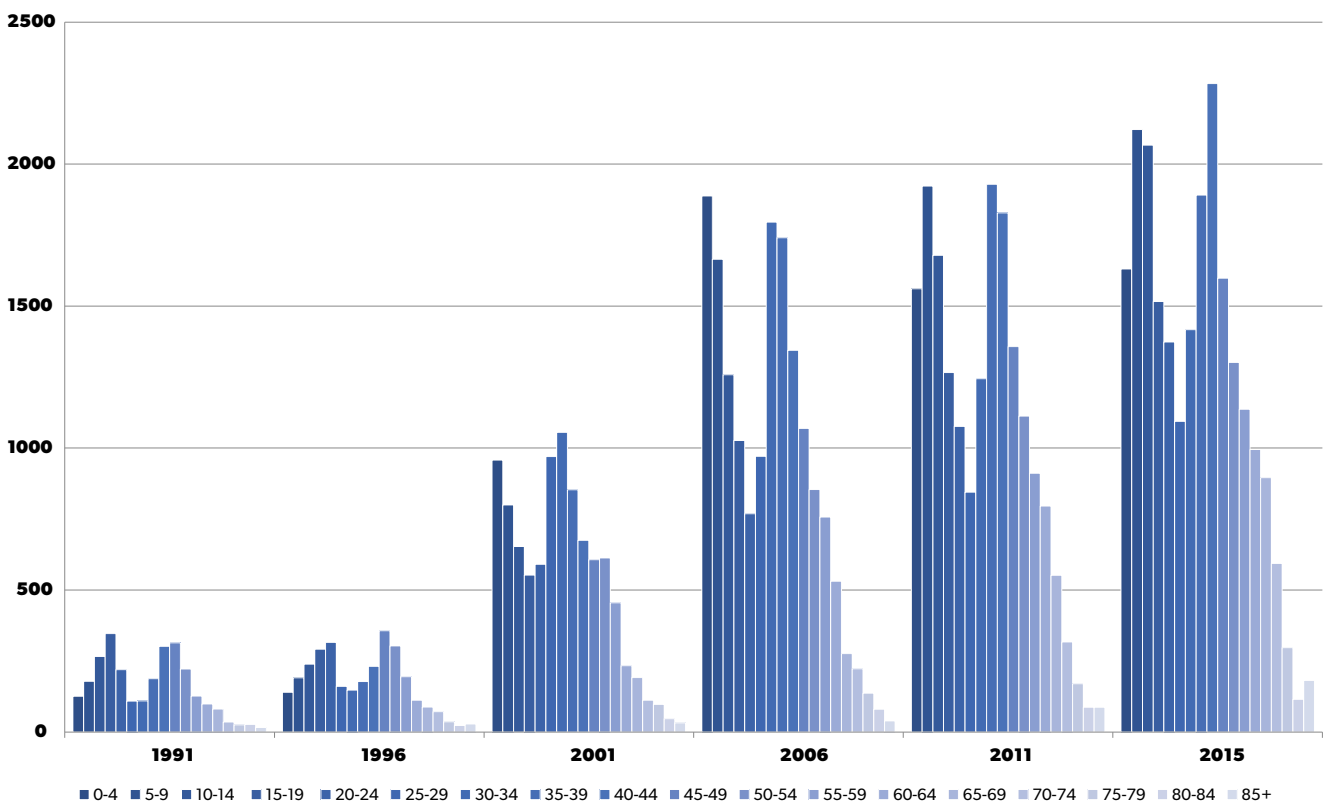
per cent increase in population, indicating further growth in household sizes as shown in **Figure 6**.

Since 2011, there has been an 18 per cent increase in the population, with the steepest increases seen in the final year to 2015. These increases are a mix of both established households growing in size and incoming families moving into new housing supply.

Analysis shows the following characteristics about the people and households of the North West Priority Growth Area:

- residents are relatively young, with the highest number of people within the age groups of 0-14 and 30-44; by 2006 the largest population group (by age) was 0-4 year olds; by 2011, the overall numbers of 0-4 year olds had declined largely due to the slowdown in new housing supply over the period and ageing of the children; by 2015, the 10-14 year age cohort had increased in numbers, with their parents reaching early middle age (the spike in 40-44 year olds)
- 80% of household types are families
- the rate of household ownership and houses owned outright has fallen from around 40% in 2001 to just under 30% in 2011. In contrast, the proportion of homes owned with a mortgage has risen over the same period, around 37% in 2001 to 48% in 2011
- housing costs are more than 35% of household income
- the standalone house is the most common type of home, although this is declining.

FIGURE 6: GENERAL AGE PROFILE ACROSS THE NORTH WEST PRIORITY GROWTH AREA



3

3.1 Overview

Community and stakeholder input is an important part of planning for the future of the Priority Growth Area. The Department has worked closely with Blacktown City Council, Hawkesbury City Council, the Hills Shire Council, State agencies, utility providers and stakeholders to prepare the Land Use and Infrastructure Implementation Plan.

As noted earlier, the Implementation Plan will be updated annually, and each update will provide opportunities for additional stakeholder and community engagement.

As part of this Implementation Plan, the Department is exhibiting statutory changes to the Growth Centres SEPP to allow delivery of the Implementation Plan’s actions. This provides community members with an additional opportunity to be included in the planning for their area.

Key consultation activities include:

- Website: A dedicated webpage is available on the Department’s website to provide an overview of the investigation process that underpins this Implementation Plan and allows people to register for project updates. The webpage is updated as planning progresses

- Council briefings: The Department worked with councils during the investigation process and sought input on the proposed vision and preliminary Land Use Plan
- Stakeholder and community briefings: The Department has held regular briefings with local communities in areas that have been rezoned or are in the precinct planning process. There will be future opportunities for additional stakeholder and community briefings as precinct planning continues.

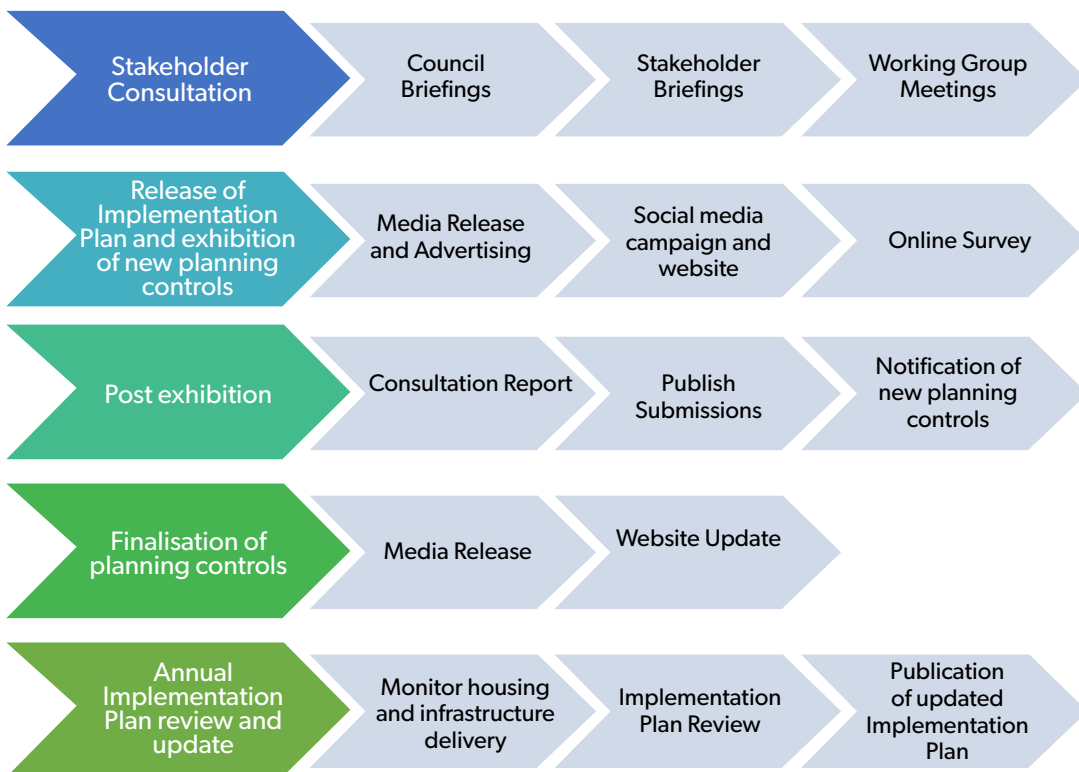
The information gathered through consultation has shaped the Implementation Plan’s development, with feedback making it clear that:

- Access to public transport is a high priority
- A green network should be established along key road links
- The transition of existing agricultural uses to urban uses should be addressed through planning
- Rezoning of land should align with infrastructure delivery.

3.2 Engagement Strategy

To ensure the community is informed about the Implementation Plan a range of communication tools will be used to seek community and stakeholder involvement. A summary of the consultation program is provided in **Figure 7**.

FIGURE 7: CONSULTATION PROGRAM



4

New communities will progressively develop across the North West Priority Growth Area with access to schools, parks, community facilities, jobs, roads and public transport. Over the next ten years, 33,000 homes will be built in the growth area, accommodating around 92,400 people. The Land Use and Infrastructure Implementation Plan provides a robust framework to grow new communities in line with the provision of infrastructure. The objectives set out below clarify the priorities for the Priority Growth Area in order to achieve these dwelling targets.

4.1 Objectives for the North West Priority Growth Area



To plan for an increased population in Sydney's North West in vibrant and liveable neighbourhoods

The Implementation Plan identifies a low and high growth housing capacity scenario based on a clear understanding of how the housing market is influencing lot size and housing diversity in the North West. The Implementation Plan anticipates increases in residential densities at key transport nodes and future centres. Diverse housing choices will meet the needs of people of different ages, incomes and cultural backgrounds. Under the Implementation Plan, the Priority Growth Area could ultimately provide up to an additional 20,000 dwellings than was originally anticipated. The Implementation Plan seeks to facilitate the supply of 18,000 new homes by 2021 and 33,000 new homes by 2026.



To balance the needs of a growing population with opportunities for employment and recreation

The Implementation Plan proposes to establish new density controls (minimum and maximum) for residential land so that new communities are supported by adequate infrastructure and local councils can plan for the new population. The Department will work with local councils to implement the controls and will establish a system to monitor the delivery of homes.



Improve transport accessibility and connectivity throughout the area

The Implementation Plan seeks to improve access and mobility throughout the Priority Growth area to connect homes, jobs and local facilities. An indicative road, rail and active transport strategy will link new homes to employment, shops, and services, including Rouse Hill, Norwest, Blacktown and Penrith. Public transport, pedestrian and cycle paths will reduce the reliance on cars for local trips, and will connect people to other parts of Sydney.



To facilitate the delivery of infrastructure that will support housing and employment growth

The Implementation Plan identifies the infrastructure needs to support growth and prioritises the forward funding or delivery of infrastructure to meet higher capacity growth projections. Communities will be supported by infrastructure that is planned and delivered to meet the needs of new residents.



Identify and enhance key biodiversity areas, open spaces, riparian corridors and culturally sensitive areas

The Implementation Plan identifies additional open space requirements needed to support new communities, based on a high-growth housing capacity scenario. It also identifies the opportunity to establish a new green space corridor along Eastern Creek to provide new open space and better green connections to where people will live.

Bushland will be protected and connected through a Green Grid across the North West Priority Growth Area and beyond, linking growing suburbs, rehabilitating waterways, and providing places for recreation and community events.

Areas of sensitive heritage significance in precincts yet to be rezoned will be considered as part of detailed planning for those areas.



Explore new land uses along major infrastructure corridors to maximise public investment in infrastructure

The Implementation Plan incorporates infrastructure commitments across the North West Priority Growth Area and recommends that further investigation be undertaken to leverage the opportunities along key corridors, such as significant road upgrades - Schofields Road, Richmond Road and Bandon Road - and public transport - Sydney Metro Northwest and its transport corridor extension. The Western Sydney Rail Needs Scoping Study will help to identify future transit corridors in the North West.

Corridor preservation projects such as the Outer Sydney Orbital and Bells Line of Road will influence the land uses in the area and are incorporated into the Implementation Plan and will be considered as planning progresses in the North West Priority Growth Area.

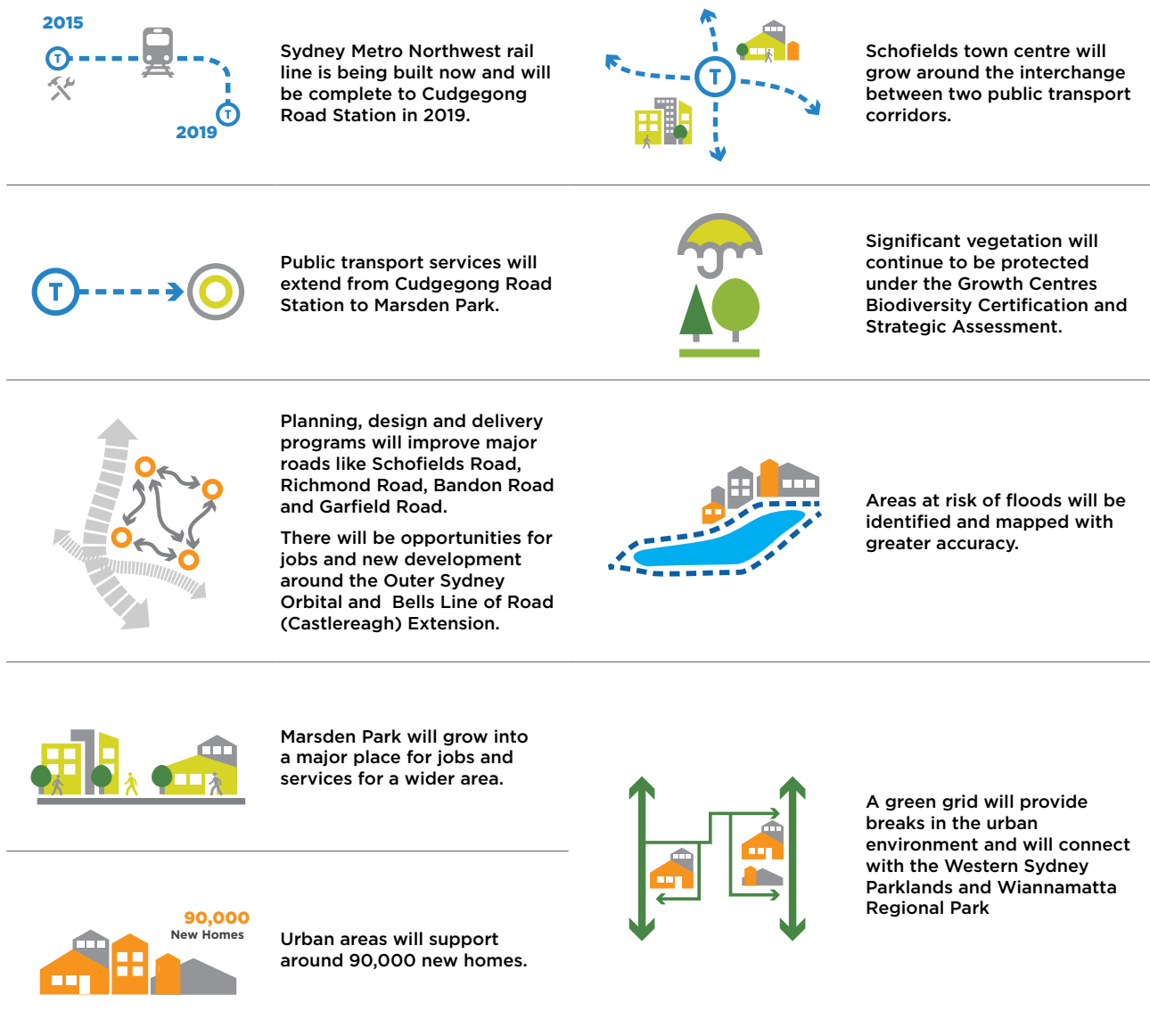
4.2 What's new in the Implementation Plan?

Figure 8 illustrates changes over the ten years since the Structure Plan was first released.

The Implementation Plan:

- updates the alignment of the Sydney Metro Northwest rail line, which is under construction now and due for completion to Cudgegong Road Station in 2019
- identifies a public transport corridor extending from Cudgegong Road Station to the Marsden Park Strategic Centre
- maximises land use opportunities adjacent to major roads like Schofields Road, Richmond Road, Bandon Road and Garfield Road
- identifies potential for jobs and urban development around the Outer Sydney Orbital and Bells Line of Road (Castlereagh) corridors
- recognises the role and function of Marsden Park and Rouse Hill
- identifies infrastructure services to unlock land and enable housing growth for the next 20 years
- establishes the Schofields town centre around the interchange between two public transport corridors
- protects biodiversity under the Growth Centres Biodiversity Certification and Strategic Assessment
- maps areas of flood risk with greater accuracy
- promotes a green grid to provide breaks in the urban environment and connect with the Western Sydney Parklands and Wiannamatta Regional Park.

FIGURE 8: WHAT'S NEW IN THE IMPLEMENTATION PLAN SINCE 2006



5

5.1 Planning and Development in the Growth Area

The 2006 Structure Plan (**Figure 9**) provided a planning framework for the North West Priority Growth Area.

It has informed the rezoning of two-thirds of the Priority Growth Area over the past ten years, supporting Sydney's housing supply and providing a range of employment near the broader regional road and public transport networks. It identified flood-prone land and provided for conservation and open space to support new communities. The Structure Plan supported a planning for 67,750 dwellings and considered the following key elements:

- dwelling and population targets for each Precinct
- diverse types of housing and housing densities
- guiding principles for a hierarchy of retail centres
- industrial areas primarily at Box Hill, Riverstone/Vineyard and Marsden Park

- mixed use employment corridors of various commercial and industrial uses to take advantage of high levels of passing trade (Garfield Road East near Riverstone, Schofields Road near Alex Avenue, and Richmond Road at Marsden Park)
- major road improvements to accommodate bus priority measures and regional and local bus routes
- public transport upgrades including the duplication of the Richmond rail line between Quakers Hill and Vineyard, with the first stage to be between Quakers Hill and Schofields, and an indicative route for the Sydney Metro Northwest, which was originally proposed from Rouse Hill to Vineyard
- the protection of areas of vegetation significance
- protection of European heritage including Rouse Hill House, Clydesdale and Box Hill House.

FIGURE 9: NORTH WEST GROWTH CENTRE STRUCTURE PLAN 2006



LEGEND



The majority of the growth area is now rezoned with five projects to be completed (**Table 3**). A number of assumptions will be considered as part of the rezoning of the rest of the Priority Growth Area, including:

- flood risks and evacuation in the Hawkesbury-Nepean Valley
- land use opportunities adjacent to the Outer Sydney Orbital
- local infrastructure requirements, such as schools and open space
- local and regional connectivity with respect to bike paths, pedestrian paths and the Green Grid.

