Local Strategy

New Strategic Direction for Baulkham Hills Shire

May 2010
The Local Strategy was adopted by Council on 10 June 2008 Minute No. 401.

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LOCAL STRATEGY

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Hills 2026 is about the future of our whole community. It represents the aspirations of the people who live, visit and work in the Hills Shire. It has been developed through a collaborative process that has involved government agencies, business, community groups and individuals. The Hills 2026 Strategic Community Direction identifies five community outcomes each supported by the Local Strategy Key Directions.

<table>
<thead>
<tr>
<th>Hills 2026 Community Outcomes</th>
<th>Local Strategy Key Directions</th>
<th>Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RL2 “Council’s finances and assets are effectively managed”</strong></td>
<td>W3 EL3</td>
<td>Effectively manage the stormwater system. Provide high quality spaces for community recreation and enjoyment.</td>
</tr>
<tr>
<td><strong>VC1 “There are places to play and be active”</strong></td>
<td>EL1 EL2</td>
<td>Protect the Shire’s environment and leisure spaces. Provide high quality spaces for community recreation and enjoyment.</td>
</tr>
<tr>
<td><strong>VC3 “I feel connected to the community”</strong></td>
<td>EL3 EL4 EL6</td>
<td>Improve the accessibility and connectivity of environment and leisure spaces. Provide for public domain spaces that encourage community interaction. Protect Aboriginal cultural heritage.</td>
</tr>
<tr>
<td><strong>VC2 “I can feel safe”</strong></td>
<td>RL1 EL4 W1</td>
<td>Plan for natural hazards. Provide for public domain spaces that encourage community interaction. Manage and plan for floodplain risk and floodplain use.</td>
</tr>
<tr>
<td><strong>BUG2 “There are a range of housing options”</strong></td>
<td>R1 R2 R4 RL1</td>
<td>Accommodate population growth. Respond to changing housing needs. Facilitate quality housing outcomes. Coordinated and effective growth.</td>
</tr>
</tbody>
</table>
| BUG 1 “I can get where I need to go” | C3  | Encourage appropriate transport infrastructure including public transport to serve, support and connect centres.  
Support the use of public transport.  
Encourage the delivery of planned infrastructure to meet the needs of community.  
Ensure adequate infrastructure.  
Improve the accessibility and connectivity of environment and leisure spaces. | Integrated Transport Direction  
Masterplanned Railway Station Precincts  
Traffic modelling  
Tracks and Trails Strategy |
| T1 | RL5  | **T1**  
**T2**  
**RL5**  
**EL3** |
| **RL4** |
| **MLE1 “Our Shire attracts new businesses an visitors”** | RL6  | Ensure water quality is maintained.  
Manage the Shire’s natural waterways. | BHSC Water Guide |
| **W4** |
| **MLE3 “I can work close to home”** | E2  | Plan for local job opportunities.  
Support the use of public transport.  
Encourage the delivery of planned infrastructure to meet the needs of the community. | Employment Lands Development Monitor |
| **T1** |
| **T2** |
| **MLE2 “My business can grow”** | E3  | Encourage redevelopment and utilisation of existing employment lands.  
Provide economic development opportunities. | Employment Lands Direction |
| **RL4** |
| **PE1 “Our Shire is green and pollution free”** | RL6  | Ensure water quality is maintained.  
Manage the Shire’s natural waterways. | BHSC Water Guide |
| **W4** |
| **PE2 “I can feel close to nature”** | RL7  | Ensure the ecological integrity of land is maintained.  
Ensure that development has a minimal impact on the scenic and cultural landscape of the Shire.  
Preserve rural heritage and culture.  
Manage the Shire’s natural waterways. | Biodiversity Mapping |
| **RL8** |
| **RL9** |
| **EL5** |
| **PE3 “The built environment blends with our natural beauty”** | R3  | Provide for a sustainable living environment.  
Ensure that development has minimal impact on scenic and cultural landscape of the Shire.  
Preserve rural heritage and culture. | Residential Direction |
| **RL8** |
| **RL9** |
| **W4** |
Like many parts of the State, Baulkham Hills Shire is witnessing increasing population and economic growth. The Shire is expected to grow by at least 100,000 people by the year 2031. Within this timeframe 36,000 dwellings will be built and an additional 47,000 jobs provided within the Shire.

A number of projects including the planning for the North West Metro and the development in the North West Growth Centre, will see Baulkham Hills continue to be a dynamic place which is changing and growing. Suitable management of growth is essential to the environmental, cultural, social and economic wellbeing and success of the Shire. The Local Strategy will provide a long term framework for planning and management of land use in the Baulkham Hills Shire over the next twenty five years.

BACKGROUND

The Local Strategy will be principally a landuse planning document to guide local planning and reflect the five key themes of ‘Hills 2026 Community Strategic Direction: Looking Towards the Future’:

- Resilient Local Leadership;
- Vibrant communities;
- Balanced Urban Growth;
- Protected Environment; and
- Modern Local Economy.

A Brief History of Development

A large part of the Baulkham Hills Shire Council area occupies the Dharug country. The Dharug Aborigines settled in the Shire since 40,000 BC until the early 1800’s making use of both the rich diversity of the Hawkesbury River food supplies and the land, animals and plants of the adjacent valleys and hills. There remains archaeological evidence of Aboriginal occupation throughout the Shire today. This evidence provides insight into the unique and complex nature of the Dharug people’s relationship to the land as maintained through the mythologies of ‘the Dreaming’, whereby all parts of the local landscape had cultural significance and meaning.

The Dharug’s practices of hunting, making tools and weapons and ceremonies were based on an intricate knowledge of, and relationship to, local land and ecology. This knowledge and practices have been handed down over time via culture protocol involving kinship, story, song, art and language.

It is believed that Governor Phillip and a support party were the first white visitors to the Hills District in 1788, four months after European settlement. Their aim was to find new country for settlement and farming to feed the struggling Sydney colony. Council’s Heritage Park is now located on the site of the original Castle Hill Government Farm of 1801 and the area is recognised as having national heritage significance.