TABLE 3. PROJECTS IN THE NORTH WEST PRIORITY GROWTH AREA

Project Area	Anticipated Dwellings*	Status
Marsden Park North	4,100	Planning is currently underway for Marsden Park North Precinct
Vineyard (Stage 1)	2,400	Planning is currently underway for the first stage of Vineyard Precinct
Riverstone East (Stage 3)	2,300	Stage 1 and 2 of the Precinct were rezoned in August 2016. Stage 3 of the Precinct will be rezoned when infrastructure is available
West Schofields	4,300	The southern part of the Precinct is currently in planning and the Department is working with the developer to prepare new plans for the area. The northern part of the Precinct has not yet been released for urban planning, however planning for the area has commenced jointly with the southern part of the precinct
Shanes Park	500	Shanes Park Precinct has not yet been released for planning

* subject to detailed planning investigations including flooding and flood evacuation studies.

This Implementation Plan reviews the infrastructure requirements to satisfy this additional demand, in line with the projected housing growth, to a potential 90,000 dwellings. This Implementation Plan explores opportunities to maximise the efficiency of the infrastructure commitments made to date and concentrate growth in areas best serviced by planned infrastructure, subject to further technical investigations.

The Department has worked closely with the State agencies and councils to align land use planning for the Priority Growth Area with infrastructure commitments. Planning to date has:

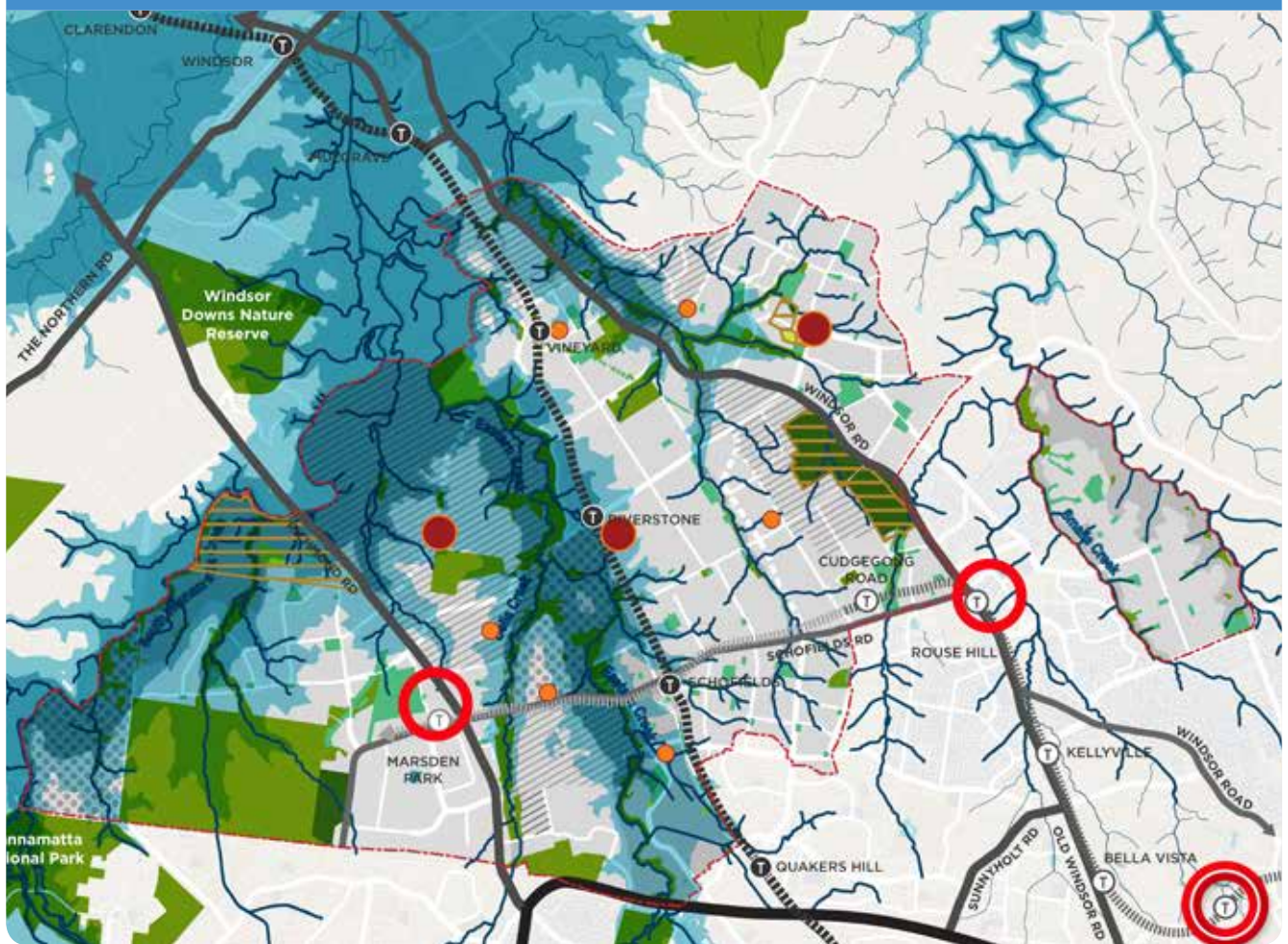
- capitalised on upgrades to major roads and proximity to the Richmond rail line to improve access and amenity for future residents and concentrate residential densities in areas best placed to benefit from these works
- integrated public transport commitments such as the Sydney Metro Northwest, associated Sydney Metro Trains Facility in Riverstone, and proposed transport corridor to Marsden Park
- incorporated measures to protect Aboriginal and European heritage through land use zones and protection mechanisms
- facilitated the delivery of road and utility infrastructure to rezoned land with \$475 million from the Housing Acceleration Fund to support over 160,000 homes and 1,200 hectares of employment land
- considered the outcomes from the \$77.6 million Local Infrastructure Growth Scheme which has to date provided \$60.6 million to councils to help keep housing affordable and fund local infrastructure plans
- supported the accelerated planning and/or rezoning of land in Marsden Park, Marsden Park Industrial and Marsden Park North, enabling additional land to be serviced ahead of the NSW Government's program
- benefited from the \$18 million funded by the SIC in the protection of high conservation bushland within the Cumberland Plain
- collected \$76.628 million via the SIC with just under \$102 million issued in works-in-kind credits for the North West and South West Priority Growth Areas combined.

5.2 Technical Investigations

The results of a number of specialist studies undertaken to balance the planning for additional housing and infrastructure requirements are set out below. This evidence base has set a framework for actions that will maximise the efficiency of infrastructure commitments and concentrate growth in particular areas, as set out in **Section 6**.

This work has focused on reviewing the land use planning undertaken to date against an analysis of development trends to identify areas that would benefit from further public investment. This analysis has considered housing affordability, the size and distribution of retail centres and employment, essential open space and social infrastructure to support new communities, and heritage and vegetation conservation. **Figure 10** identifies some of the key opportunities and constraints relating to the growth area.

FIGURE 10: OPPORTUNITIES AND CONSTRAINTS



LEGEND

- Priority Growth Area Boundary
- 100yr flood area
- PMF area
- Streams
- Environmental Conservation
- Regional Open Space
- Local Open Space
- Heritage Item
- Major Roads
- Future Major Road Connection
- Railway Line/Station
- Future Metro Line/Station
- Strategic Centre
- District Centre
- Major Centre
- Local Centre

5.2.1 Housing analysis

Housing projections

AEC Group's 2015 economic and property market analysis identified that, based on marked demand and housing need, land zoned for development and future unzoned Precincts have the latent potential to accommodate a greater number of homes than previously anticipated. The theoretical capacity of the Priority Growth Area for new homes has increased from 70,000 to 90,000 (a population of approximately 250,000 people), and it is anticipated that around 33,000 dwellings will be delivered within the next ten years.

The investigation acknowledged the core fundamentals underpinning Sydney's strong residential market, including strong population growth, low interest rates, relatively low unemployment rates and historic levels of demand. **Table 4** below identifies the market demand-based housing estimates for each Precinct.

TABLE 4. MARKET DEMAND-BASED HOUSING ESTIMATES (SOURCE: AEC GROUP, 2017)*

Local Government Area	Development Area (ha)	Potential new homes
Blacktown (including the suburbs of Marsden Park, Schofields, Colebee, Riverstone, Rouse Hill and part of Vineyard)	3,270	60,614
Hawkesbury (including part of the suburb of Vineyard)	256	2,880
The Hills (including the suburbs of Box Hill and Kellyville)	993	21,017
Total	4,519	84,511

* Projections are based on market analysis

Development progress and market activity

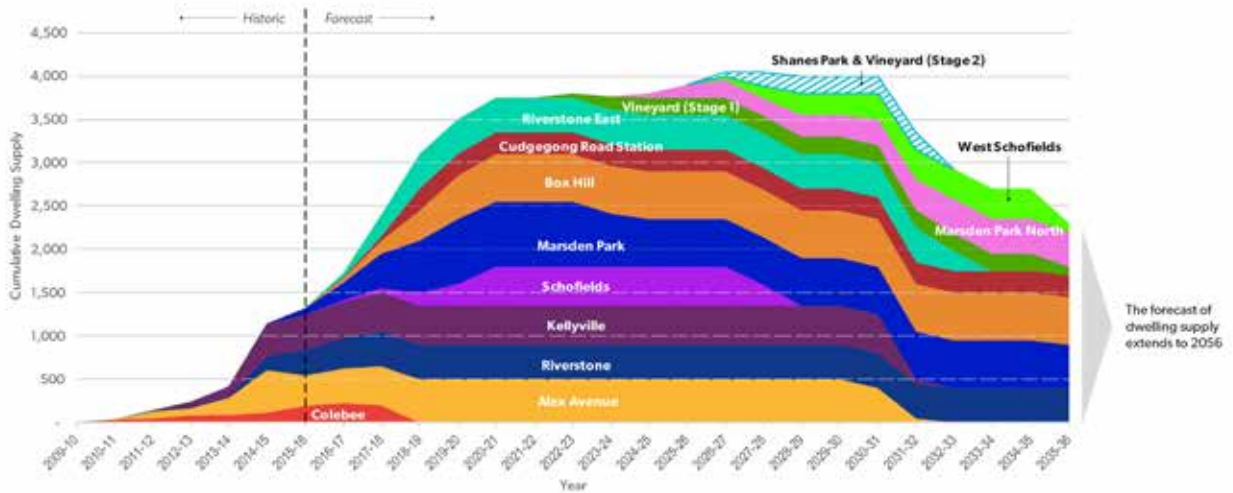
Development activity in the North West Priority Growth Area has varied between precincts depending on service availability and site assembly. Approximately 4,909 homes have been delivered in the North West Priority Growth Area since 2011. The rate of housing delivery has dramatically increased in recent years with more than 5,000 new lots now ready for housing in places like Kellyville, Riverstone, Marsden Park and Schofields. Additionally, at least another 1,000 lots are currently proposed in development applications (pre-approval stage). This extent of market activity is the result of the investment made by the NSW Government in road upgrades and the delivery of water, sewer and electricity services since planning for the North West Priority Growth Area commenced in 2006.

Since 2011, the greatest growth in dwelling completions has occurred in the southern part of Riverstone and Kellyville, and more recently, Marsden Park, reflecting the earlier delivery of water, sewer and electricity to these areas. These areas are projected to continue to supply housing, while Schofields is also emerging as an area of concentrated housing growth.

Areas such as Rouse Hill around Cudgegong Road Station, Box Hill and Marsden Park are expected to support housing growth over the next five years. With the continued investment in infrastructure delivery, the majority of rezoned land in the North West Priority Growth Area will result in a steady pipeline of housing supply up to and beyond 2025, with a peak predicted around 2021 as more services are brought online. A sustained housing pipeline will then continue toward 2031 with a steady trend projected to 2056. These trends are reflected in **Figure 11**.

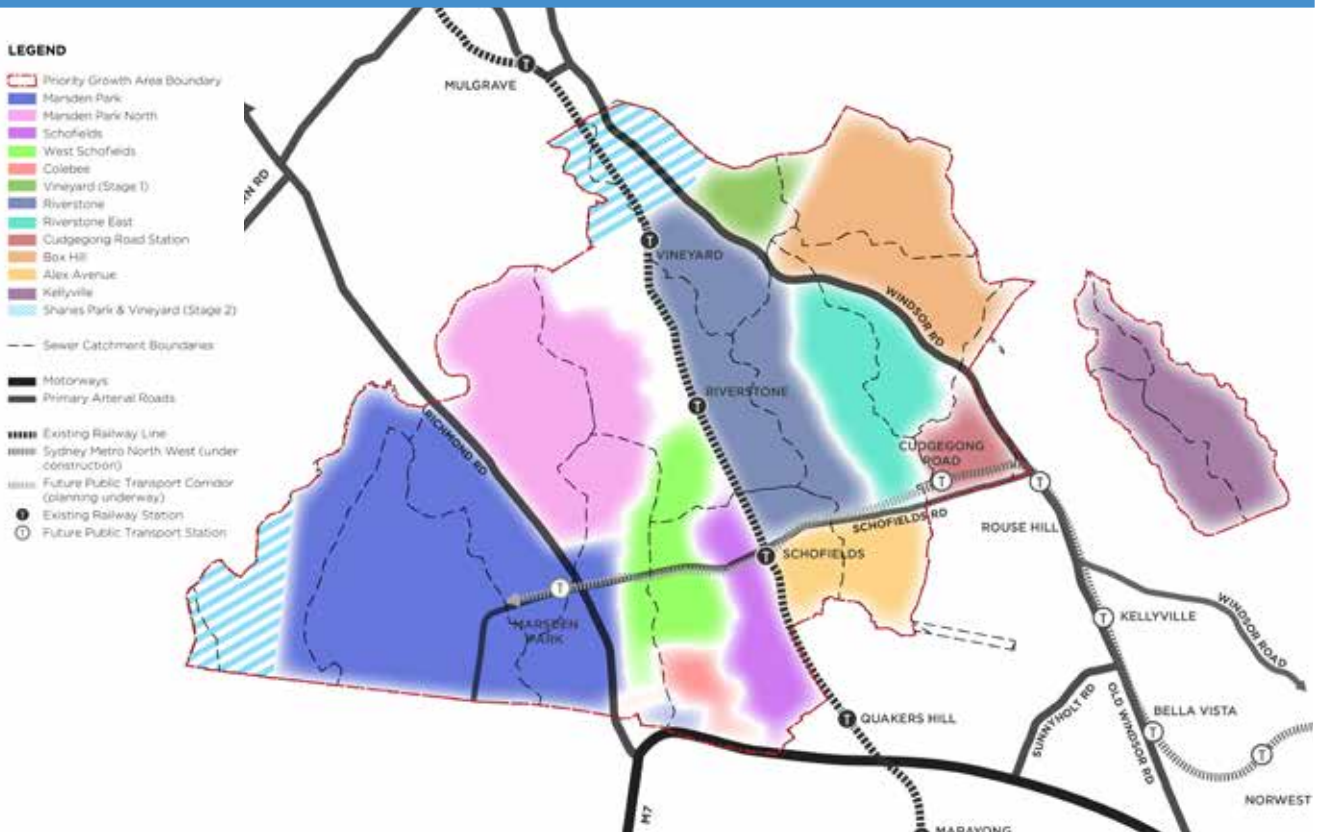
SECTION 5: KEY CONSIDERATIONS

FIGURE 11: DWELLING SUPPLY FORECAST FOR THE NORTH WEST PRIORITY GROWTH AREA



Areas in Figure 11 refer to Priority Precincts within the North West Priority Growth Area shown in Figure 12

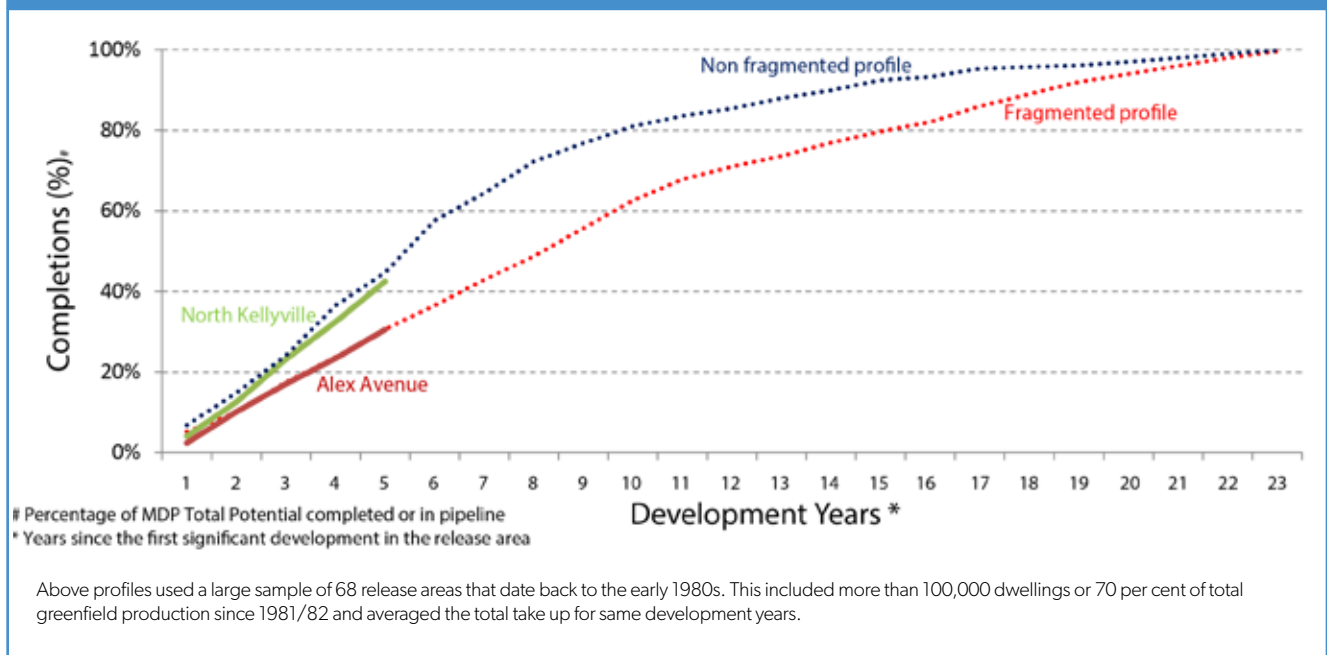
FIGURE 12: HOUSING SUPPLY LOCATIONS WITHIN THE NORTH WEST PRIORITY GROWTH AREA



SECTION 5: KEY CONSIDERATIONS

Speculation that land fragmentation could hinder the rate of development within the North West Priority Growth Area has been challenged with recent evidence of strong production rates in recent years. This is reflected in *Case Study: Land Fragmentation Challenged* below.

FIGURE 13: CASE STUDY: LAND FRAGMENTATION CHALLENGED



The Department's 2010-11 Metropolitan Development Program research on land fragmentation suggested that the development of fragmented and non-fragmented release areas for new housing occurred at different production rates. However, recent trends in the North West Priority Growth Area indicate that land fragmentation is not the biggest barrier to establishing housing lots as previously thought. Other factors such as infrastructure coordination, service availability such as water, sewer and electricity, and market demand are key determining factors for market take-up to occur.

Alex Avenue and North Kellyville, despite being highly fragmented land release areas, are growing on or above average growth rate having benefited from service delivery in recent years. As shown in **Figure 13**, lot production rates in these areas follow a similar trend to non-fragmented land when services are available. This success has been achieved with site amalgamations to create sizeable land parcels for development, thereby allowing for the efficient delivery of infrastructure such as sewer lead-in mains and local roads.

Housing type and lot size

While medium sized lots (350m² - 450m²) are still the dominant type of lot produced, small lots (250m² - 350m²) are the most popular in the market. Developers are consequently incorporating higher proportions of small lot housing into the overall residential mix.

Residential units and higher density living are currently focused in areas around Rouse Hill, due in part to the advanced state of delivery of the Sydney Metro Northwest.

Affordable housing and housing affordability

Household affordability is a continuing challenge for many households. In response to the Department's 2014 *Housing Diversity Package*, developers are providing a broader range of housing types, including small lot housing and apartments. The Package has also eased commercial and feasibility pressures resulting from difficulties in site amalgamation and high site costs.

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 draft District Plans propose a 5 to 10% target for affordable rental housing for low and very low income households in all new development in urban renewal and greenfield areas across Greater Sydney subject to feasibility, to be applied at the rezoning stage so that it can be factored into development.

The draft District Plans identify the need to address housing affordability, by exploring opportunities such as:

- independently assessing need and viability of the development feasibility of a nominated affordable rental housing target
- support councils to achieve additional affordable housing
- undertake broad approaches to facilitate affordable housing, such as through planning approaches that support the community housing sector to better leverage housing affordability supply outcomes, and more cost effective and innovative building approaches
- support social housing.

This will be applied to development within the North West Priority Growth Area.

5.2.2 Employment land and urban services

Dedicated areas for employment land and urban services have been planned in Marsden Park, Box Hill, Riverstone and Vineyard. At Marsden Park there is more than 300 hectares of industrial and employment zoned land including a mixed use employment corridor with the potential to deliver around 10,000 new jobs. The Sydney Business Park in the Marsden Park Industrial Precinct is already providing local jobs at Ikea, Bunnings, Masters and Costco. With plans for a public transport

corridor between Sydney Metro Northwest and Marsden Park, and ongoing upgrades to Richmond Road and the Bells Line of Road Castlereagh Corridor (in planning), the volume of people driving to industrial and employment generating activity in Marsden Park Industrial is anticipated to remain high.

Box Hill has capacity for around 16,000 jobs in a variety of centres, a business park and light industrial areas. In Riverstone and Vineyard there are 104 hectares of land rezoned for industrial and business park uses and with capacity to deliver around 15,000 new jobs.

There is enough land currently zoned for employment and industrial purposes in the North West Priority Growth Area has the potential to support more than 41,000 jobs. **Table 5** summarises the types of employment land available.

TABLE 5. ZONED EMPLOYMENT AREAS IN THE NORTH WEST PRIORITY GROWTH AREA¹

Project Area	Industrial	Business Park	Jobs
Marsden Park	246.6 ha	70.6 ha	10,000
Box Hill	6.55 ha	69.18 ha and 26.93 ha (enterprise corridor)	16,000
Riverstone and Vineyard	37ha (Light Industrial) 72ha (General Industrial)	36 ha	15,000
Total	362.15ha	199.71ha	41,000

¹ Table 5 uses ha to represent hectares.

In addition to the planned employment land, a majority of the region's future employment growth is expected to occur within the existing employment areas and surrounding centres including the Western Sydney Employment Area (WSEA), which includes 1,750 hectares of zoned land, and the Western Sydney Priority Growth Area which includes future employment land uses around the Western Sydney Airport. Subregional employment lands and centres surrounding the Priority Growth Area will also support new residents. The types of retail, commercial and industrial employment lands within the Priority Growth Area will be influenced by population growth and associated economic activity.

Demand for smaller centres or convenience retail and services will likely occur in higher order centres, such as Marsden Park or local centres. Many retail centres in Sydney's west and northwest - including Kellyville, Mount Druitt, Mulgrave Station, Penrith CBD and St Marys - have a combined capacity of more than 10,000 square metres of retail space, and some limited amount of department store retail floor space. Regionally, St Marys and Blacktown are the largest retail centres in the area.

5.2.3 Traffic and transport

Infrastructure commitments

Traffic and transport commitments within the North West Priority Growth Area include:

- upgrade of Windsor Road (completed)
- upgrade of Richmond Road (ongoing)
- upgrade and extension of Schofields Road between Windsor Road and Richmond Road to link Rouse Hill Town Centre to Marsden Park (ongoing, due for completion 2018)
- duplication of the Richmond Rail Line between Quakers Hill Station and Schofields Station, and relocation of Schofields Station (completed)
- commencement of construction of Sydney Metro Northwest and Cudgegong Road Station, and associated Sydney Metro Trains Facility in Riverstone (ongoing)
- planning for grade-separated rail crossings of the T1 Western Line (Richmond to Sydney CBD) and improved regional road links between Richmond Road and Windsor Road (ongoing)
- planning for the upgrade of Garfield Road between Richmond Road and Windsor Road and a grade-separated railway crossing at Riverstone (ongoing)
- planning for a link road from the intersection of Garfield Road West and Denmark Road, Riverstone to the Westminster Street bridge, Schofields, and improved traffic flow within the Riverstone Town Centre (ongoing)
- planning for Bandon Road upgrade and extension between Richmond Road and Windsor Road
- upgrade of Westminster Street and Railway Terrace intersection (ongoing).

Sydney Metro Northwest

The 2006 Structure Plan showed the alignment for Sydney Metro Northwest (previously known as the North West Rail Link) heading north from Rouse Hill through to Box Hill and joining the Western Line at Vineyard. More recent planning confirmed the alignment will run west from Rouse Hill through to Cudgegong Road, as reflected on the Cudgegong Road (Area 20) Precinct Plan and its associated Sydney Metro Trains Facility in Riverstone. Precinct plans for rezoned precincts also reference the proposed transport corridor from the Sydney Metro Northwest westward towards Marsden Park.

5.2.4 Utilities

The ability to deliver housing is dependent on the availability of water, sewer and electricity. The availability of these services in the Priority Growth Area varies and reflects the recent servicing commitments made by NSW Government infrastructure providers. Some rezoned areas have received services such as water and sewer in recent years and draw from existing electrical substations, while other areas are scheduled to receive services in coming years. Others still are dependent on the programmed

delivery of services which is yet to be undertaken.

Infrastructure delivery is a high priority for the NSW Government, which has invested significantly in new reservoirs, pumping stations and substations across the region. Planning in Riverstone, Schofields and Box Hill has led to the development of works packages by Sydney Water and Endeavour Energy. The Department has worked with these agencies to confirm the servicing catchments and delivery timeframes, and has more recently aligned the rezoning of land with these programs so that land can be developed once rezoned, avoiding a lag in timing between rezoning and service delivery.

While State agencies have led the delivery of infrastructure in most parts of the growth area, in other precincts such as Marsden Park proponents of large developments have contributed towards the accelerated delivery of infrastructure ahead of the NSW Government's scheduled program of delivery. This has enabled the rezoning of land to occur out of sequence and maintained an ongoing supply of development-ready land.

Key utility services required in the Priority Growth Area to enable development are outlined below:

- **Water:** Due to technological advances and a greater community awareness of water consumption, the existing water infrastructure generally has more current residual capacity than the other services. However, significant upgrades are still required to service elevated areas and areas where the land use has changed from rural uses.
- **Sewer:** The sewer services primarily rely on gravity for disposal and are closely linked to catchment topography. As a result, servicing catchments for sewer are often spread across precincts. In some instances, some areas that have been rezoned may not have services for a short time.
- **Electrical:** Electrical supply typically involves the extension of high voltage feeders from nearby zone substations to areas of new development until there is demand for a new zone substation.

Section 6 catalogues the specific utility infrastructure items required to service remaining portions of the Priority Growth Area and supplement existing service capacity.

5.2.5 Open space and biodiversity

Open space

As part of planning for rezoned areas an assessment of the demand for active and passive open space based on projected populations was undertaken (GHD, May 2015). Through detailed precinct planning, land has been rezoned for open space purposes with the local council identified as the acquisition authority.

A review of the demand for open space against the housing projections identified in Part 5.2 of this report has found that additional open space will be required to support the incoming population. This Implementation Plan identifies the need to investigate additional open space provision to accommodate the projected demand.

BioCertification and strategic assessment

In order to protect areas of high quality vegetation within the Priority Growth Areas, Biodiversity Certification has been granted over the Growth Centres SEPP. This balances the protection and management of conservation values with the efficient supply of land for urban development in Sydney.

Biodiversity Certification addresses biodiversity issues upfront. Landowners, councils and developers do not need to undertake a threatened species assessment with development applications in areas classified as 'certified' under the Biodiversity Certification Order.

Detailed investigations as part of the planning and rezoning of the Priority Growth Area led to the protection of areas of high quality vegetation along creek corridors and in local parks. Planning for open space, riparian corridors and biodiversity in the North West Priority Growth Area includes:

- 659 hectares of environmental conservation land to be acquired by or transferred to the State for ongoing protection
- 187 hectares of regional open space
- 338 hectares of local open space
- 382 hectares of riparian corridors
- 107 hectares of land that has been zoned for limited development potential as an interface between rural and urban land uses.

5.2.6 Social infrastructure

The *North West Growth Area Social Infrastructure Assessment* (GHD, May 2015) assessed the provision of regional social infrastructure (which includes facilities that would service above 50,000 people) for the future population of the growth area.

The assessment provides the following overview of planned availability:

- a number of schools within the Growth Area have potential for their capacity to be increased
- the closest multi-purpose community centres are The Ponds Community Hub, Ropes Crossing Community Hub and Sam Lane Complex (Riverstone)
- there is only one residential aged care facility (Box Hill)
- regional open space is planned for Rouse Hill Regional Park, Western Sydney Parklands and Wiannamatta Regional Park

- local or district open space is planned throughout the growth area to meet the targeted requirements of future populations and incorporates active and passive open space
- Marsden Park could provide regional level facilities that can service the future population such as a public school, high school, library, multipurpose community centre and youth-focused facility
- additional social infrastructure that would be required to service the future population could include a new public school, a local community centre, additional sportsground and embellishment of facilities in Riverstone Park.

Marsden Park has the potential to be as large as Rouse Hill and could provide social infrastructure at the local, district and regional level.

5.2.7 Aboriginal and European Heritage

Due consideration given to Aboriginal and European heritage is given during the precinct planning process. To complete the analysis across the growth area, Archaeological and Heritage Management Solutions Pty Ltd (AHMS, June 2015) produced an Aboriginal and Historic Heritage Gap Analysis for the two remaining unreleased Priority Precincts within the Growth Area, Shanes Park and West Schofields.

The study found that there are a number of localities that are worthy of further assessment in West Schofields while there is an absence of listed sites in Shanes Park despite the fact that this parcel of land formed part of one of the earliest land grants in the region – John Harris' 'Shanes Park' Estate.

These areas are characterised by the Cumberland Plain subregion and, from an Aboriginal heritage perspective, are archaeologically similar to the rest of the Priority Growth Area. The areas have several key waterways including South Creek, Ropes Creek, Eastern Creek, and Bells Creek, and therefore have potential for cultural sites along these, similar to those found elsewhere along Second Ponds Creek and the Hawkesbury-Nepean River.

There is also some limited potential for culturally modified (scarred) trees to be present in areas with remnant native vegetation. Recent work by AHMS in the Schofields Dairy Corporation site and the Colebee release area suggests the banks of Eastern Creek contain extensive cultural material (including sites with tens of thousands of stone tools) and are some of the most important deposits currently known in the Cumberland Plain.

Two other areas of key importance were also identified in relation to Aboriginal heritage: Plumpton Ridge and a possible pre-contact Aboriginal cemetery. These areas will be considered in detail during precinct planning.

5.2.8 Flooding

A Water Management and Flooding assessment (Cardno, July 2015) revised existing known flood levels and updated the developable footprint of land within the North West Priority Growth Area.

Flood plains within the growth area are extensive. The flooding assessment identified flood extents for both 1:100 and PMF. While the 100-year average recurrence interval (ARI) event is used to determine flood planning levels for development, flood events smaller than the 100-year ARI may also result in properties becoming flood affected. Consequently, emergency planning and response are considered during precinct planning.

Flood modelling has already been carried out for a number of Priority Precincts and three subregional models cover the main watercourses. Further assessment will enable the preparation of appropriate emergency response plans, which will also be informed by the ongoing review of flooding risks undertaken by the Hawkesbury-Nepean Valley Flood Risk Management Directorate which includes Infrastructure NSW (iNSW), Roads and Maritime Services (RMS) and the NSW State Emergency Service (SES).

To supplement the work of the Hawkesbury-Nepean Valley Flood Risk Management Directorate, the Department is undertaking a flood evacuation study within the North West Priority Growth Area to investigate flood evacuation routes in more detail and better inform decisions on land yet to be zoned.

5.2.9 Riparian corridors

A review of the width of the vegetated riparian zone (VRZ) within the riparian corridor was undertaken for key areas to confirm existing boundary alignments (Cardno, July 2015). The assessment provides the basis for defining Riparian Protection Area maps and identifying opportunities for modifying riparian land boundaries consistent with the guidelines. Outlines of riparian corridors and stream ordering classification will be updated within the North West Priority Growth Area in consultation with NSW Water to ensure consistency with current guidelines.

5.2.10 Salinity

A salinity study (SMEC, June 2015) determined the land use implications of salinity for unreleased areas. The hydrogeological landscape salinity hazard potential mapping for the Priority Growth Area shows that the overall salinity risk through the majority of the unreleased areas is rated as 'very high', indicating a higher overall risk than previously identified.

Urban salinity can affect built infrastructure due to the chemical and physical impact of salt on concrete, bricks and metal. It also degrades vegetation quality and soils if left unmanaged.

Generally, as part of detailed precinct planning, DCPs contain a range of measures to manage salinity and reflect best practice guidelines, as has already been documented in a number of DCPs for rezoned Priority Precincts.

The investigation has recommended minor amendments to existing DCPs to ensure greater consistency in approaches and better manage ongoing risks. In addition, all new DCPs would include a revised Salinity Management Guideline.

6

6.1 Land Uses

A total of 5,900 hectares of land within the North West Priority Growth Area is suitable for urban development out of a total of 10,200 hectares. Land will principally support homes on large lots through to apartment buildings, with good connection to centres and transport nodes. The planning controls for rezoned residential areas support a diversity of housing types to add value to the character and streetscape of the area. These residential areas are supported by open space (both passive parks and active playing fields), drainage land and community infrastructure.

The overarching land uses identified to support planning in the North West Priority Growth Area include:

- Urban land: limited constraints with good development potential. Land uses include residential, employment, industrial, retail and centres and other local amenities such as community centres, and open space facilities
- Urban employment: A number of areas already zoned for industrial and business uses, such as Marsden Park Industrial, Riverstone and parts of Box Hill as described in **Section 5.2.2** of this Implementation Plan
- Non-urban land: Limited development potential with constraints such as the 1:100 year flood extent, riparian corridors, vegetated areas and areas of high Aboriginal cultural heritage significance
- Environmental conservation: High quality vegetation protected by Biodiversity Certification to offset the clearing of land for urban development.