The 1800’s saw the first European battle fought on Australian soil near Rouse Hill in 1804 known as the Battle of Vinegar Hill. In recognition of this historic event, Council has named the new library at Rouse Hill the ‘Vinegar Hill Memorial Library’.

![Artist Impression of the Battle at Vinegar Hill](image)

![Bella Vista Farm Park](image)
The settlement of the Shire followed its two main road systems, the road to Windsor, and the road to Wisemans Ferry. Many of these roads were constructed by convict labour with some based on Aboriginal trails used for trade and visiting ceremonies. The Great North Road (which today generally follows the line of Old Northern Road to Wisemans Ferry) to Newcastle remains one of the most impressive engineering feats of Australia’s convict era.

The Shire continued to grow with the establishment of Bella Vista Farm, the largest orchard in NSW, which occurred during the late 1800s along with telephone service, schools and the Castle Hill District Show.

No heavy industries were developed in the Baulkham Hills Shire, however the extraction of raw materials and manufacturing plants has played a significant part in the Shire’s history and development. The plant at Darling Mills founded in 1825 as a steam powered flour mill catered for local farmer’s wheat crop. The mill diversified over the years into the making of linseed oil, tanning, candle making and a tweed factory. The primary extractive industry in the Hills area was timber. Cedar along the Hawkesbury was a valuable commodity and was used in the construction of numerous homes in the region. Today, a number of sand mines operate in the northern parts of the Shire.

The 1900s saw continued growth from a population of 3,500 in 1911 to over 120,000 by the end of the century. In 1904 Baulkham Hills Shire Council was formed via the Local Government Act, and the tram line extended from Parramatta to Castle Hill. Poultry and egg production replaced citrus and stone fruits as the main industry in the Shire. During 1960-1990 rapid population growth occurred, attracted by residential subdivision. Castle Hill industrial zone and the Castle Towers Shopping Centre were established.

Growth and development has continued to be a major feature of the area, with the development of the state of the art Castle Hill Library and Community Centre, and the opening of Rouse Hill centre. The Local Strategy acknowledges the important history of growth and development in the Shire and will seek to provide a proactive planning framework for its future growth and development.
Over the past decade, Baulkham Hills Shire has been undergoing rapid growth at a rate greater than many other Sydney metropolitan local government areas. This rate of growth will continue with further releases of urban land and increasing infill development.

Not only is it reasonable to expect that this growth will impact on the demographic profile of the Shire, but the transformation of many physical environments will influence the character, experience and identity of the Shire.

What are the trends?

Our population is getting older, placing importance on planning accessible environments focused on connected transport routes, footpaths, and community facilities and services that are age friendly.

We are involved in our community. Analysis of the extent of voluntary work performed by the population in Baulkham Hills Shire compared to the Sydney Statistical Division shows that there was a larger proportion of persons who volunteered for an organisation or group. Overall, 19.5% of the population reported performing voluntary work, compared with 14.8% for the Sydney Statistical Division.

Migration patterns for residents already living within the Baulkham Hills Shire Council and relocating within the same LGA is currently 10.3%. The majority of inward migration comes from the neighbouring LGA’s of Blacktown and Parramatta.
What are the key challenges?

Health and wellbeing – improvements to built environment such as locating employment near homes, and improving transport options promote improved health and social capital outcomes for communities.

Infrastructure for transport require improvements to public transport options, the promotion of active transport opportunities such as walking and cycling, as well as the provision of footpaths for walkable liveable neighbourhoods.

Consideration of our impact on the environment including carbon footprints. It is important to plan a living environment that is not dependent on high car ownership.

Planning public spaces for people. Public spaces an accessible, all ages friendly environment with a range of options that balances the civic and retail aspects of centres with the recreation.

Creating attractive usable public spaces through design and community identity projects. Locations of community facilities need to incorporated in overall neighbourhood design, in order to cater for the needs of all the community and encourage community mix.

Facilitating a learning community. Access to information technology and supporting infrastructure is important in ensuring an informed, technologically literate community that can participate in democratic processes and community life.

SNAPSHOT OF THE SHIRE

165,931 people live in the Shire

The most dense area of the Shire is Carlingford with 23.2 persons per hectare

The least dense area is Rural North with 0.2 persons per hectare

26.5% of population is under 17 years of age

14.4% of population 60 + years of age

69.6% of families in the Shire are parents with children

52,118 people work

There are 54,369 dwellings in the Shire

25.5% of residents moved to the Shire in the last five years.

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006
INTRODUCTION

LOCAL STRATEGY

What is the Local Strategy?

The Local Strategy is the principal document for communicating the future planning of the Shire. It provides detail on the longer term planning for the Shire, which ultimately involves all sections of Council in order to guide future decision making. It is not intended to be a binding document but will have the endorsement of Council in order to provide certainty and a statement of direction for the community. Whilst predominately a planning document, the Local Strategy does not have any statutory weight.

The Local Strategy will include objectives of longer term planning projects of the State government such as the North West Growth Centre as well as responding to, and planning for, local needs such as employment, housing and transport.

The Local Strategy will provide a strong statement for the future planning of the Shire, identifying key directions, objectives, and work to be done. The Local Strategy is for use by all stakeholders including Council, residents, land owners, community groups, developers, government departments, and consultants.

Why have a Local Strategy?

There is currently no clear statement of the overall strategic land use management and planning objectives for the Shire, upon which to make planning decisions and drive future land use planning in the Shire.

Development is shaped by State Government policy, the Local Environmental Plan (LEP), and Development Control Plan (DCP). While these documents are effective in their statutory role, they are technical documents and are limited to reactive land use planning for the present. The Local Strategy represents a new way to articulate the future direction of the Shire in terms of planning and management of future growth.

Reforms to the NSW planning system requires each council to prepare a new principal LEP based on a State wide Standard LEP Instrument. Formulation of Council’s new LEP 2010 is also required to take into account the Metropolitan Strategy, the North West Subregional Strategy and local strategic planning. A principal role of the Local Strategy will be to identify projects and influences outside of Council's jurisdiction but which directly affect the planning of the Shire. This includes major infrastructure projects and targets outlined by the State Government.

Supporting Growing Communities

Community development and landuse planning have complementary roles in ensuring sustainable community places are created utilising the following tools:

Social Impact: is a means of measuring community wellbeing. It is concerned with facilitating and maintaining socially vibrant communities.