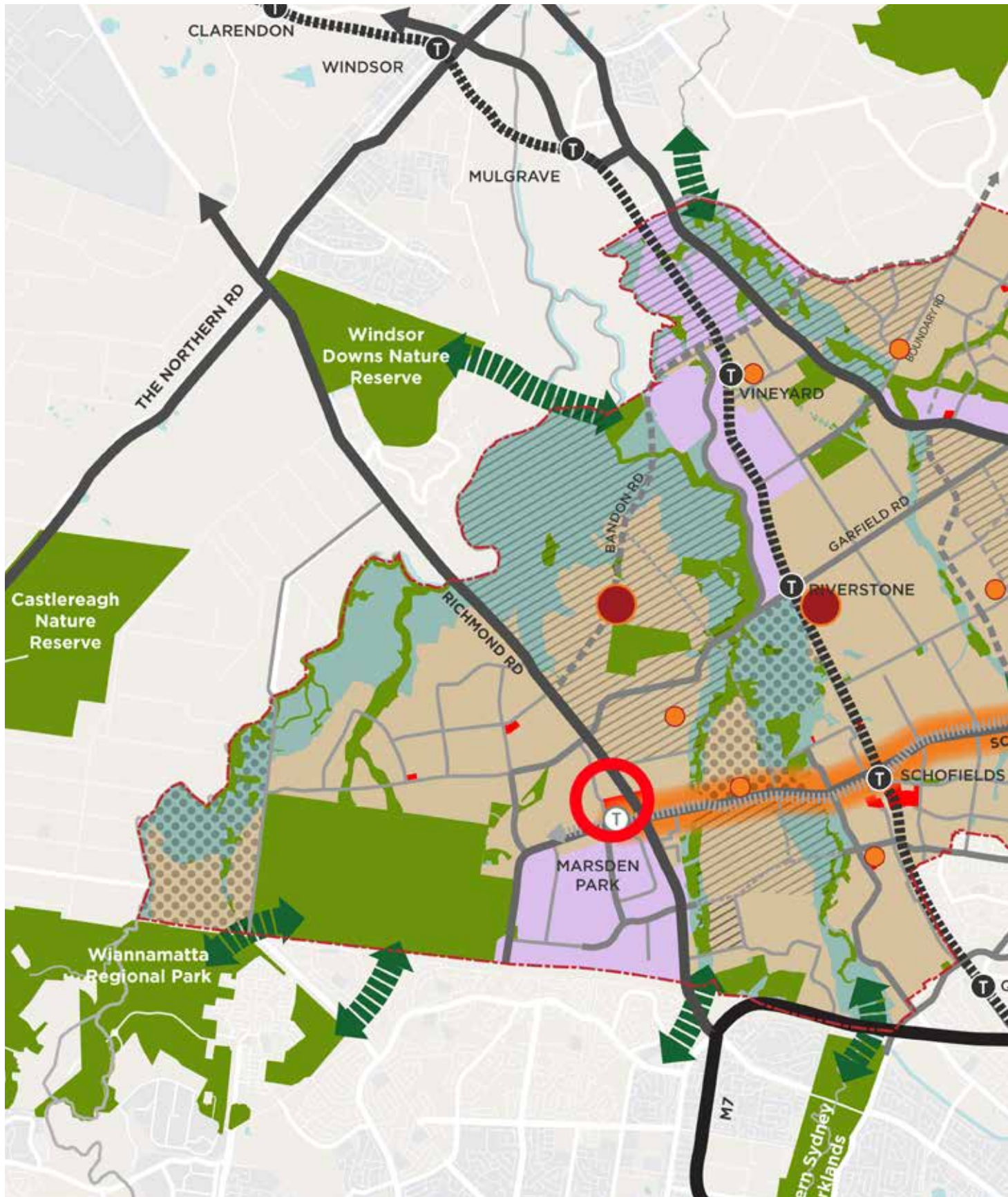
6.1.1 Staging of remaining Precincts

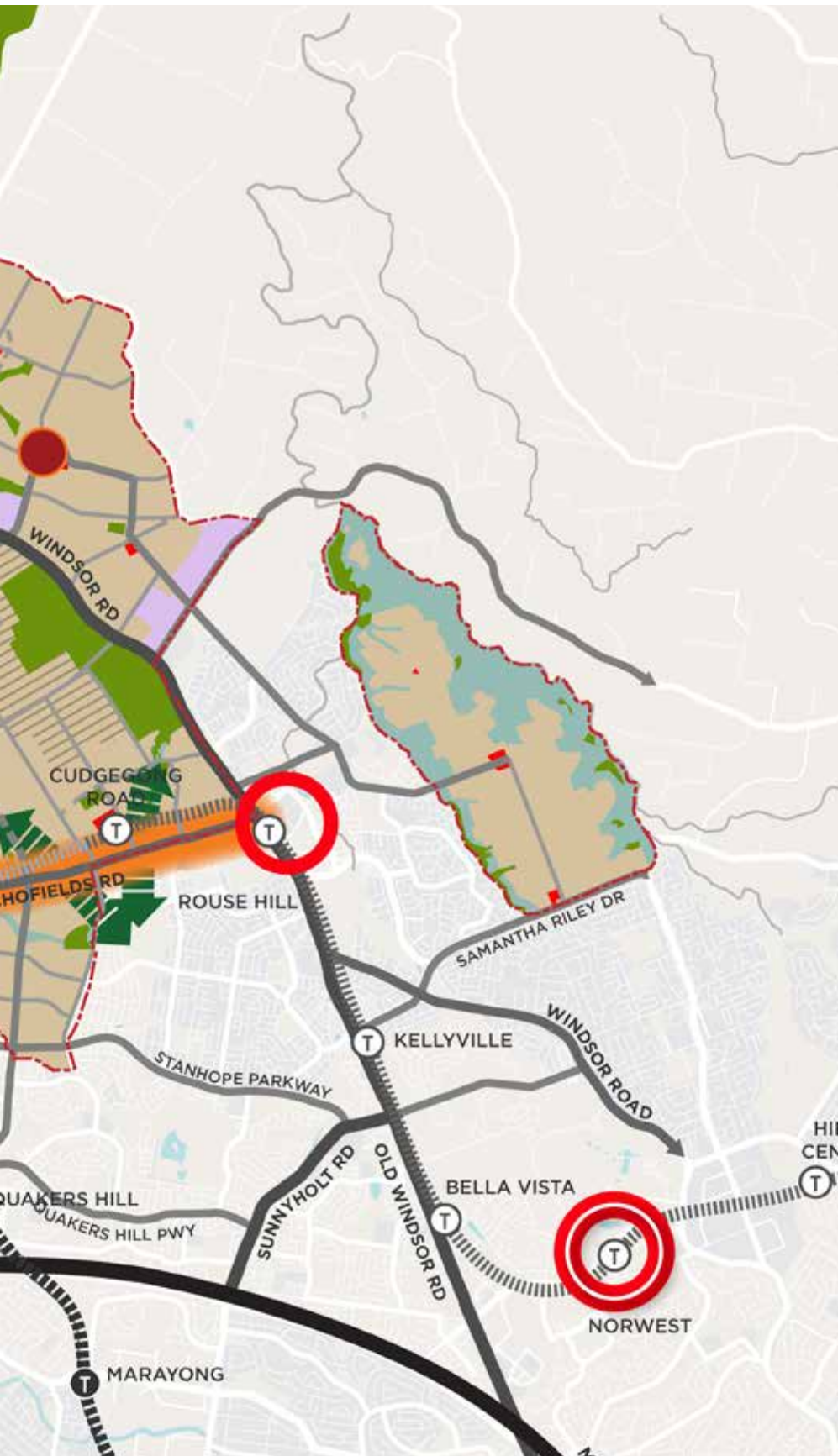
The Implementation Plan identifies the remaining Priority Precincts in the North West Priority Growth Area which have yet to be rezoned. These project areas include Riverstone East, Vineyard, Marsden Park North, West Schofields and Shanes Park.

The Department will prepare rezoning proposals for the remaining project areas as infrastructure becomes available and they are suitable for new homes and jobs. It is proposed to:

- rezone the remaining stages of Riverstone East and Vineyard (Stage 1) Precincts for development in line with infrastructure delivery
- work with the developers of the Marsden Park North Precinct through the planning stage and finalise a rezoning package
- recommend that the Minister for Planning release the balance of the West Schofields Precinct for planning and rezoning jointly with the southern part of the Precinct
- investigate the impacts of the proposed Outer Sydney Orbital and Castlereagh Freeway corridors on land within the North West Priority Growth Area to determine suitable adjacent land uses to the corridor.

FIGURE 14: NORTH WEST PRIORITY GROWTH AREA LAND USE PLAN





LEGEND

- Priority Growth Area Boundary
- In Planning
- Future Supply
- Urban Centre
- Urban Employment
- Urban Land
- Non Urban Land
- Environmental Conservation

- Motorways
- Primary Arterial Roads
- Arterial Roads
- Sub Arterial Roads
- Collector Roads
- Proposed Road
- Corridor Under Investigation

- Existing Railway Line
- Sydney Metro North West (under construction)
- Future Public Transport Corridor (planning underway)
- T Existing Railway Station
- T Future Public Transport Station

- T Strategic Centres
- T District Centres
- T Planned Town Centres
- T Planned Local Centres

- Potential Green Connection
- Growth Corridor

6.1.2 Marsden Park and Schofields Road

Marsden Park is an increasingly significant hub for business and employment in Sydney. With the introduction of a new public transport corridor from the Sydney Metro Northwest, Marsden Park will become a focus area of the North West Priority Growth Area and surrounding areas. It is expected to provide over 10,000 jobs and could offer social infrastructure in areas such as education, community support and health care.

In response, this Implementation Plan identifies a new growth corridor along Schofields Road from Rouse Hill to Marsden Park as shown in **Figure 15**. The Department will undertake a strategic land use review within the growth corridor, taking into account the expected growth as well as committed and planned infrastructure upgrades including Sydney Metro Northwest, the upgrade of Schofields Road, and the public transport corridor between Rouse Hill and Marsden Park. The review will take into account new opportunities for homes and jobs to maximise the benefits of new infrastructure.

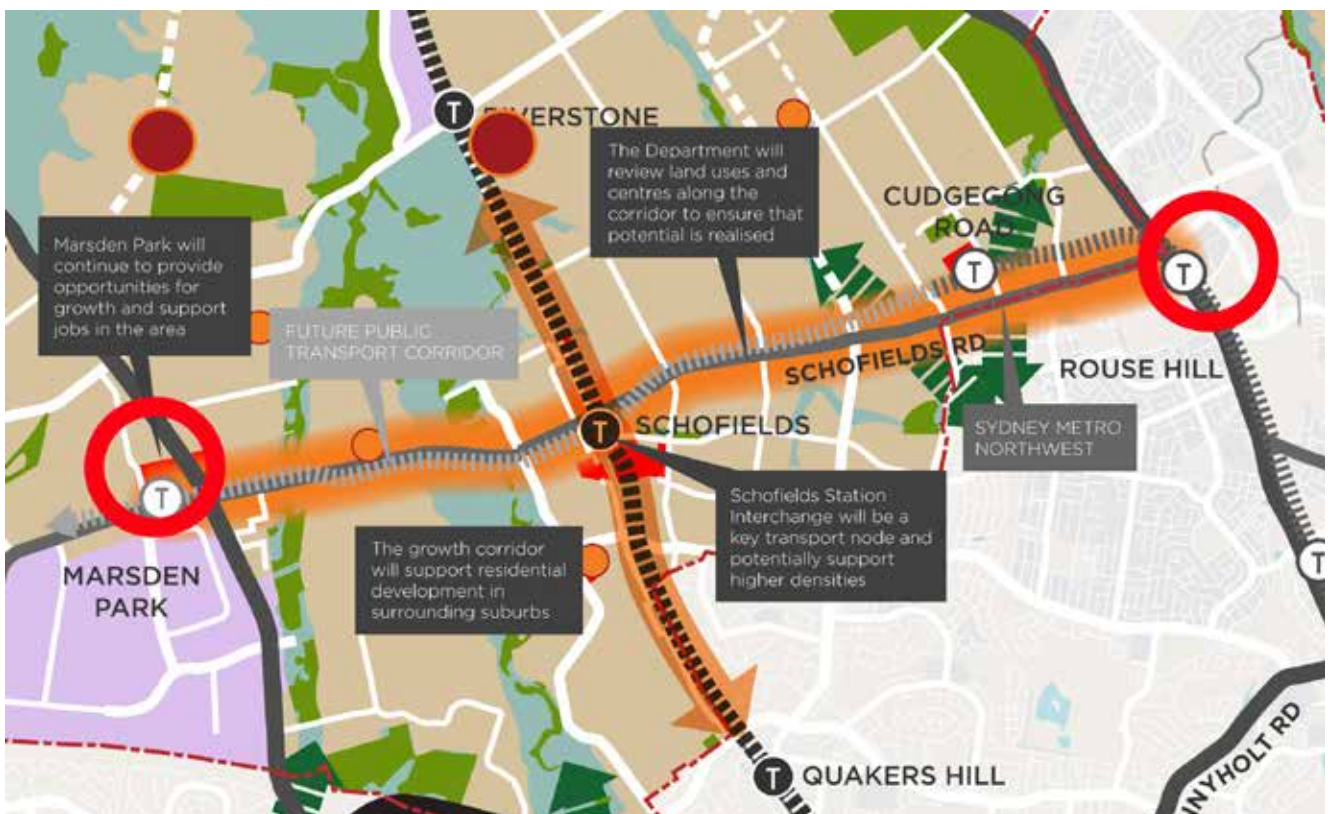
The Department will continue to work closely with Blacktown City Council to grow Marsden Park and to examine opportunities for growth at Schofields Station to take advantage of the public transport corridor between Sydney Metro Northwest and Marsden Park. Land around the interchange between the T1 Western Line (Richmond to Sydney CBD) and the transport corridor at Schofields Station has the potential to support a unique mixed use centre supported by high density residential. It is likely that drivers for growth in retail, commercial and higher density housing will change over time, particularly as new transport services are created in the corridor from Cudgegong Road Station to Marsden Park.

The review is expected to:

- review the land uses located adjacent to the public transport corridor to identify opportunities to improve urban design outcomes and the efficient use of land
- identify the potential population catchment adjacent to the Schofields Road corridor within Rouse Hill, Riverstone, Schofields, Marsden Park and the Ponds, and associated retail and employment requirements required to support the population
- leverage off future connections to the corridor from the Sydney Metro Northwest to Marsden Park
- review the role and function of Marsden Park to meet the need of future residents and employees in the west of the Priority Growth Area, and in light of its potential to strengthen the Priority Growth Area’s retail offering
- review the role and function of other centres within the corridor such as Schofields Station interchange as a key transport node
- result in a corridor strategy and identify opportunities to strengthen retail and employment hubs in locations adjacent to public transport such as Schofields Station and Marsden Park.

Smaller centres at Kellyville, Box Hill, Riverstone, Rouse Hill and Marsden Park will continue to be hubs for local communities. Social infrastructure like community centres, schools, medical and health practices, as well as commercial and retail uses will locate in these centres. Terraces, town houses and units will be located in and around these centres, and parks, cafes and restaurants will provide venues for people to meet.

FIGURE 15: SCHOFIELDS ROAD CORRIDOR



6.1.3 Employment growth

A significant area of Riverstone, Shanes Park and the Vineyard Precinct, which is in the detailed planning phase, may be able to take advantage of the Outer Sydney Orbital. Land immediately north of Vineyard Precinct has future opportunities for employment and industry related to the Outer Sydney Orbital and more detailed planning will occur to better define these opportunities once the preferred alignment of the corridor is identified. This will ensure land is available in the future and when it is needed.

6.2 Transport

The Implementation Plan proposes an integrated transport network that rationalises development that has occurred over the past ten years and integrates planning for the growth area with *A Plan for Growing Sydney*, the *NSW Long Term Transport Master Plan 2012*, and other key transport and land use strategies. The proposed transport network is based on:

- a road network, consisting of new and existing roads, as well as roads that need to be or are currently being upgraded by councils and the NSW Government
- a public transport network (rail and bus), consisting of existing infrastructure commitments and planned infrastructure
- an active transport network to support pedestrians and

cyclists in new communities.

6.2.1 Roads

The Implementation Plan proposes a robust road network strategy for the growth area that will provide a grid layout to promote connectivity, permeability and legibility as shown on **Figure 14**. Primary access to the growth area will be via the M7 Motorway, Richmond Road and Windsor Road, as well as the Outer Sydney Orbital when implemented. Other key access spines include Schofields Road, Garfield Road and Bandon Road which will provide access to the wider local and regional road network.

Many of the key roads in this network have been or will be upgraded. A list of roads to be prioritised for early delivery is provided later in this Section. Key elements of the road network which have been considered in the Implementation Plan include:

- upgrades to Richmond Road and Schofields Road (from Tallawong road to Veron Road, and Veron Road to Richmond Road)
- extension of Burdekin/Townson Road and Bandon Road, as well as additional grade separated rail crossings of the existing Western Line
- preliminary corridor planning for the Outer Sydney Orbital and Bells Line of Road Castlereagh Corridor.

Key arterial roads serve as regional routes thereby providing access between strategic centres, and attracting and retaining businesses. As such, access on these routes such as Richmond Road and Windsor Road should be restricted to key intersections and local or property access should be avoided

FIGURE 16: REGIONAL RAIL CONNECTIONS



where possible. The road infrastructure items listed in **Table 8** will be exhibited in the draft SIC this year and will be confirmed subsequently.

6.2.2 Rail and bus

The Implementation Plan provides an integrated rail and bus network that will be an attractive alternative to the private car as mapped on **Figure 16** and **17**.

Existing and proposed railway services will continue to provide key transit to people within the growth area and to surrounding strategic centres as shown in **Figure 17**. The T1 North Shore, Northern and Western Line (Richmond to Sydney CBD and Schofields to Sydney CBD), T5 Cumberland Line (Campbelltown to Schofields via Parramatta and Blacktown) and Sydney Metro Northwest (currently under construction) will allow commuters to transfer directly from local services to fast longer distance services.

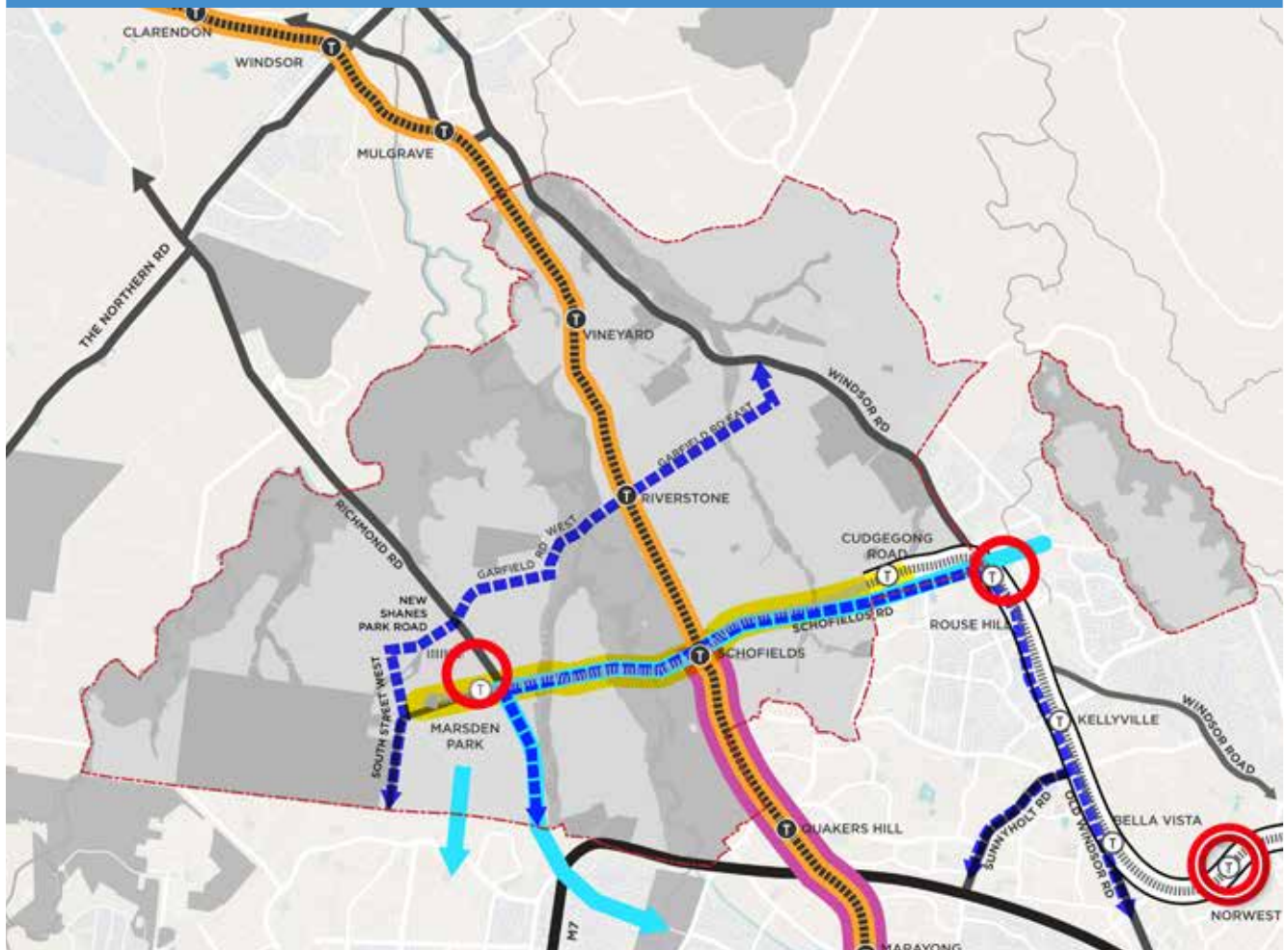
The future public transport corridor from Cudgegong Road Station to Marsden Park will create an opportunity for a transport interchange hub at Schofields Station where the

corridor crosses the rail line as shown in **Figure 17**.

In the intermediate term the transit network will comprise rapid bus routes and suburban bus routes linking major centres. The local transit network will support the suburban services. Indicative bus stop locations will have a catchment radius so that people have a bus stop within 400m of where they live.

Two dedicated higher order bus corridors are proposed. The Box Hill to Marsden Park route would connect to Mt DrUITT via Daniels Rd busway; the Schofields Rd route would connect to Blacktown via Richmond Road and to Penrith via South Street. Rouse Hill to Parramatta and Castle Hill to Blacktown via T-way are identified as separate rapid routes in Sydney’s Bus Future. These corridors will support a permeable bus network linking with district and suburban bus routes.