Social Capital: the level to which social networks, relationships and processes within a community support individuals to exercise their capabilities. For example growth in volunteering and sports clubs.

Community Service Strategies: ensure that community services provided by all levels of government, and non government organisations (NGO).

Capacity Building: means to develop the ability and resources of organisations and communities to manage change and achieve their desired goals.

Community Engagement Strategies: ensure the ongoing relationship between the community, local government and business in the development of priorities and preferred character of places, infrastructure and services.

Place-making: encompasses sustainable urban design and planning which focuses on access, distinct places, and community ownership and identity.
The NSW State Plan ‘A New Direction for NSW’ was launched by the Premier on 14 November 2006 with the overall purpose being to deliver better results for the NSW community from government services. The State Plan identifies 34 priorities under five broad areas of activity and sets targets, actions and new directions for each priority area.

The Metropolitan Strategy ‘City of Cities A Plan for Sydney’s Future’ and the North West Subregional Strategy were released by the Department of Planning in December 2005 and December 2007, respectively. These documents outline the broad vision for the future planning of Sydney and the North West subregion to 2031.

The Local Strategy is the key document articulating Council’s response to the strategies and actions identified in the above plans, including those strategies and actions identified as the specific responsibility of local government.

Within the local context the ‘Hills 2026 Community Strategic Direction: Looking Toward the Future’ has been a creative process that has given a voice to the needs and aspirations of our community, so that together we can decide how to move forward.

The Local Strategy will be the main document to implement the themes and outcomes of the Hills 2026 Community Strategic Direction, within the context of land use planning in the Shire. The relationship of the Local Strategy to other plans is shown in Figure 1 below:

The development of a Local Strategy to respond to these key projects is timely. The Local Strategy is anticipated to be a fluid document, which will require revision and updating to reflect and capture the direction and information of many projects that are developed and finalised over the next few years.

Figure 1 Context of the Local Strategy
METHODOLOGY
LOCAL STRATEGY

The Local Strategy has been developed based on existing planning information, data, studies, and the current planning framework. The Local Strategy Discussion Paper summarised some of this information and was used as a starting point.

A suite of strategy work has been undertaken in conjunction with the development of the Local Strategy. The strategies will inform and influence the final Local Strategy, as well as inform the drafting of specific sections of the Baulkham Hills LEP and DCP. The strategy work includes the following projects:

- Residential Direction;
- Environment and Leisure Direction;
- Rural Lands Strategy; and
- Waterways Direction.

The following strategic work is still to be completed:

- Employment Lands Direction;
- Centres Direction;
- Integrated Transport Direction;
- Employment Lands Direction;
- Centres Direction;
- Integrated Transport Direction;
- Environment and Leisure Direction;
- Rural Lands Strategy; and
- Waterways Direction.

The draft Local Strategy was publicly exhibited with feedback sought from the wider community. A total of twenty six individual responses from a variety of stakeholders were received. This provided the opportunity for comments to be integrated into the document, prior to endorsement of the Local Strategy by Council. Any findings or data gathered through the strategy work that was available was also integrated into the Local Strategy at this time.

As data and remaining Strategic Directions are finalised and adopted by Council over the next year, these will be fed into the Local Strategy to test the initial findings and assumptions of the Local Strategy. Prior to finalisation of the draft LEP 2010 and DCP, it is anticipated that the Local Strategy will be formally reviewed to ensure consistency with the strategies outlined in the Metropolitan Strategy, and North West Subregional Strategy, as well as the land use provisions, zoning and development standards proposed in draft LEP 2010.
The Local Strategy has been constructed in a similar format to the Metropolitan Strategy and North West Subregional Strategy. The Local Strategy focuses on the following seven areas of key direction, in line with the suite of strategy work being undertaken:

- Employment
- Centres
- Residential
- Integrated Transport
- Rural Lands
- Environment and Leisure
- Waterways

The Directions form the basis of the key directions of this document. Each of these Directions consist of a list of ‘actions’ identifying how the key directions, objectives and strategies may be achieved. Organisations or sections of Council are identified as responsible for ensuring the action is implemented. The actions are not binding on external organisations but they communicate Council’s expectations and desired outcomes for an area. These Direction areas also correlate with the key themes described in the ‘Hills 2026’.

The Structure Plan

A Structure Plan supports the Local Strategy, as a graphic representation of Local Strategy - to capture the written text in a snapshot.

The Structure Plan illustrates how the Shire will grow and change over the next twenty five years. It shows the:

- hierarchy of current and planned centres;
- existing and planned residential areas, including the North West Growth Centre residential precincts and areas of higher density residential development;
- current and planned employment lands, including the North West Growth Centre Box Hill Industrial precinct;
- major infrastructure, including existing and planned public transport such as the North West Metro, Strategic Bus Corridors and Transport Interchanges;
- water bodies including wetlands and the Hawkesbury River; and
- national, state, regional and local parks and open space.

It also highlights areas where Council will need to undertake more detailed strategic planning in the future, in anticipation of public infrastructure improvements or potential for growth.

Effort has been made to place the Shire in the context of the surrounding region, particularly in relation to open space, transport networks and future development in adjoining LGAs. This is to encourage greater consideration of issues beyond the Shire’s boundary, such as biodiversity conservation, catchment management and transport planning.

A Governance Section outlines how the document is to be used, monitored and reviewed. The aim is to produce a ‘living document’ that will evolve over time and be updated every five years. It will evolve to better meet the needs of the community, ensure outcomes remain relevant and goals are being achieved.
The aim of the Local Strategy is:

To provide an overall strategic context for the planning and management of development and growth in the Shire to 2031.
OBJECTIVES
LOCAL STRATEGY

To ensure that the future growth and development of the Shire reflects the vision of its community, to balance urban growth, protect the environment and build vibrant communities and a strong local economy with resilient leadership as identified in Council’s ‘Hills 2026 Community Strategic Plan’.

To provide key stakeholders with a clear understanding of how the Shire will grow and develop.

To provide guidance and a strategic context for decision making for land use and planning matters.