FIGURE 17: EXISTING AND PROPOSED PUBLIC TRANSPORT



LEGEND

Priority Growth Area Boundary	T1 Western Line	Existing Railway Station	Future Public Transport Corridor (planning underway)
Motorways	T5 Cumberland Line	Future Public Transport Station	Strategic Centre
Primary Arterial Roads	Sydney Metro North West (under construction)	Regional Bus Network	District Centre
Arterial Roads		Proposed Local Bus Network	

6.2.3 Active transport

The active transport network will accommodate walking and cycling (refer to **Figure 18**). Key elements include:

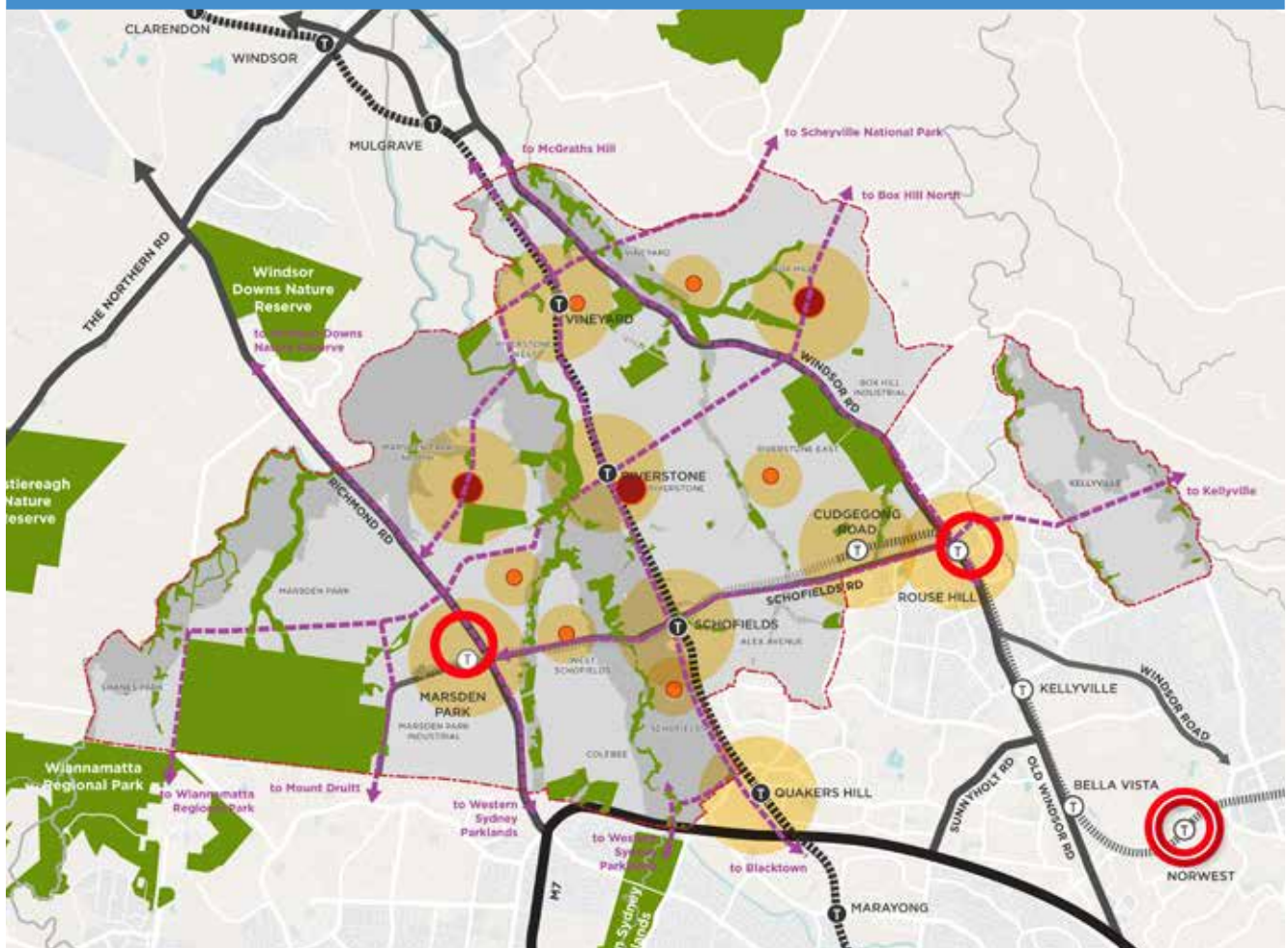
- a comprehensive regional pedestrian and cycle network that provides for ease of movement and connectivity to the surrounding region
- a high degree of accessibility and pleasant experiences for pedestrians when walking to and around the key centres, and to and from public transport interchanges
- direct and efficient regional connections
- dedicated cycleways connecting key destinations and areas of open space
- integrated rail, bus, bicycle and pedestrian infrastructure that can be easily accessed and used by people travelling to and from the areas
- an urban form that cultivates a pedestrian friendly environment through a scale and layout sensitive to pedestrian needs

- an open space network that acts as a catalyst to extend the cycle network through the Metropolitan Green Space program which supports *A Plan for Growing Sydney* by delivering aspects of the Green Grid. Examples include parks, bushland, waterways and tree-lined streetscapes that connect where people live to centres, public transport facilities and areas of employment.

A comprehensive regional cycle network will include regional bicycle corridors that are likely to be designed as dedicated cycleways to improve safety for cyclists and provide physical separation from other traffic. **Figure 18** indicates the proposed regional cycle network.

The Implementation Plan allows for pedestrian circulation within the proposed street network. The network also provides six grade-separated crossing points of the T1 Western Line (Richmond to Sydney CBD) between Quakers Hill Station and Vineyard Station. Emphasis will be given to pedestrian links around public open space areas, where tree planting provides shade and pathways are accessed by passive and active open space.

FIGURE 18: PEDESTRIAN AND CYCLE NETWORK



LEGEND

- | | | |
|-------------------------------------|--|-------------------|
| Priority Growth Area Boundary | Existing Railway Line | Strategic Centres |
| Open Space | Sydney Metro North West (under construction) | District Centres |
| Proposed Regional Cycle Connections | Future Public Transport Corridor (planning underway) | Town Centres |
| 800m radius (Major Centres) | Existing Railway Station | Local Centres |
| 400m radius (Local Centres) | Future Public Transport Station | |

6.3 Social Infrastructure

The North West Priority Growth Area currently has sufficient regional social infrastructure facilities to service its existing population; however, additional facilities will be required to service the growing population. This includes education facilities, emergency services and the development of an Integrated Health Care Centre. Marsden Park centre has the potential to be as large as Rouse Hill and could house local, district and regional social infrastructure.

A social infrastructure assessment that was carried out as part of the development of this Implementation Plan examined future population figures to identify additional infrastructure beyond that planned for at the time of rezoning to support the new population. This includes:

- multi-purpose community centres
- police stations and police shopfronts
- fire stations
- ambulance hubs and multiple standby points (to be located according to demand)
- integrated health facilities
- public schools in the areas as listed in **Table 8** in **Section 6** of this Implementation Plan.

Consideration will also be given to the open space and recreation needs of designated employment areas. Ongoing consultation with the Office of Sport, and State-based sporting bodies and associations will identify suitable sites for high quality competition facilities.

The required social infrastructure items are further detailed later in this Section.

6.4 Utility Infrastructure

Essential infrastructure, such as water, sewer and electricity is the key to unlocking development in the remaining project areas. The infrastructure items that are required to be brought forward to accommodate growth along with new infrastructure items are listed later in this Section.

The Department's analysis identified opportunities to accelerate the delivery of specific infrastructure items to prevent lags in development, or delayed to prioritise infrastructure expenditure where demand is being met. In some instances, this means that service delivery may be delayed in order to concentrate on priority areas. Key changes proposed changes to the infrastructure strategy are outlined below in **Table 6**.

TABLE 6. PROPOSED CHANGES TO INFRASTRUCTURE STRATEGY

Suburb/Area	Proposed changes to infrastructure strategy
Riverstone	Without intervention, limitations in electricity supply would result in no lot production in 2018. The electricity upgrades required to accommodate uninterrupted growth in the precinct include the construction of the North Box Hill Zone Substation. This new substation releases capacity in the existing Riverstone Zone Substation which is planned to service approximately 8,150 additional dwellings.
Riverstone East and Box Hill	In order to maintain housing supply and ensure infrastructure expenditure is efficiently allocated within the North West Priority Growth Area, the Department will facilitate the delivery of the North Box Hill zone substation to maintain housing supply.
Vineyard	Electricity supply constraints will lower lot production in 2020 in Box Hill and stall production in 2021 if not addressed. In Riverstone East Precinct, electricity supply required from the same substation (Riverstone East/Box Hill Zone Substation) will stall lot production in 2021. It is therefore proposed to bring forward the delivery of the Riverstone East/Box Hill Zone Substation from 2022 to 2020. This will increase the housing supply by approximately 8,050 dwellings in Box Hill and 3,900 in Riverstone.
West Schofields	Services in West Schofields Precinct may be brought forward from 2036 to 2027 or sooner to support potential high growth in the Precinct. Delivery of the Riverstone Zone Substation and Vineyard North sewer pump station and rising main will be targeted for delivery in order to maintain housing supply.

6.5 Open Space

The Green Grid as identified in *A Plan for Growing Sydney* is designed to connect the whole of western Sydney through green corridors. The Green Grid will include open spaces, parks, bushland, natural areas, waterway corridors and tree-lined streetscapes in a network that connects homes to centres, public transport, jobs and recreation.

The draft District Plans identify priority projects to support the development of the Green Grid connecting key open space areas including the Western Sydney Parklands, Rouse Hill Regional Park, Castlereagh Nature Reserve, Windsor Downs Nature Reserve, Wiannamatta Regional Park and other local areas of recreation across the growth area.

One of the key priority projects identified in the draft District Plans is the Western Sydney Parklands Extension and connections which will provide enhanced access to open space, recreation and greener urban landscapes to the growing population of the North West Priority Growth Area (**Figure 19**). Future extensions north along Eastern Creek could connect the Western Sydney Parklands to the Hawkesbury-Nepean River.

Large areas of land within the North West Priority Growth Area are constrained for urban development and include opportunities for open space, green links and connections.

Funding to acquire and embellish regional green corridors needs to be resolved.

Opportunities to utilise developer charges to fund the Green Grid are being explored through proposed changes to the Western Sydney SIC. More localised green links are also encouraged throughout the Priority Growth Area to provide residents with safe and attractive options for walking and cycling.

The Department will work with the local councils to identify opportunities for additional open space at key locations to benefit the growing population. Options to be explored include identifying quality areas of open space and embellishment of areas already zoned for open space to make more efficient use of facilities. Specific regard will be given to the recommendations contained in the social infrastructure assessment for each precinct which include:

- investigating the location of planned facilities to ensure that the majority of residents are within 400m of an area of local public open space
- investigating shared use opportunities
- embellishment of facilities to provide playgrounds, off-leash areas, and sporting facilities

FIGURE 19: OPEN SPACE CONNECTIONS AND THE GREEN GRID



6.6 Infrastructure Items

This section provides an overview of the infrastructure projects identified to support growth in the North West Priority Growth Area, as mapped on **Figure 20** and **21**. The road items listed in **Tables 7** and **8** correspond with **Figure 20**.

FIGURE 20: INFRASTRUCTURE STRATEGY (TRANSPORT)

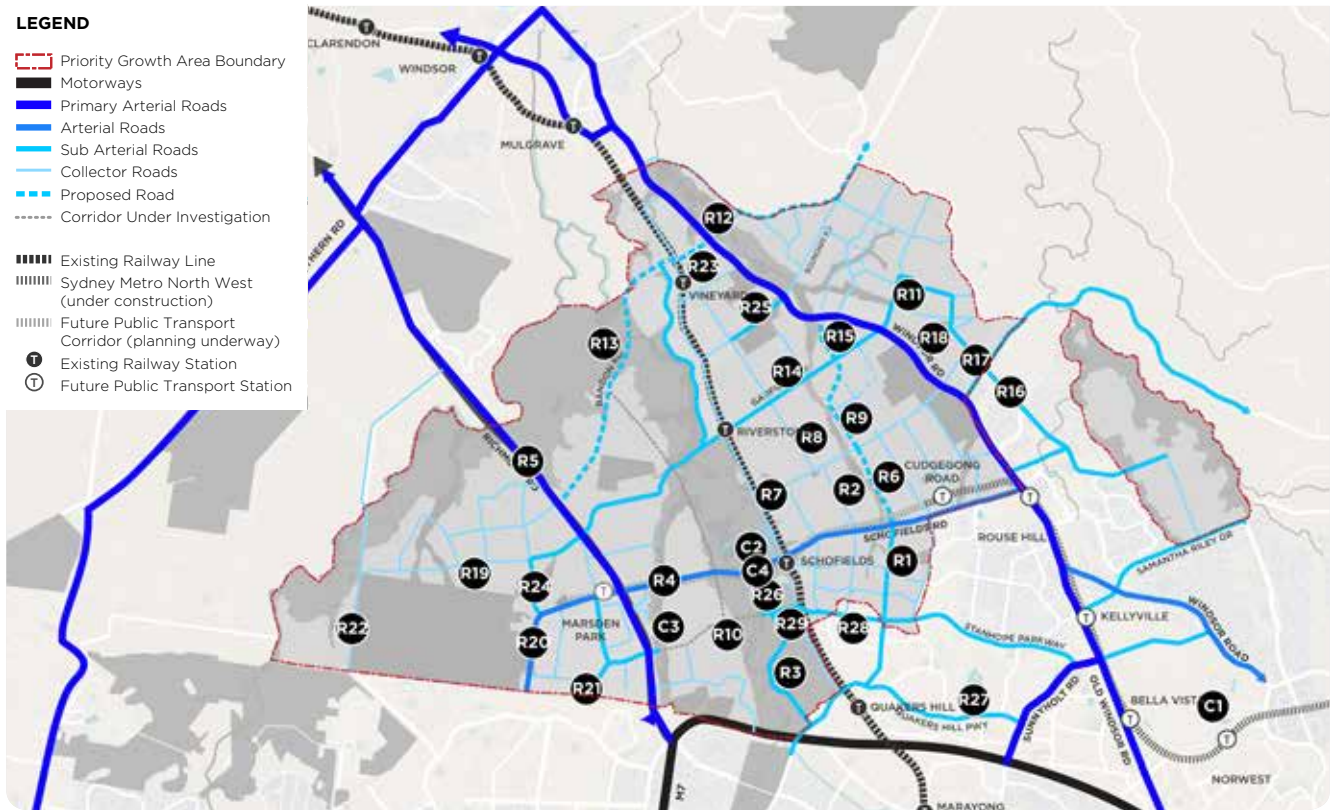


FIGURE 21: INFRASTRUCTURE STRATEGY (UTILITIES)

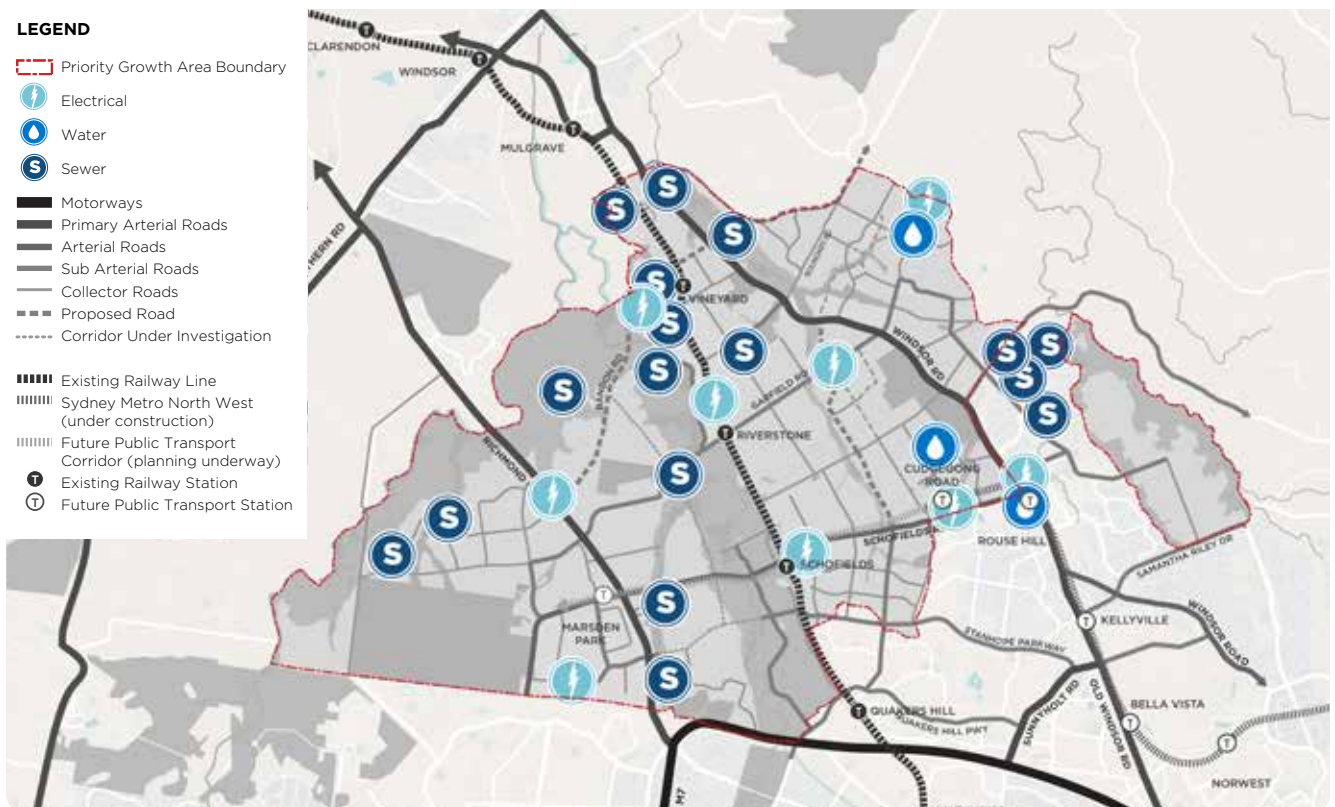


Table 7 provides an overview of the key infrastructure projects that are currently underway to support growth in the area.

TABLE 7. CURRENT INFRASTRUCTURE PROJECTS

Project	Responsibility	Status
C1 Sydney Metro Northwest	TfNSW	The Sydney Metro Northwest is planned as a rapid transit service with initially 12 trains per hour during peak period. The project is expected to be completed by 2019.
C2 Public transport corridor between Rouse Hill and Marsden Park	TfNSW	Construction of Sydney Metro Northwest will be complete to Cudgegong Road Station by 2019 and a corridor for future public transport to Marsden Park has been earmarked for protection in rezoned precincts. Future planning will confirm the details of this corridor.
C3 Richmond Road upgrade (Stage 2)	TfNSW/ RMS	Stage 2 between Townson Road north and Garfield Road West was completed in November 2016. The upgrade received \$96 million from the Housing Acceleration Fund and will support development of 16,200 homes.
C4 Schofields Road upgrade	TfNSW/ RMS	Stage 2, between Tallawong Road and Veron Road, is currently under construction. The upgrade is expected to be completed in early 2017. The upgrade received \$70 million in funding from the Housing Acceleration Fund.