To respond to State Government legislation, policy and plans.

To inform the drafting of the Local Environmental Plan and Development Control Plan for the Shire.

To ensure a coordinated whole of local government approach to managing our assets and achieving set targets.

To complement and guide other programs and projects of Council regarding the planning, development and management of land use within the Shire.
"provide 47,000 new jobs by 2031"

**KEY DIRECTIONS**

**E1** Facilitate sustainable economic development that promotes growth in local business and employment opportunities

**E2** Plan for local job opportunities

**E3** Encourage redevelopment and utilisation of existing employment lands.
A goal of ‘Hills 2026’ is to ensure the building of a modern local economy. Growth in employment and the planning for employment lands will be a major contributor to the growth of a modern local economy in the Shire. The community have expressed a clear desire to see meaningful business and job opportunities close to their homes.

Employment Lands include traditional industrial areas, business and technology parks. They are vital to supporting the wider economy and ability to service the city of Sydney, and incorporate light industries, heavy industry, manufacturing, urban services, warehousing and logistics and high-tech based activities.

The employment capacity target set by the North West Subregional Strategy for Baulkham Hills Shire is to provide 47,000 new jobs by 2031. This Section sets the broad directions for growth in employment. It identifies key directions and objectives to support this growth and respond to the metropolitan planning context.

Employment Lands and Communities

The location of global businesses in the Shire has contributed to the wealth of the area and integrated well with new and established communities. This has provided incentive and high benchmarks for social, cultural and heritage programs and facilities to aspire to, creating valuable momentum.

Much of the Shire’s positive attributes which attract new residents to the area include the small scale and strong sense of community in neighbourhoods. Established communities have a long history within the Shire and are characterised by a strong history of family-owned small and medium sized businesses. This has contributed to the sense of cohesion and community involvement that has to date been a highly valued attribute of the Shire.
EMPLEYMENT LANDS

BACKGROUND

Baulkham Hills has experienced sustained urban growth over the past 30 years. The development of major employment lands such as Norwest Business Park and Castle Hill Industrial Area has recognised the need to balance population growth with local employment opportunities. Many successful national and international companies have chosen Baulkham Hills Shire as their place of business including Woolworths, ResMed and IBM. Major shopping precincts are located in Castle Hill, Baulkham Hills, and Winston Hills. The Shire also retains a strong presence in the nursery, cut flower and seed producing industries, an important legacy of the Shire’s rural past.

With further residential development planned over the next 30 years, both as infill development and in new release areas, there is a need to review and plan for employment within the Shire, and a desire to establish a leading economy in the region.

Metropolitan Strategy

By 2031 there are projected to be an additional 500,000 jobs in Sydney, providing a total of 2.5 million jobs. The goal of the New South Wales Metropolitan Strategy is for 1,100,000 of these jobs to be accommodated in the Sydney CBD, Regional Cities, Major Centres such as Castle Hill and Specialised Centres such as Norwest. A further 825,000 jobs are to be accommodated in other locations such as town centres, villages, and through home based employment, while Sydney’s Employment Lands will accommodate a further 575,000 jobs. Of these 2.5 million jobs, approximately 900,000 jobs (35.7%) are to be located in Western Sydney.

The southern portion of the Shire from Castle Hill to Norwest forms part of Sydney’s overall ‘global economic corridor’ identified in the Metropolitan Strategy. This corridor covers high valued rail, road, health and other public investments, high amenity areas and high valued land. The corridor is essential for continued growth in the economy and requiring therefore, the need to plan strategically for a long term vision of the corridor, including maintenance and growth of business uses.

The Metropolitan Strategy requires local government to play a role in increasing innovation and skills development within the community by reviewing local activity, industry and economic strengths, as well as the utilisation and development of community assets which can facilitate improved learning and knowledge exchange.

Local government can also influence the integration of employment and housing markets by ensuring that the Baulkham Hills LEP zones for a mix of housing types across the Shire to ensure diversity in the supply of local labour.
NORTH WEST SUBREGIONAL STRATEGY

Strong employment growth is forecast for the North West subregion, including strategic centres such as Penrith and the Norwest Specialised Centre. Jobs in retailing, community, education, construction, personal and leisure services will follow population to outer, growing parts of the city.

The employment capacity target for the North West Subregion is for 130,000 additional jobs by 2031. Within this target an employment capacity target of 47,000 additional jobs has been identified for Baulkham Hills, not including those jobs generated within the North West Growth Centre. The employment capacity target is further broken down to a centre basis as shown in Figure 3.

<table>
<thead>
<tr>
<th>Centre</th>
<th>No. Additional Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialised Centre</td>
<td>25,000</td>
</tr>
<tr>
<td>Norwest</td>
<td></td>
</tr>
<tr>
<td>Major Centre</td>
<td>3,000</td>
</tr>
<tr>
<td>Castle Hill</td>
<td></td>
</tr>
<tr>
<td>Planned Major Centre</td>
<td>9,000</td>
</tr>
<tr>
<td>Rouse Hill</td>
<td></td>
</tr>
<tr>
<td>Within the LGA</td>
<td>10,000</td>
</tr>
<tr>
<td>Total</td>
<td>47,000</td>
</tr>
</tbody>
</table>

The North West Subregional Strategy requires council to prepare principal LEPs which provide sufficient zoned and service commercial and employment lands to meet the employment capacity target (NWA1.1.2). The development of the Employment Lands Direction which will inform the drafting of LEP 2010 identifying any additional land to zoned in the short term.

The need to consider older industrial areas and review planning controls to provide intensification of employment lands, as well as manage the interface between residential and employment areas, was also identified by the North West Subregional Strategy as a action for councils (NWA1.9). Another specific action for councils was the investigation of ways to ensure sufficiently zoned land to enable the provision of comparatively low cost premises for start-up businesses (NWA3.3.1). Anecdotal evidence suggests that this is also a need specific to the development of a robust local economy in the Shire.
EMPLOYMENT LANDS
CONTEXT

ACTION PLAN FOR SYDNEY’S EMPLOYMENT LANDS

An ‘Action Plan for Sydney’s Employment Lands’ was produced by the State Government in March 2007 as a direction for employment growth in the Sydney Metropolitan Region. It stemmed from the need for a strategic direction of employment land in Sydney facing pressure for rezoning for other uses, particularly residential development. Industrial areas, known for non-centre urban services, business and technology parks, containing research, manufacturing, distribution and office activities fall under the ‘Employment Lands’ classification.

The Action Plan identified a number of key areas of activity including the establishment of an Employment Lands Development Program (ELDP) to maintain the balance between demand and supply of employment land. This action was also reflected in the North West Subregional Strategy (NWA1.7.1). The Action Plan also classified land into Category 1: Land to be retained for industrial purposes, Category 2: Land with potential to allow for a wider range of employment uses and Category 3: Land that could be investigated for alternative uses.

ECONOMIC DEVELOPMENT PLAN

The Baulkham Hills Economic Development Plan supports the local business community and is an expression of where we want to be as a Shire in terms of our economic development. In this regard, ‘sustainable economic development’ is facilitated through promoting growth in local business, technology, education, tourism and employment opportunities and expanding the profile of the Shire.

The Plan documents the vision’s objectives and milestones, the agreed strategies and strategic actions, and the indicators used to determine progress towards the achievement of this collective aspiration. The vision is to facilitate sustainable economic development that promotes growth in:

- local business and industry;
- technology uptake and usage;
- educated and skilled employees;
- tourism visitors and expenditure; and
- local employment opportunities for residents.

The Economic Development Plan and the Employment Lands Direction will need to correspond, correlate and support the delivery of meaningful business and jobs close to home.

<table>
<thead>
<tr>
<th>Business Park</th>
<th>Hectares</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norwest Business Park</td>
<td>163.95</td>
<td>Specialised Business Park</td>
</tr>
<tr>
<td>Balmoral Road Release Area</td>
<td>16.66</td>
<td>Business Park / Light Industry</td>
</tr>
<tr>
<td>Total Business Park</td>
<td>180.60</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Light Industry</strong></td>
</tr>
<tr>
<td>Castle Hill</td>
<td>135.74</td>
<td>Light Industry / Bulky Goods Retail</td>
</tr>
<tr>
<td>Annangrove</td>
<td>119.54</td>
<td>Light Industry</td>
</tr>
<tr>
<td>North Rocks</td>
<td>47.19</td>
<td>Light Industry / Warehousing</td>
</tr>
<tr>
<td>Northmead</td>
<td>5.1</td>
<td>Light Industry / Bulky Goods Retail</td>
</tr>
<tr>
<td>Winston Hills</td>
<td>14.68</td>
<td>Light Manufacturing / Light Industry</td>
</tr>
<tr>
<td>Total Light Industry</td>
<td>327.17</td>
<td></td>
</tr>
<tr>
<td><strong>Total Employment Land</strong></td>
<td>503.86</td>
<td></td>
</tr>
</tbody>
</table>

**Figure 4 Existing Employment Land**
EXISTING EMPLOYMENT LANDS

There is just over 500 hectares of employment land that exists in the Shire with an additional 147 hectares planned in the Box Hill Industrial Precinct. This includes light industrial zoned land and business park land.

Norwest

Norwest is identified as a Specialised Centre in the Metropolitan Strategy, North West Subregional Strategy and Council’s Centre Hierarchy. Planning for this centre will principally come under the Centres section of the Local Strategy, however it is important to include the employment capacity in the overall employment capacity target for the Shire.

The centre contains 163 hectares of zoned employment land. The job capacity target set by the North West Subregional Strategy is for 30,000 jobs by 2031. The Business Park is attractive to both large and small corporations because it provides an opportunity for business to locate to a new development with generally larger floorplates, new fit outs and amenities. In the next 20 years the business park will reach capacity.

A new private hospital is planned in the Norbrik precinct, providing over 400 direct jobs. It is reasonable to expect that a cluster of medical and support businesses and industries are likely to locate in this precinct in the future.

Following this it will be important to establish strong strategic direction and timely implementation to accommodate future development and response to trends. Land surrounding the Norwest Railway Station planned as part of the North West Metro (Stage 2) has the potential to allow for a wider range of employment uses. The capability to extend and intensify employment land within this precinct may provide opportunities for additional employment land if needed.

Balmoral Road Release Area

Located alongside the Old Windsor Road spine, the Balmoral Road Release Area contains approximately 17.5 hectares of vacant employment zoned land. Employment capacity is likely to be in the vicinity of 4,000 jobs based on a mix of commercial and light industrial uses to be developed over the next 25 years. The likely take up of development will occur within the second half of this period, based on construction and operation of the North West Metro by 2017, the completion of the adjacent Norwest Business Park and establishment of residential development within the Balmoral Road Release Area which will also influence the take up of development.

Land currently zoned Special Uses Railway Corridor has been nominated by the State government as a construction site for construction works on the North West Metro. Once the railway is constructed, opportunity exists for this 16.5 hectares of land located on the corner of Balmoral and Old Windsor Roads, to be established as employment land.

Planning around the Kellyville Station to include some future employment within the centre, will enable focused commercial and light industrial development.
EMPLOYMENT LANDS

EXISTING

Castle Hill Industrial Area

Castle Hill Industrial Area encompasses 135 hectares of light industrial zoned land accommodating factory units, motor vehicle sales, motor vehicle repair, small scale manufacturing, bulky goods retailing, and warehousing. The area is an established, well functioning site well connected to the regional road network.

The emergence of high quality homemaker centres providing retail floor space for bulky goods and building supplies catering for the home renovation and development markets, is changing the nature of this industrial area. This landuse incorporates approximately 60,000m² of retail floorspace, which is substantially more than any of the Shire’s town centres.

Homemaker Centre Castle Hill Industrial Area

Another trend is the diversity of uses, other than light industrial or manufacturing uses being undertaken in factory units. The area provides an urban support function containing indoor recreation facilities (tenpin bowling, gymnasiums) hotels and motels, and motor registry.

The area will be serviced by an underground railway station at the Hills Centre, with the construction of the North West Metro. Stage 1 of the project will terminate at the Hills Centre Station in 2015. The Hills Station site is also planned to be a major construction site, including the removal of spoil. The North West Subregional Strategy identifies this land as Category 2: Land with potential to allow for a wider range of employment uses. Masterplanning within 1 kilometre of the station should be part of the infrastructure planning for the area.