Table 8 outlines the key infrastructure that will be required over the next 10 years to support the additional population.

TABLE 8. INFRASTRUCTURE REQUIRED TO 2026

Project	Responsibility	Timing and delivery	Assumptions
Roads			
R1 Hambledon Road upgrade (Schofields Road to Burdekin Road/ Stanhope Parkway)	Blacktown City Council	2019 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R2 Boundary Road and part of Kensington Park Road (Schofields Road to McCulloch Street)	Blacktown City Council	2021 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R3 Quakers Road:	Blacktown City Council	To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
<ul style="list-style-type: none"> Quakers Hill Parkway to End Quakers Road 		2021	
<ul style="list-style-type: none"> Northern end of Quakers Road to northern boundary of Nirimba Education Precinct (approx. Colebee Street; 		2022	
<ul style="list-style-type: none"> Northern boundary of Nirimba Education Precinct to Townson Road 		2022	
R4 Schofields Road Stage 3 (Richmond Road to Veron Road)	TfNSW / RMS	2018 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R5 Richmond Road Stage 3 (Bells Creek to South Creek floodplain)	TfNSW / RMS	2018 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R6 Hambledon Road North Extension – Oak Street – Clark Street Stage 1 (Schofields Road to Guntawong Road)	Blacktown City Council	2024 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).

SECTION 6: LAND USE AND INFRASTRUCTURE

R7	Railway Terrace (Riverstone Road to Schofields Road)	Blacktown City Council	2021 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R8	McCulloch Street upgrade (Kensington Park Road to 400m south of Garfield Road East)	Blacktown City Council	2020 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R9	Hambledon Road North Extension – Clark Street/Oak Street extension Stage 2 (Guntawong Road to Garfield Road)	Blacktown City Council	2024 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R10	Townson Road (Meadow Road to Burdekin Drive)	Blacktown City Council	2023 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R11	Terry Road upgrade (Windsor Road to Mason Road)	The Hills Council	2022 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R12	Bandon Road Extension (Chapman Road to Boundary Road via Commercial Road and Menin Road)	RMS / TfNSW	2022 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R13	Bandon Road <ul style="list-style-type: none"> Richmond Road - up to approximately 2km West of Windsor Road 	TfNSW/RMS Council	2026 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R14	Garfield Road <ul style="list-style-type: none"> Garfield Road East (Outside of Riverstone Central approx. Piccadilly Street (600m east of Railway Tce) to Windsor Rd) Garfield Road Central (Within Riverstone Central - Railway Tce to 600m east (at approx. Piccadilly Street)) Garfield Road West (Richmond Rd to Railway Tce - 4km on existing) 	Council RMS RMS	2027 2029 2031	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R15	Hambledon Road North Extension – (Garfield Road to Windsor Road)	Blacktown City Council	2025 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).

SECTION 6: LAND USE AND INFRASTRUCTURE

	Project	Responsibility	Timing and delivery	Assumptions
R16	Withers Road (Mile End Road to Annangrove Road)	The Hills Shire Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R17	The Water Lane (Annangrove Road to Nelson Road)	The Hills Shire Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R18	Nelson Road (Windsor Road to The Water Lane)	The Hills Shire Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R19	New Shanes Park Road: <ul style="list-style-type: none">Richmond Road to Glengarrie RoadGlengarrie Road to Stoney Creek Road	Blacktown City Council	To be funded by the Special Infrastructure Contribution or other satisfactory arrangements. 2023 2025	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R20	South Street West: <ul style="list-style-type: none">Richmond Road to Glengarrie RoadGlengarrie Road to Castlereagh Freeway Reservation	Blacktown City Council	To be funded by the Special Infrastructure Contribution or other satisfactory arrangements. 2023 2028	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R21	Daniels Road Bus Only Link – Hollinsworth Road to Daniels Road (Rapid Bus Route)	TfNSW/RMS	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R22	Stony Creek Road (New Shanes Park Road to Palmyra Avenue)	Blacktown City Council	2027 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R23	Wallace Road (Deviation of Wallace Road to Riverstone Parade, including Hamilton Street)	Blacktown City Council	2033 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R24	Glengarrie Road (South Street to Garfield Road West)	Blacktown City Council	2022 To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R25	Loftus Street (Windsor Road to Hamilton Street)	Blacktown City Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R26	Veron Road (Townson Road to Schofields Road)	Blacktown City Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).
R27	Quakers Hill Parkway (Quakers Road to Hambledon Road – 2 x intersections only)	Blacktown City Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015).

SECTION 6: LAND USE AND INFRASTRUCTURE

R28	Burdekin Road (Walker Street to Railway Terrace)	Blacktown City Council	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015)
R29	Burdekin Road Rail Overpass	TfNSW/RMS	TBA To be funded by the Special Infrastructure Contribution or other satisfactory arrangements.	Upgrades to road network required to support new homes in the North West (Jacobs, 2015)

Project	Responsibility	Timing and delivery	Assumptions	
Utility Services - to be accelerated				
S1	South Marsden Park Zone Substation (SMP ZS)	Endeavour Energy or other provider	2017	To be delivered in line with current servicing strategy. No changes proposed to timing and delivery of infrastructure.
S2	Riverstone East / Box Hill Zone Substation (RE/BH ZS)	Endeavour Energy or other provider	2020	Infrastructure item is required to be brought forward from 2022 to 2020 to support growth and continued housing supply in the North West (Mott Macdonald, 2015) (AEC, 2015).
S3	North Box Hill Zone Substation (NBH ZS)	Endeavour Energy or other provider	2020	Infrastructure item is required to be brought forward from 2022 to 2020 to support growth and continued housing supply in the North West (Mott Macdonald, 2015) (AEC, 2015).
Utility services – requiring additional capacity				
S4	Vineyard (West) Sewer Pump Station (SPS W)	Sydney Water or other provider	Capacity reached – 2017	The infrastructure masterplan (Mott MacDonald, 2015) (AEC, 2015) identifies infrastructure items that will require additional capacity to support the expected growth in the North West. Service Authorities will need to consider whether new infrastructure can be designed to accommodate additional growth from the onset, or if infrastructure can be staged to allow for growth.
S5	Vineyard (North) Sewer Pump Station (SPS E)	Sydney Water or other provider	Capacity reached – 2026	As above.
S6	Marsden Park North Sewer Pump Station (PAP C)	Sydney Water or other provider	Capacity reached – 2021	As above.
S7	Existing Sewer Pump Station pumping to North Kellyville (SPS 1139)	Sydney Water or other provider	Capacity reached – 2024	As above.
S8	Rouse Hill Waste Water Treatment Plant (RH WWTP)	Sydney Water or other provider	Capacity reached – 2026	As above.
S9	Marsden Park Zone Substation (MP ZS)	Endeavour Energy or other provider	Capacity reached – 2034	As above.

SECTION 6: LAND USE AND INFRASTRUCTURE

	Measure	Responsibility	Timing and delivery	Assumptions
Social Infrastructure				
E1	New school infrastructure at Schofields	Department of Education or private provider	TBC – Timing and delivery subject to demand (may be required post 2026).	Required to meet projected population growth (GHD, 2015). Subject to precinct planning and consistency with Planning New Schools, School Safety and Urban Planning Advisory Guidelines (September 2015). Subject to recommendations from NSW Department of Education.
E2	New school infrastructure at Riverstone	Department of Education or private provider	TBC – Timing and delivery subject to demand (may be required post 2026).	Required to meet projected population growth (GHD, 2015). Subject to precinct planning and consistency with Planning New Schools, School Safety and Urban Planning Advisory Guidelines (September 2015). Subject to recommendations from NSW Department of Education.
E3	New school infrastructure at Marsden Park	Department of Education or private provider	TBC – Timing and delivery subject to demand (may be required post 2026).	Required to meet projected population growth (GHD, 2015). Subject to precinct planning and consistency with Planning New Schools, School Safety and Urban Planning Advisory Guidelines (September 2015). Subject to recommendations from NSW Department of Education.
E4	New school infrastructure at Vineyard	Department of Education or private provider	TBC – Timing and delivery subject to demand (may be required post 2026).	Required to meet projected population growth (GHD, 2015). Subject to precinct planning and consistency with Planning New Schools, School Safety and Urban Planning Advisory Guidelines (September 2015). Subject to recommendations from NSW Department of Education.
E5	New school infrastructure at North Kellyville	Department of Education or private provider	TBC – Timing and delivery subject to demand (may be required post 2026).	Subject to recommendations from NSW Department of Education.
H1	Land required to support Rouse Hill Health Service	NSW Health	2026	Current SIC item. Advised by NSW Health.

Note. Some projects are subject to funding confirmation

Table 9 outlines key utility and transport infrastructure that will be required beyond 2026 to support the ongoing development of the North West Priority Growth Area into the future.

TABLE 9. INFRASTRUCTURE REQUIRED BEYOND 2026

Project	Responsibility	Timing and delivery	Assumptions	
Transport projects				
T1	Outer Sydney Orbital	TfNSW / RMS	In planning	Planning for the Outer Sydney Orbital corridor has commenced.
T2	Rail network	TfNSW	Not commenced	The Western Sydney Rail Needs Scoping Study will examine Western Sydney's rail transport needs including servicing the proposed Western Sydney Airport and the North West Priority Growth Area.
Utility services – to be accelerated or delayed				
S10	Schofields West Sewer Pump Station (SPS B)	Sydney Water or other provider	2027	Infrastructure item is required to be brought forward from 2036 to 2027 to support growth and continued housing supply in the North West (Mott Macdonald, 2015) (AEC, 2015).
S11	Marsden Park (West) Sewer Pump Station (SPS A)	Sydney Water or other provider	2032	Infrastructure item is required to be brought forward from 2036 to 2032 to support growth and continued housing supply in the North West (Mott Macdonald, 2015) (AEC, 2015).
S4	Vineyard (West) Sewer Pump Station (SPS W)	Endeavour Energy or other provider	2033	Infrastructure item to be delayed in order to optimise services authority expenditure and focus development to meet demand. Delivery of infrastructure item to be delayed from 2020 to 2033.
S5	Vineyard (North) Sewer Pump Station (SPS E)	Endeavour Energy or other provider	2030	Infrastructure item to be delayed in order to optimise services authority expenditure and focus development to meet demand. Delivery of infrastructure item to be delayed from 2018 to 2030.

SECTION 6: LAND USE AND INFRASTRUCTURE

Project	Responsibility	Timing and delivery	Assumptions	
Utility services – requiring additional capacity				
S14	Existing Vineyard (East) Sewer Pump Station (SPS 1154)	Sydney Water or other provider	Capacity reached – 2038	The infrastructure masterplan (Mott MacDonald, 2015) (AEC, 2015) identifies infrastructure items that will require additional capacity to support the expected growth in the North West. Service authorities will need to consider whether new infrastructure can be designed to accommodate additional growth from the onset, or if infrastructure can be staged to allow for growth.
S15	Marsden Park North Sewer Pump Station (PAP G)	Sydney Water or other provider	Capacity reached –2031	As above.
S10	Schofields West Sewer Pump Station (SPS B)	Sydney Water or other provider	Capacity reached –2040	As above.
S16	Marsden Park Industrial Sewer Pump Station (PAP F/1160)	Sydney Water or other provider	Capacity reached –2045	As above.
S11	Marsden Park (West) Sewer Pump Station (SPS A)	Sydney Water or other provider	Capacity reached –2048	As above.
S17	Existing Sewer Pump Station pumping to North Kellyville (SPS 1022)	Sydney Water or other provider	Capacity reached –2029	As above.
S18	Existing Sewer Pump Station pumping to North Kellyville (SPS 1107)	Sydney Water or other provider	Capacity reached –2028	As above.
S19	Existing Sewer Pump Station pumping to Riverstone West (SPS 0564)	Sydney Water or other provider	Capacity reached –2033	As above.
S20	Riverstone Waste Water Treatment Plant (RIV WWTP)	Sydney Water or other provider	Capacity reached –2036	As above.
S21	Riverstone Zone Substation (RIV ZS)	Endeavour Energy or other provider	Capacity reached –2038	As above.
S2	Riverstone East / Box Hill Zone Substation RE/BH ZS)	Endeavour Energy or other provider	Capacity reached –2033	As above.
S3	North Box Hill Zone Substation NBH (ZS)	Endeavour Energy or other provider	Capacity reached –2039	As above.
S22	Mungerie Park Zone Substation (MUP ZS)	Endeavour Energy or other provider	Capacity reached –2029	As above.
S23	Schofields Zone Substation (SCH ZS)	Endeavour Energy or other provider	Capacity reached – 2036	As above.

Note. Some projects are subject to funding confirmation

7

7.1 Statutory Planning Reforms

The Growth Centre SEPP and 2006 Structure Plan provide strategic context for detailed planning in the North West Priority Growth Area. The SEPP is also the principle planning instrument for councils to assess and determine development.

The Implementation Plan will replace the 2006 Structure Plan providing a new long-term vision, delivery mechanisms and guidance on issues that are important to Greater Sydney to support the delivery of new homes.

The Implementation Plan includes a suite of changes to the SEPP that will streamline development, consolidate plans, reduce duplication and inconsistencies, facilitate the transfer of planning controls into local environmental plans, and give councils greater control over local matters. The transfer of planning controls into local environmental plans will allow councils to better manage planning proposals.

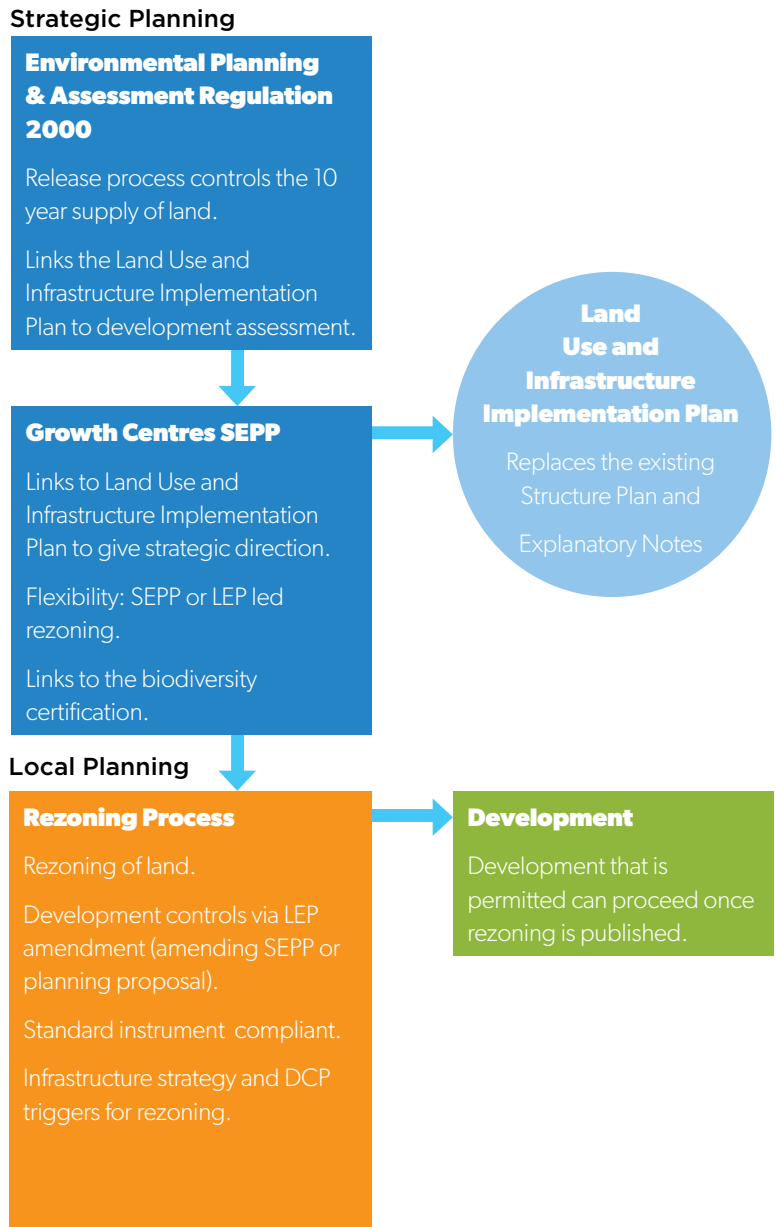
The role of the Implementation Plan in the rezoning process, and the role of new delivery controls are outlined in **Figure 22**.

The proposed key statutory reforms that form part of this Implementation Plan are designed to:

- make the North West Priority Growth Area Land Use and Infrastructure Implementation Plan the “structure plan” for the growth area
- establish new density controls on residential land in order to ensure that local councils can adequately plan for the new population
- set minimum subdivision lot sizes in all residential areas, consistent with the standard instrument LEP
- insert requirements for rezoning proposals to require the preparation of a site specific DCP and to specify the arrangements to deliver infrastructure
- consolidate six existing precinct plans in the Blacktown Local Government Area into a single Blacktown Growth Centres Precinct Plan.

Further to the proposed reforms listed above, the Department will exhibit rezoning proposals for the remaining project areas and work with councils to transfer planning controls from the SEPP into LEPs.