Annangrove Road Industrial Area

This industrial area comprises 120 hectares of land located on Annangrove Road, opposite the Box Hill Industrial Precinct in the North West Growth Centre. Although this land was zoned in 1991, the majority of land has not yet been taken up for development. The current development includes a mix of industries providing urban support functions such as storage centres, automotive repairs and some factory unit development.

The area has frontage to Windsor Road and Annangrove Road. Withers Road, a sub-arterial road links the precinct with the Major Centre of Rouse Hill. Land for a public transport corridor has been identified along the alignment of Withers and Mile End Roads. Extension to the North West Metro through the Box Hill Precinct to Vineyard is being investigated by the Ministry of Transport.

The area is populated with extensive vegetation including Cumberland Woodland, an endangered ecological community.

Included within the Annangrove Industrial Area is the Mile End Road Precinct which is bounded by sewerage treatment works to the west, bushland to the north and residential development to the east and south. The precinct is currently undeveloped, with the exception of one site developed for a hardware store. Future development should be planned around the constraints of the site, with a low scale and dispersed built form, and activities that do not compromise the nearby residential amenity.

Annangrove Road Industrial Area
North Rocks Industrial Area

The North Rocks Industrial Area is 46 hectares in size and was developed in the 1970s. The area is currently dominated by light industrial uses and warehousing, with some motor vehicle servicing. The area is relatively accessible to the regional road network, specifically the M2 and M7 Motorways via North Rocks Road. The local bus network provides public transport. There are a number of substantial landholdings in excess of 0.8ha which could be further subdivided. Some of the building stock is generally ageing making the redevelopment of the area viable in the future.

Winston Hills

This small 14 hectare industrial precinct is bounded by Gibbon Road and the M2 Motorway. It is situated at the periphery of the Shire, but is located within close proximity of the Seven Hills Industrial area in Blacktown local government area. Industrial uses in the area include manufacturing (pharmaceuticals) and distribution (milk and dairy products).

Northmead

Located at the junction of Windsor Road, the Cumberland Highway and North Rocks Road near the Shire’s boundary, this industrial precinct is currently undergoing transition. The precinct is fragmented into two areas by James Ruse Drive, a 1.4 hectare site containing factory units and a 3.7 hectare area containing a Bunnings warehouse, storage facility and small factory unit development.

Adjoining sites have recently been rezoned from industrial to residential to provide for high density residential development. Further transition on the north side of the Cumberland Highway may be appropriate, given the existence of a village at Campbell Street, high level of accessibility and the changing character of the area.

The larger 3.7 hectare area is bisected by Darling Mills Creek. Adjoining land in Parramatta local government area is developed for bulky goods retailing, building supplies, and light industrial uses. The continuation of this area as employment land is appropriate, with investigation as to the implementation of an enterprise corridor to be considered in conjunction with Parramatta Council.
There is currently only one area of future planned employment land within Baulkham Hills, being the Box Hill Industrial Precinct.

**Box Hill Industrial Precinct**

Sydney Environmental Planning Policy (Sydney Region Growth Centres) identifies land for a proposed industrial/employment area of approximately 147 hectares located adjacent to Windsor Road in Box Hill. Box Hill Industrial is not within the first stage of the release program. Planning for this land will be undertaken by the Growth Centres Commission and will commence when the precinct is released. Possible extension of the North West Metro from Rouse Hill to Vineyard on the Richmond line could see the precinct serviced by heavy rail.

**Economic Growth Corridor**

The Structure Plan identifies a corridor of economic growth where the majority of the targeted 47,000 jobs is likely to be focused. The corridor links the major centres of Castle Hill and Rouse Hill and follows the alignments of the North West T-Way and proposed North West Metro.
Employment Lands Direction

The preparation of the Employment Lands Direction is timely. It will provide a review of existing employment lands within the Shire and provide data upon which to base future planning for the provision of local employment opportunities. The aim of the project is to examine all factors that influence the employment potential of the Shire.

This will include the identification of an appropriate local employment target in terms of the ratio of local employment opportunities to population, future land requirements and floorspace capacity targets, likely take up rates of development and develop strategies that encourage local employment opportunities. The Direction will provide guidance in answering the following questions:

- Do we have core businesses or employment groups we wish to keep and grow?
- What types of industries and business do we want to attract?
- What infrastructure do we need to do so?
- What are the best or appropriate landuses for our Shire?

The Direction will form an integral part of Council's response to the employment capacity target and strategies identified in the Metropolitan Strategy and the North West Subregional Strategy.
A key task of the Employment Lands Direction will be to develop strategies that facilitate the sustainable growth of the local economy within a landuse planning framework. Council will need to plan for sufficient zoned land, or development of existing zoned land, to achieve the North West Subregional employment capacity target of 47,000 additional jobs in employment lands by 2031.

The nature of employment and industry is shifting towards knowledge-based activities, particularly in industries such as communications, pharmaceuticals and advanced manufacturing. There is a trend towards cleaner industries that prefer to be located in business parks near suburban centres. Planning for employment lands must accommodate the landuse and locational requirements of emerging businesses and new industries.

Many small businesses operate from the homes of residents, particularly in finance, property, education, health, publishing, consulting, and knowledge-based services. These businesses are often highly efficient users of new technologies, requiring good access to telecommunications infrastructure. Home-based business is also a good ‘launching pad’ for small business. The encouragement of established small businesses within the region to relocate and expand their practice within business zones in the Shire is a desirable outcome in order to retain current skills within the LGA, thereby strengthening the local economy.

The need for local jobs within the Shire is a clear desire of residents. This requires identification of what the self-sufficiency benchmark will be and the strategies needed to achieve this, including identification of industries and local skills needed.

Any new businesses or technology parks need to make better use of public transport infrastructure and should be located on an existing or proposed major public transport route. The planning framework should support existing centres, be of high quality design, reduce environmental impacts, and build on existing concentrations and clusters of knowledge-based activities.
E3 ENCOURAGE REDEVELOPMENT AND UTILISATION OF EXISTING EMPLOYMENT LANDS

E3.1 Monitor employment lands, take up rates and re-development opportunities.