FIGURE 22: PROPOSED STATUTORY REFORMS



7.1.1 Establish new residential density controls

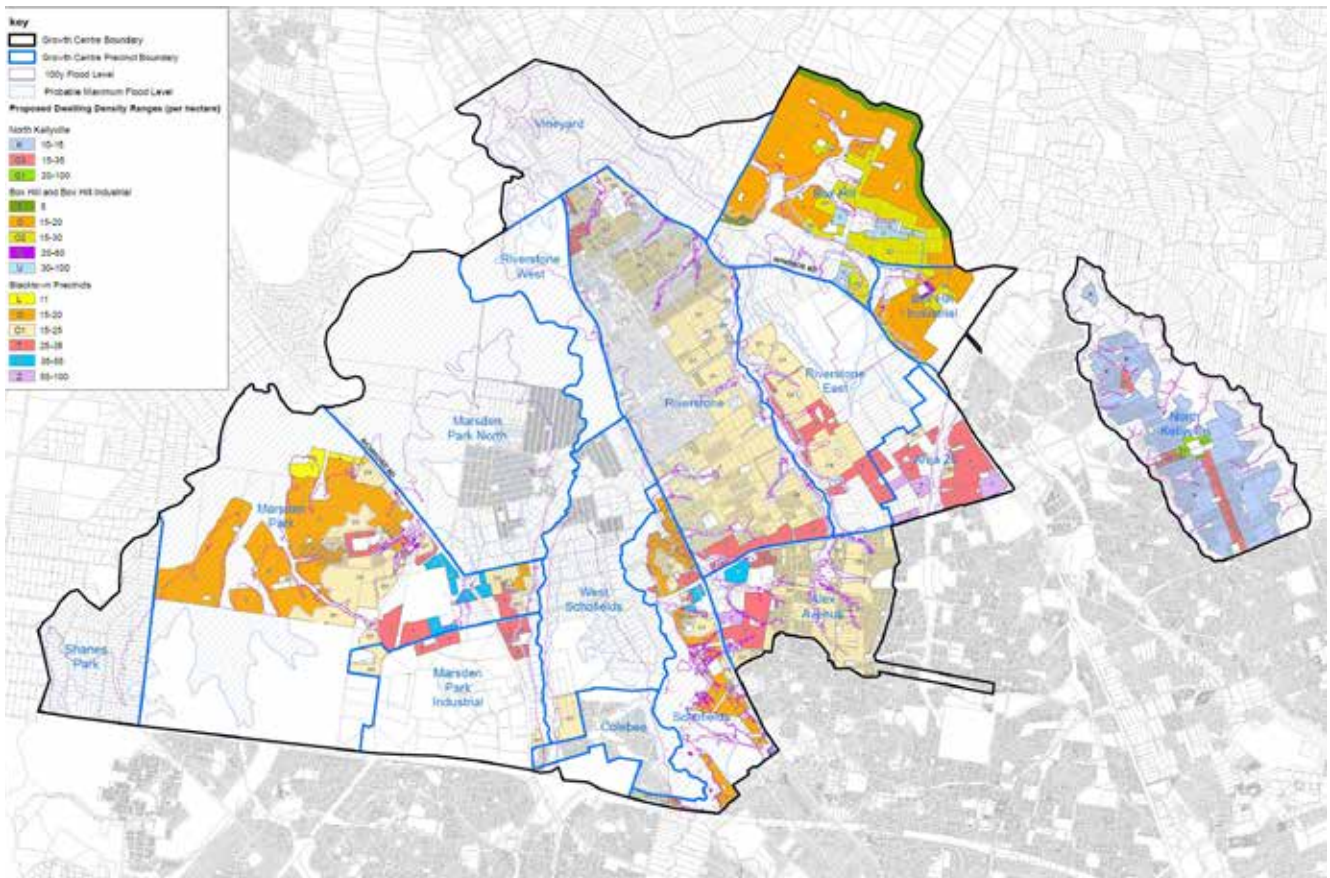
Most residential areas have a minimum residential density control under the SEPP that, at the time, was established to ensure that dwelling targets established for precincts were met, and that planned infrastructure was balanced with the demand of future residents. Over the last few years the housing market has changed considerably and councils are now receiving development applications for permissible uses that exceed the minimum residential densities in the Growth Centres SEPP.

A higher than anticipated number of these proposed developments have since been approved as they do not

contravene development controls, but the density of development means that the infrastructure planned to support the population will not be sufficient to meet the needs of future residents.

In response, it is proposed to set a maximum residential density controls on land within the North West Priority Growth Area. This Implementation Plan will enable the NSW Government, councils and service agencies to provide the necessary infrastructure, in terms of appropriate roads, utilities, schools and open space, to support growth. The controls are further outlined in the Explanation of Intended Effect which will be exhibited with this Implementation Plan and mapped in **Figure 23**.

FIGURE 23: DENSITY CONTROLS



7.1.2 Set minimum subdivision lot sizes

The *Housing Diversity Package* implemented changes to the way in which minimum lot sizes are controlled in the Priority Growth Area. As a result, minimum lot sizes depend on the minimum residential density applicable to the land. This has resulted in a complex system of minimum lot sizes within the Growth Centres SEPP and feedback from councils indicates that the controls are difficult to implement when assessing development applications.

The proposed amendments as mapped at **Figure 24** and outlined in the Explanation of Intended Effect will simplify the minimum lot size control and improve consistency with local environmental plans.

7.1.3 Transfer planning controls from the Growth Centres SEPP to Local Environmental Plans

The Department will transfer planning controls from the Growth Centres SEPP to local environmental plans. The Department has proposed amendments as part of the Implementation Plan which will consolidate separate precinct plans into a single plan and make development controls more consistent with the Standard Instrument Local Environmental Plan used by councils to control development. This will facilitate the transfer of planning controls back to councils.

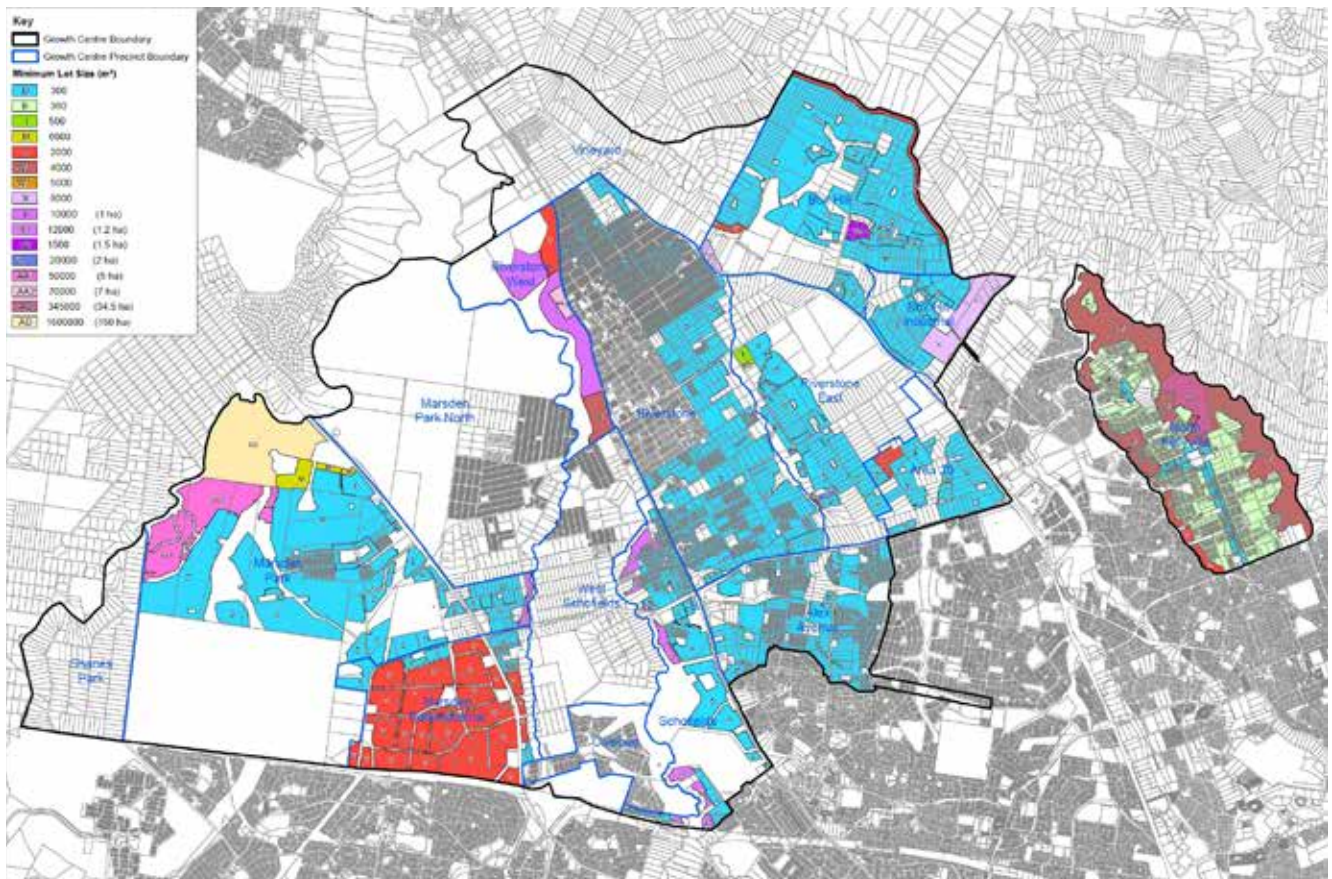
7.1.4 Consolidate Blacktown precinct plans

There are currently six appendices in the Blacktown Local Government Area that set out specific planning controls for each precinct. These include:

- Appendix 3 Riverstone West Precinct Plan
- Appendix 4 Alex Avenue and Riverstone East Precinct Plan
- Appendix 5 Marsden Park Industrial Precinct Plan
- Appendix 6 Area 20 Precinct Plan
- Appendix 7 Schofields Precinct Plan
- Appendix 12 Blacktown Growth Centres Precinct Plan.

These precinct plans will be consolidated into one single precinct plan to be known as the *Blacktown Priority Growth Area Precinct Plan*. Specific controls are outlined further in the *Explanation of Intended Effect*.

FIGURE 24: PROPOSED MINIMUM LOT SIZE MAP



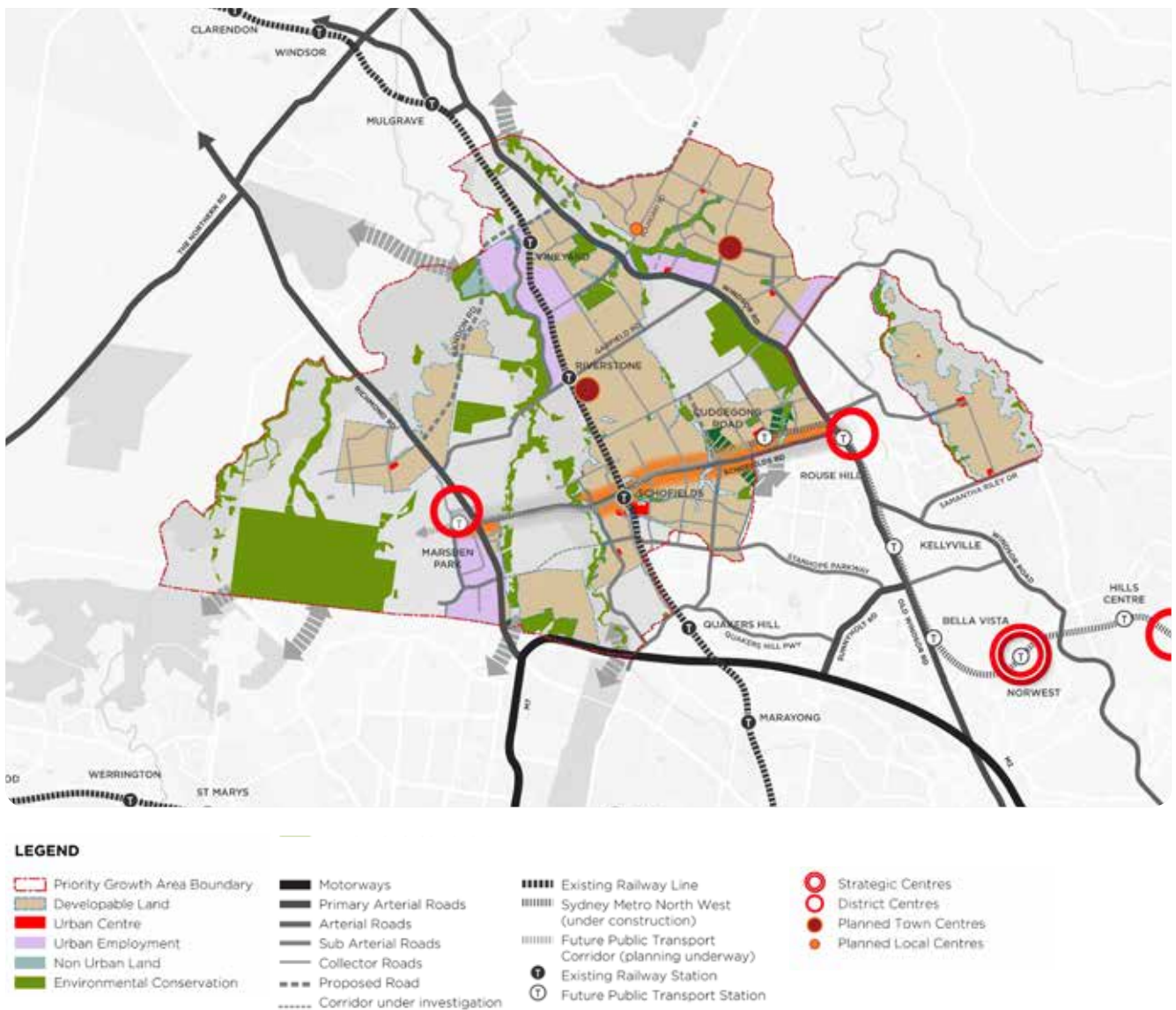
7.2 Delivery Program

The delivery program sets the course for the short-term delivery of land for new homes and jobs in the North West Priority Growth Area and coordinates the delivery of infrastructure so that new communities can grow in line with demand. The forward program for rezoning in the remaining project areas will be staged to align with public and private infrastructure commitments.

7.2.1 2021 Development Activity Forecast

By 2021, there will be more than 18,000 new homes and 52,000 people living in the North West Priority Growth Area. The forward program for rezoning in Riverstone East, Vineyard and Marsden Park North is being staged to align with infrastructure commitments. Planning for the West Schofields Precinct will be undertaken so that rezoning can occur when infrastructure is available. The delivery of infrastructure in the short term will allow for housing to be delivered to these areas mapped in **Figure 25**.

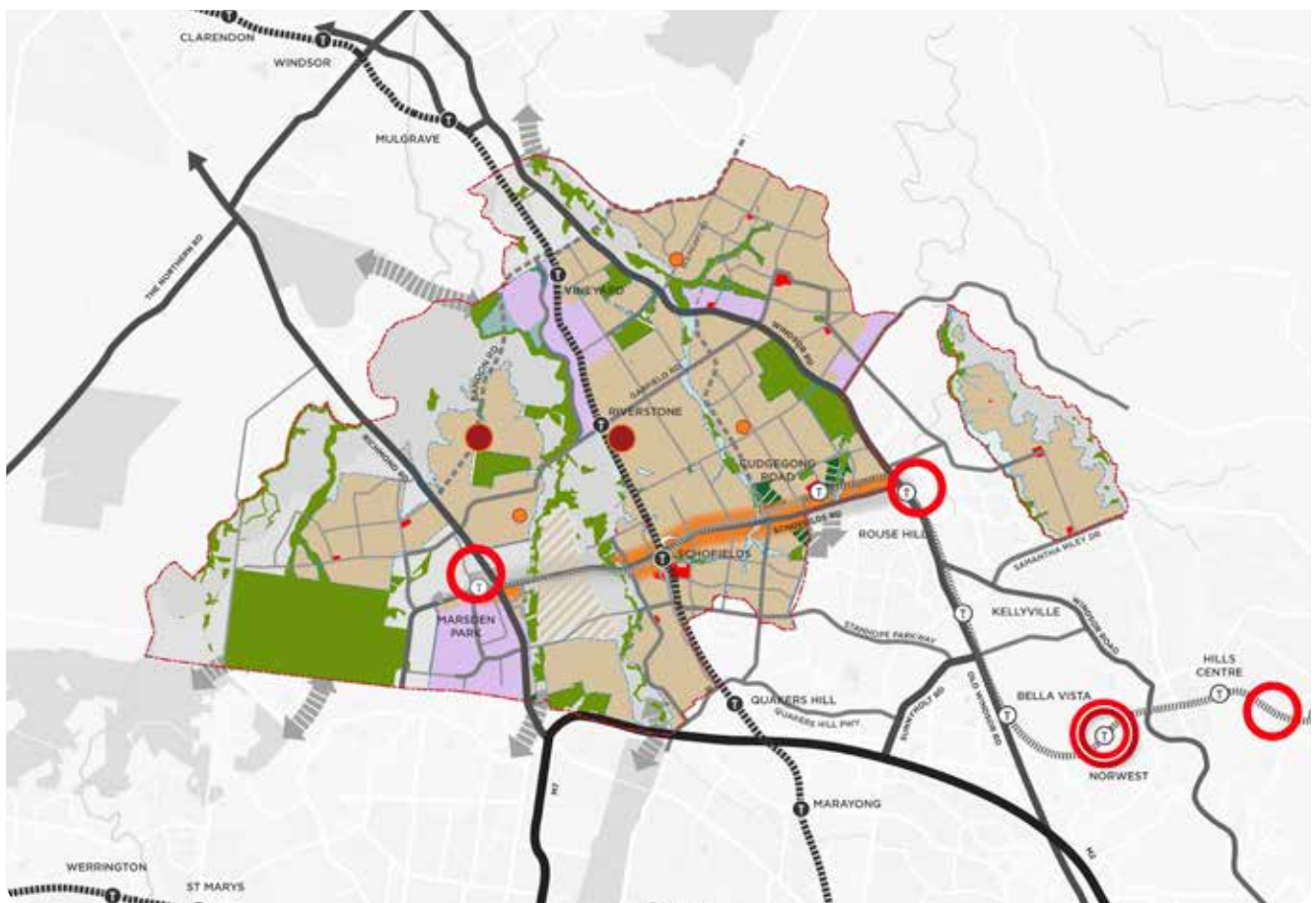
FIGURE 25: 2021 DEVELOPMENT ACTIVITY



7.2.2 2026 Development Activity Forecast

By 2026 over 33,000 new homes will be home to 92,400 people. The Department will continue to monitor development take-up and work with the infrastructure agencies and councils to coordinate delivery of infrastructure to maintain a supply of development-ready land, as mapped at **Figure 26**.