E3.2 Review planning framework and development controls to ensure appropriate redevelopment can occur.

The establishment of an Employment Lands Development Monitor will also assist Council in managing the demand and supply of employment lands, and ensure that suitable employment land is available in appropriate areas.

Older industrial areas such as North Rocks and Winston Hills may be due for renewal or redevelopment, especially as technology, manufacturing techniques and changes in the economy influence the viability of these lands. The Employment Lands Direction should ensure that the planning framework and development controls encourage appropriate redevelopment to occur.

WORK TO BE DONE

Employment Lands Direction

The Employment Lands Direction will provide a review of existing employment lands within the Shire and provide data upon which to base future planning for the provision of local employment opportunities. The aim of the project is to examine all factors that influence the employment potential of the Shire.

Timeframe: Completed end 2008

Employment Lands Development Monitor

The establishment of an Employment Lands Development Monitor will assist in providing timely and accurate information to the ELDP process to capture and monitor trends.

Timeframe: Completed mid 2009
"creating vibrant centres"

C

KEY DIRECTIONS

C1 Reinforce, promote and protect the hierarchy of centres within the Shire

C2 Ensure the concentration of large scale retail and commercial activities in the Major Centres and Town Centres

C3 Encourage appropriate transport infrastructure including public transport to serve, support, and connect centres

C4 Plan for the renewal of existing centres

C5 Support and encourage the timely development of planned centres
Vibrant communities are about active, safe and culturally rich people enjoying community life together. Our centres are to be places where services and facilities are concentrated to meet all people’s needs. These include shopping, office based employment, recreation, leisure, entertainment and cultural facilities, as well as health and community services. Feeling connected to the community can be expressed through cultural identity and place making – centres play an important civic role in expressing the shape of the community.

The convergence of major transport networks and nodes is another feature of centres. This may be a local bus stop or a major interchange between different transport modes. Centres are also becoming places to live, with many having access to high quality open space, entertainment and cultural facilities. Mixed and multi-use developments with ground floor retail or commercial uses, and high rise residential development, are likely to become a feature of future centres in the Shire.

A key action identified by the North West Subregional Strategy for Baulkham Hills Shire is to strengthen the roles of centres. This Section sets the broad directions for the future planning of the Shire’s centres. It identifies key directions and objectives to support the planning of centres and respond to the metropolitan planning context.

**Centres for Communities**

Socially sustainable cities are equitable, diverse, connected, and democratic, providing a good quality of life. Good social sustainability plans built environments with people in mind. The built environment should support the social environment by providing opportunities to connect communities, support existing networks and foster new social interactions.

Planning for people in centres is about creating useable public spaces that take into consideration the need for good access, are all ages friendly, are safe, provide for rest and recreation recognise existing cultural heritage and facilitate participation in place making activities.

Centres play in important role in any community serving as a social hub. Many different cultural groups have identified the importance of meeting places for their own community cohesion. Such places play an important role for the maintenance of socialising networks and well-being, as well as having potential to contribute to successful liveable places.

The community are seeking urban development and design that achieves a balance between civic activities, economic development and environmental management.

The hierarchy of centres will take account of the distinct social and cultural characteristics and trends by responding appropriately in areas of scale, design and utility.
BACKGROUND

The growth of the Shire over the past 100 years has resulted in a strong and distinguishable hierarchy of retail and commercial centres. Within this hierarchy Castle Hill evolved as the main centre in the Shire, providing major retailing, commercial floorspace, services and a civic and cultural function.

A network of smaller centres also developed in conjunction with the urban development of different parts of the Shire over time. More recently Rouse Hill has emerged as a new major centre servicing the North West region of Sydney. Commercial floorspace is concentrated in office accommodation in Castle Hill, Baulkham Hills, West Pennant Hills (IBM site), a small portion in Carlingford, and a substantial amount of office and high-tech industrial accommodation in Norwest Business Park.

Hill 2026 provides a strong voice of the community’s desired future for the Shire. Feeling safe, connected and having services, facilities and places to be active are fundamental. The strengthening and development of the Shire’s centres to incorporate these aspects and respond to specific issues regarding the long term planning and management of the Shire’s centres is important.

METROPOLITAN STRATEGY

The Metropolitan Strategy is based on a centres hierarchy approach. The Metropolitan Strategy distinguishes the different types of centres, in particular those with a strategic or specialised economic role. Smaller centres are to play an important role in the functioning of high density living or suburban areas.

As well as centres, the Metropolitan Strategy identifies corridors, including a potential renewal corridor along the North West Transitway between Parramatta and Rouse Hill, and Blacktown and Castle Hill. In this regard, planning for the land around the proposed Kellyville Station will be an important project in ensuring the success of such a corridor.
NORTH WEST SUBREGIONAL STRATEGY

Strong employment growth is forecast for the North West subregion, including strategic centres such as Penrith and the Norwest Specialised Centre. Jobs in retailing, community, education, construction, personal and leisure services will follow the population to outer, growing parts of the city.

The key directions for centres identified in the North West Subregional Strategy include planning for housing growth in centres that are well serviced by public transport and compatible with the centres’ employment role. Planning for a sufficient supply of commercial office space in the strategic centres of Castle Hill, Rouse Hill and Norwest will be guided by the employment targets for these centres in Figure 5. Analysis of existing floorspace, employment trends and future commercial floorspace is required.

The Strategy also requires councils to undertake strategic planning to ensure land use plans make the most of new public transport infrastructure. This undertaking will form a core activity for Council over the coming years.

<table>
<thead>
<tr>
<th>Centre</th>
<th>2001</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Castle Hill</td>
<td>9,100</td>
<td>12,000</td>
</tr>
<tr>
<td>Rouse Hill</td>
<td>-</td>
<td>9,000</td>
</tr>
<tr>
<td>Norwest</td>
<td>4,600</td>
<td>30,000</td>
</tr>
</tbody>
</table>

Figure 5 Employment Targets for Centres
The Shire consists of a variety of centres. The Centres Hierarchy shown in Figure 6 develops and builds on the existing hierarchy of centres which was identified in the Retail and Commercial Centre Study adopted by Council in 1997.