FIGURE 26: 2026 DEVELOPMENT ACTIVITY



LEGEND

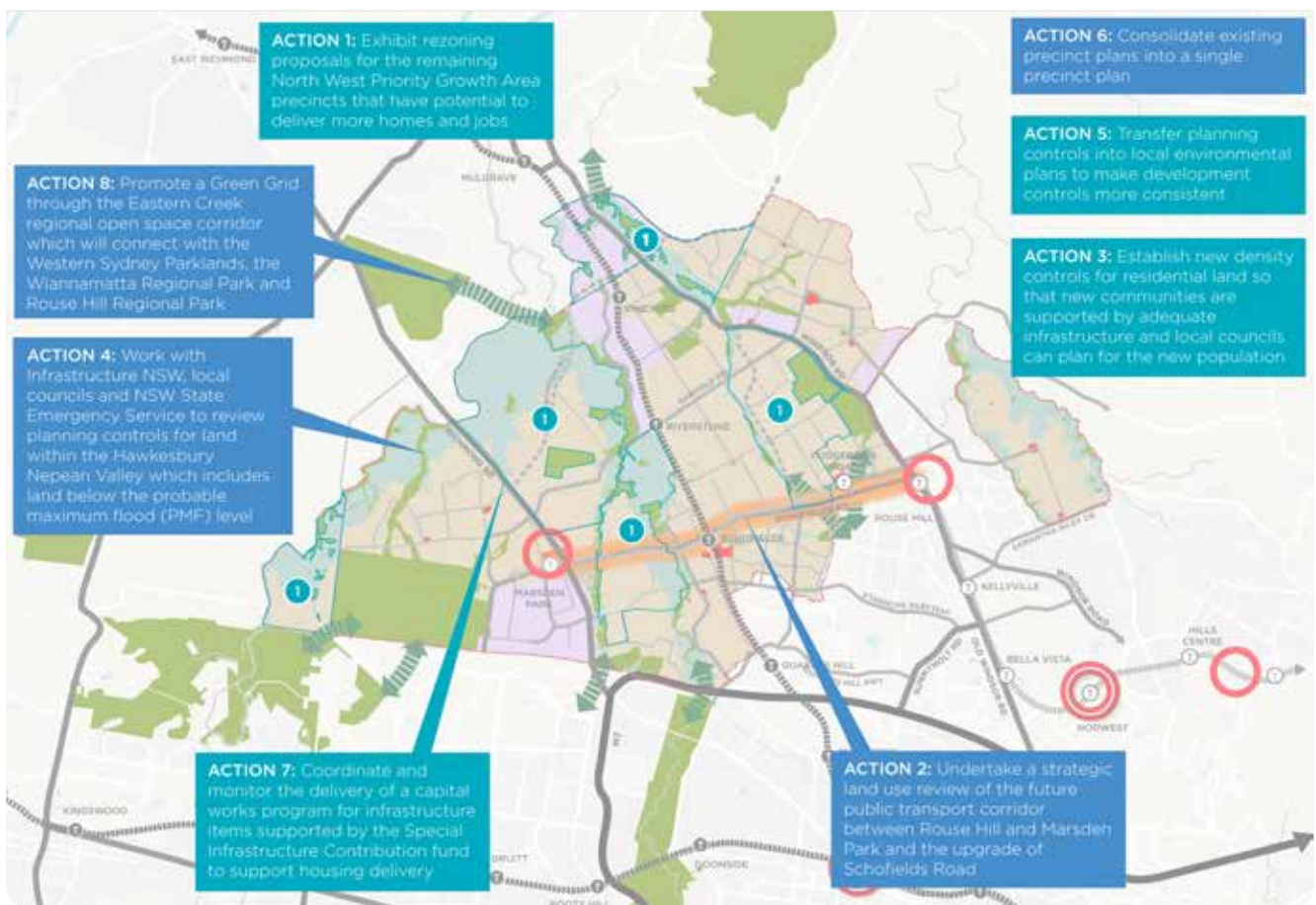
- | | | | |
|---|------------------------------|--|-----------------------|
| Priority Growth Area Boundary | Motorways | Existing Railway Line | Strategic Centres |
| Developable Land | Primary Arterial Roads | Sydney Metro North West (under construction) | District Centres |
| Urban Centre | Arterial Roads | Future Public Transport Corridor (planning underway) | Planned Town Centres |
| Urban Employment | Sub Arterial Roads | Corridor under investigation | Planned Local Centres |
| Non Urban Land | Collector Roads | Existing Railway Station | |
| Environmental Conservation | Proposed Road | Future Public Transport Station | |
| Developable Land (subject to constraints) | Corridor under investigation | | |

8

8.1 Key Actions

The Implementation Plan identifies key actions which will support the delivery of homes and jobs in the North West Priority Growth Area (see **Figure 27**). These actions as detailed in **Table 10** will be undertaken following publication of the Implementation Plan and the Department will continue to monitor their completion through annual updating of the Implementation Plan.

FIGURE 27: KEY ACTIONS



Key Actions

ACTION 1 Provide more land supply for new homes	ACTION 5 Transfer more planning controls back to local councils
<p>The Department will:</p> <ul style="list-style-type: none"> exhibit rezoning proposals for the remaining North West Priority Growth Area Precincts that have the potential to deliver more homes and jobs ensure that rezonings occur in line with the availability of essential service utilities work with local councils to prepare development control plans and Section 94 Contributions plans that will ensure design quality and support growth in those areas. 	<p>The Department will transfer planning controls from the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i> to local environmental plans through proposed amendments that will make development controls more consistent with the Standard Instrument Local Environmental Plan.</p>
ACTION 2 Protect and plan for major transport corridors	ACTION 6 Simplify planning controls within the Blacktown precincts in the North West Priority Growth Area
<p>The Department will undertake a strategic land use review of the future public transport corridor between Rouse Hill and Marsden Park along Schofields Road. This will examine land uses adjacent to the corridor and review the suitability of land uses at Marsden Park, and identify strategies to improve the permeability of land adjacent to the corridor as well as enhance the connectivity along and across the transport corridor. Measures to mitigate constraints for surrounding homes and jobs will also be delineated as part of this review. The Department will also review the impact of the future Outer Sydney Orbital and Bells Line of Road Castlereagh corridor in areas such as the Shanes Park Precinct and the Vineyard Precinct.</p>	<p>The Department will consolidate the existing six Blacktown precinct plans within the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i> into a single precinct plan in order to offer ease of access to the controls that apply to rezoned land in the Blacktown precincts.</p>
ACTION 3 Manage residential densities to align with infrastructure	ACTION 7 Review infrastructure requirements and accelerate funding for capital works
<p>The Department will establish new density controls for residential land. The controls will set minimum and maximum residential densities for residential zoned land so that new communities are supported by adequate infrastructure and local councils can plan for the new population. The Department will work with local councils to implement the controls and will establish a system to monitor the delivery of homes.</p>	<p>The Department will revise the existing SIC schedule for the area. The SIC will assist in funding regional infrastructure upgrades identified in this Implementation Plan to support growth over the next 10 years. The Department will coordinate and monitor the delivery of a capital works program for infrastructure items supported by the SIC fund to support housing delivery. These include regional roads, education, health, bus services, open space and conservation.</p>
ACTION 4 Protect assets and plan for evacuation	ACTION 8 Improve pedestrian, cycle and green connectivity
<p>The Department will work with Infrastructure NSW (iNSW), Roads and Maritime Services (RMS) and NSW State Emergency Service (SES) to review planning controls for land within the Hawkesbury-Nepean Valley which includes land below the probable maximum flood (PMF) level. The Department will work with stakeholders to review the outcomes of the Hawkesbury-Nepean Valley Flood Risk Management Review, and incorporate the findings of the Review into the planning for these areas.</p>	<p>The Department will review land that has been rezoned to improve pedestrian and cyclist facilities between key destinations within the North West Priority Growth Area and to regional open spaces outside of the Growth Area. This work will support the implementation of the Green Grid through the Eastern Creek regional open space corridor to connect to the Western Sydney Parklands, Wiannamatta Regional Park and Rouse Hill Regional Park. The Department will also address any shortfalls in open space provision for the projected growth following the review of planned open space in light of the projected housing growth for the Growth Area.</p>

9

9.1 Implementation of the Implementation Plan

The Implementation Plan will be implemented through a Local Planning Direction and amendments to the Growth Centres SEPP. Following exhibition of this Implementation Plan, the Department, in consultation with councils and key stakeholders, will make any amendments necessary to the statutory package and will finalise an amendment to the SEPP. The Department will also seek to undertake the actions of the Implementation Plan outlined in **Section 8**.

9.1.1 Local Planning Direction

To ensure future land use change is consistent with the Implementation Plan, the Department has recommended that a local planning direction (Section 117 Direction) be applied to the Implementation Plan. This will require future amendments to any local or state planning instruments or planning proposals to be consistent with the Implementation Plan.

In particular, future rezoning proposals should demonstrate:

- consistency with the vision of the Implementation Plan outlined in **Section 4**
- consistency with the land uses set out in **Section 6**.

9.1.2 Statutory reforms

While it is the Department's intention to transfer controls from the SEPP to local environmental plans, a number of amendments to the SEPP are proposed in the interim. The amendments are outlined in **Section 7** of this report.

The proposed amendments will implement the Implementation Plan, manage density in planned and rezoned areas, and provide a pathway for consideration of council and proponent-led rezoning proposals.

9.1.3 DCP reforms

Existing DCPs will be amended to ensure greater consistency in salinity management approaches and better manage ongoing risks. In addition, all new DCPs will include a revised Salinity Management Guideline.

9.1.4 Planning pathways

Stage rezoning of precincts

Consistent with the actions outlined in this Implementation Plan the Department will exhibit rezoning proposals for the remaining Precincts in the North West Priority Growth Area. The Department will continue to stage the release of these areas in line with infrastructure availability and market demand. The Department will also review land uses at key locations to maximise the benefits of new infrastructure.

The Minister can exhibit proposed amendments to the Growth Centres SEPP to rezone land under Section 37 of the Environmental Planning and Assessment Act 1979. In accordance with Section 38 of the EPA Act, an Explanation of Intended Effect of the proposed amendment is publicly exhibited prior to the rezoning of any future stages. The Department will also undertake continued community consultation during this process.

Council and proponent-led rezoning proposals

Under the proposed amendments, councils or proponents may approach the Minister for Planning, through the Department of Planning and Environment, to consider a proposal to undertake detailed precinct planning for rezoning. A number of technical studies would be undertaken to inform the preparation of an ILP and DCP for the precinct. These plans will be publicly exhibited with feedback considered by the Minister prior to rezoning.

9.1.5 Future considerations

In addition to the key actions, several other future considerations that require further investigation are described below.

Flooding in the Hawkesbury-Nepean Valley

The Department has been working with Infrastructure NSW, RMS and the SES to identify the risks to life and property should a major flood event occur in the Hawkesbury-Nepean Valley. State agencies will continue to work together to establish a planning framework and evacuation strategy to support planning within the floodplain in this unique area.

The resolution of flooding issues in the Hawkesbury-Nepean Valley is anticipated to involve responses including capital works, data gathering, event modelling and land use controls.

Parts of Marsden Park, Schofields, Riverstone, and Box Hill have been rezoned for urban development and are affected by the PMF extent. The Department will work with all stakeholders to review the land use controls in these areas to appropriately manage any risks. Furthermore, the Department is investigating flood evacuation routes within the Priority Growth Area in more detail to better inform decisions on land yet to be zoned.

Land uses near major transport corridors

Major infrastructure corridors including the Outer Sydney Orbital and the Castlereagh Freeway may impact on land uses in the North West Priority Growth Area. This Implementation Plan identifies opportunities arising from the potential future locations of these corridors such as land adjacent Vineyard and Box Hill. The Department will work closely with Transport for NSW and RMS to incorporate these corridors into the future urban framework of the growth area.

Riparian corridors

Outlines of riparian corridors and stream ordering classification will be updated within the North West Priority Growth Area in consultation with NSW Water to ensure consistency with current guidelines

9.1.6 Infrastructure provision and funding

As outlined in **Section 6** of this Implementation Plan, growth in the North West is reliant on upgrades to key state infrastructure, such as ongoing upgrades to the regional and local road network. This Implementation Plan provides clear direction to the State agencies in terms of the infrastructure gaps now and in the future, and delivery strategies to address these shortfalls.

Special Infrastructure Contribution (SIC)

The Department is reviewing the Western Sydney SIC to ensure that the items listed in the SIC schedules and the timing for these works reflect the current priorities and housing supply forecasts established by this Implementation Plan.

The current balance for the SIC is around \$76.628 million with just under \$102 million issued in works-in-kind credits for the North West and South West Priority Growth Areas combined. A key emphasis of this Implementation Plan is to allocate SIC funds towards priority projects identified in **Section 6**. In particular, there are significant opportunities for councils to deliver regional road upgrades using SIC funding, and the Department is progressing a number of partnership arrangements with councils in this regard.

The SIC also helps to fund the purchase of conservation lands to offset the removal of vegetation in the Priority Growth Area for urban development. To date more than \$18 million has been spent on the protection of high conservation bushland within the Cumberland Plain.

The Department will work with infrastructure agencies and stakeholders to refine the key infrastructure items that could be partly funded by the SIC and the estimated cost and timing for delivery of this infrastructure. The infrastructure list and SIC rate will be publicly exhibited prior to being established.

Local Infrastructure upgrades

A number of required upgrades to local infrastructure includes local road upgrades, local drainage infrastructure, social infrastructure and new open space. The Department will work with councils to prepare Section 94 plans for those areas that are not yet developed.

The Local Infrastructure Growth Scheme also assists councils to deliver essential local infrastructure such as local roads, stormwater facilities and open space in housing growth areas when costs exceed the current cap on developer contributions. To date \$184.9 million of funding from the Local Infrastructure

Growth Scheme has been provided to councils to help keep housing affordable and to fund local infrastructure plans.

Additionally, councils are eligible for funding from the NSW Government after their local development contributions plan has been reviewed by the Independent Pricing and Regulatory Tribunal, its recommendations are reported to the Minister for Planning, and the council adopts the contributions plan in accordance with the Minister's requirements.

As the North West Priority Growth Area is experiencing greater residential densities than initially anticipated, it may be necessary to model the resulting increased developer contributions that councils can expect to receive. The Department will work with councils to plan for ways in which additional contributions can best be allocated to ensure that the future communities of the North West Priority Growth Area have access to local open space, transport and community facilities.

9.1.7 Housing Acceleration Fund

The NSW Government has funded infrastructure items through the Housing Acceleration Fund, with \$475 million provided to support over 160,000 homes and 1,200 hectares of employment land. In the North West Priority Growth Area this funding support has included:

- \$54 million for trunk sewer and waste water lead-ins in Riverstone and North Kellyville Priority Precincts
- \$70 million for Stages 2 and 3 of the Schofields Road upgrade
- \$96 million for Stage 2 of Richmond Road upgrade.

The 2015-16 State Budget announced another \$400 million and the Department is working with infrastructure agencies and councils to identify projects that could be funded.

9.1.8 Monitoring

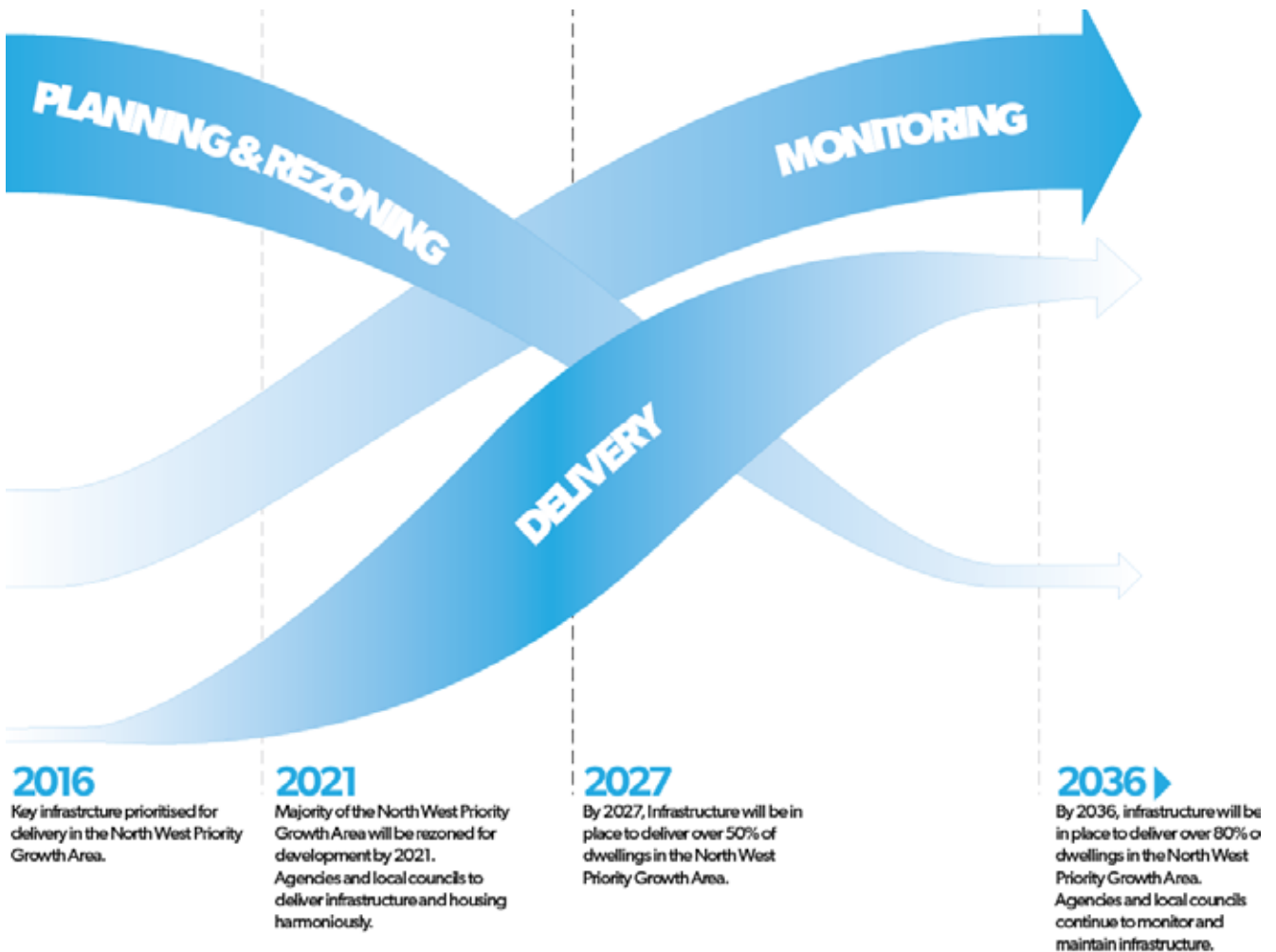
The Department will establish a monitoring system for the North West Priority Growth Area which monitors the progress of new homes quarterly. Furthermore, the planning and rezoning of remaining Precincts in the North West Priority Growth Area will continue to ensure there is a housing supply pipeline available for development. This monitoring program will provide a valuable evidence base to inform service and infrastructure delivery as the growth area develops. The program will also assist councils to monitor development within their areas.

The monitoring program for the North West will include:

- the number of new houses being rolled out
- pipeline for additional housing
- updates on the delivery of significant infrastructure proposals, such as Sydney Metro Northwest, and road improvements and utility service works
- population, household and dwelling projections
- the supply of employment lands.

These actions are depicted in **Figure 28**.

FIGURE 28: INFRASTRUCTURE AND HOUSING DELIVERY TIME LINE



- AEC Group, *Priority Growth Areas: NWGC - Housing Market Needs Analysis (2017)*
- Archaeological and Heritage Management Solutions, *Shanes Park and West Schofields Precinct: North West Growth Centre - Aboriginal and Historic Cultural Heritage Report: Gap Analysis and Future Direction (2015)*
- Cardno, *North West Growth Centre (2015), Water Management, Flood Modelling and Riparian Corridor Study Report*
- GHD, *Priority Growth Areas Open Space Audit – North West Area (2016)*
- GHD, *North West Growth Centre - Social Infrastructure Assessment (2015)*
- Jacobs, *North West Priority Growth Area: Structure Plan Review – Exhibition Draft Report – Integrated Transport + Land Use Planning (2016)*
- Mott Macdonald, *Priority Land Release Areas – Infrastructure Management Plan, North West Priority Land Release Area (2015)*
- SGS Economics & Planning, *Economic and Employment Study – Riverstone East Precinct (2014)*
- SMEC, *North West Growth Centre – Salinity Assessment (2015)*



Planning &
Environment