Future development should reinforce, protect, and support the hierarchy of centres and respond to specific issues regarding the long term planning and management of the Shire’s centres. There are a number of centres within new release areas that are yet to be developed. The development of these centres in accordance with the centre hierarchy will further reinforce the retail structure and ensure residents have adequate access to services and facilities. It will also ensure that employment and business opportunities are fostered.

The reinforcement of centres through planning and development will assist in achieving vibrant communities, places which are active, safe and culturally rich to allow people to enjoy community life and identity.

<table>
<thead>
<tr>
<th>Specialised Centre</th>
<th>Norwest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Centre</td>
<td>Castle Hill</td>
</tr>
<tr>
<td></td>
<td>Rouse Hill</td>
</tr>
<tr>
<td>Town Centre</td>
<td>Baulkham Hills</td>
</tr>
<tr>
<td></td>
<td>Box Hill</td>
</tr>
<tr>
<td></td>
<td>Carlingford</td>
</tr>
<tr>
<td></td>
<td>North Rocks</td>
</tr>
<tr>
<td>Potential</td>
<td>North Kellyville</td>
</tr>
<tr>
<td></td>
<td>Round Corner</td>
</tr>
<tr>
<td></td>
<td>Wrights Road</td>
</tr>
<tr>
<td>Village</td>
<td>Beaumont Hills</td>
</tr>
<tr>
<td></td>
<td>Campbell Street, Northmead</td>
</tr>
<tr>
<td></td>
<td>Coonara Avenue, West</td>
</tr>
<tr>
<td></td>
<td>Pennant Hills</td>
</tr>
<tr>
<td></td>
<td>Knightsbridge, Castle Hill</td>
</tr>
<tr>
<td></td>
<td>Mile End Road, Rouse Hill</td>
</tr>
<tr>
<td>Planned</td>
<td>Windsor Road, Kellyville</td>
</tr>
<tr>
<td>Stand Alone Centre</td>
<td>Winston Hills</td>
</tr>
<tr>
<td>Neighbourhood Centre</td>
<td>Arthur Street, Baulkham Hills</td>
</tr>
<tr>
<td></td>
<td>Balmoral Release Area</td>
</tr>
<tr>
<td></td>
<td>Bella Vista</td>
</tr>
<tr>
<td></td>
<td>Belmore Street, Oatland</td>
</tr>
<tr>
<td>Planned</td>
<td>Box Hill</td>
</tr>
<tr>
<td>Potential</td>
<td>Box Hill</td>
</tr>
<tr>
<td>Potential</td>
<td>Box Hill</td>
</tr>
<tr>
<td>Potential</td>
<td>Box Hill</td>
</tr>
<tr>
<td></td>
<td>Burnside, North Parramatta</td>
</tr>
<tr>
<td></td>
<td>Carmen Drive, Carlingford</td>
</tr>
<tr>
<td></td>
<td>Crestwood</td>
</tr>
<tr>
<td></td>
<td>Cross Street, Baulkham Hills</td>
</tr>
<tr>
<td></td>
<td>Felton Road, Carlingford</td>
</tr>
<tr>
<td></td>
<td>Glenhaven</td>
</tr>
<tr>
<td>Planned</td>
<td>Memorial Avenue</td>
</tr>
<tr>
<td>Potential</td>
<td>North Kellyville</td>
</tr>
<tr>
<td>Planned</td>
<td>Samantha Riley Drive, Kellyville</td>
</tr>
<tr>
<td></td>
<td>Ventura Road, Northmead</td>
</tr>
<tr>
<td></td>
<td>Woodstock Road, Carlingford</td>
</tr>
<tr>
<td>Rural Centre</td>
<td>Annangrove</td>
</tr>
<tr>
<td></td>
<td>Glenorie</td>
</tr>
<tr>
<td></td>
<td>Kenthurst</td>
</tr>
<tr>
<td></td>
<td>Maraylya</td>
</tr>
<tr>
<td></td>
<td>Dural</td>
</tr>
<tr>
<td></td>
<td>Wisemans Ferry</td>
</tr>
</tbody>
</table>

Figure 6 Hierarchy of Centres
The centre typology shown in Figure 7 is the criteria by which each centre type is categorised. The basis for the typology is similar to that identified in the Metropolitan Strategy and North West Subregional Strategy, however, it is extended to include features that are cognisant with the facilities and services found in the centres of the Shire.

<table>
<thead>
<tr>
<th>Features / Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Specialised Centre</strong></td>
</tr>
<tr>
<td>Landscaped Business Park</td>
</tr>
<tr>
<td>Access to major transport infrastructure, road, future rail</td>
</tr>
<tr>
<td>Large office floorplates, commercial built form</td>
</tr>
<tr>
<td>Technology based business and industry</td>
</tr>
<tr>
<td>Higher density and variety of housing</td>
</tr>
<tr>
<td>High amenity restaurants, recreation facilities, child care centres, parkland</td>
</tr>
<tr>
<td><strong>Major Centre</strong></td>
</tr>
<tr>
<td>Transport interchange</td>
</tr>
<tr>
<td>Taller commercial built form i.e.8 or more storeys</td>
</tr>
<tr>
<td>Higher order retail and destination shopping</td>
</tr>
<tr>
<td>Higher density and variety of housing i.e. seniors living, affordable housing</td>
</tr>
<tr>
<td>Community services and facilities including Police Station, Government offices, Council Chambers, major library</td>
</tr>
<tr>
<td>Strong pedestrian activity day and night</td>
</tr>
<tr>
<td>Entertainment including restaurants, cinemas, theatres</td>
</tr>
<tr>
<td><strong>Town Centre</strong></td>
</tr>
<tr>
<td>Local transport node</td>
</tr>
<tr>
<td>Local scale built form with civic amenity</td>
</tr>
<tr>
<td>Retail meets weekly shopping needs</td>
</tr>
<tr>
<td>Medium and higher density housing including seniors living, affordable housing</td>
</tr>
<tr>
<td>Services and facilities include Council library branch, banks, post office, private recreation (e.g. gym), community centre, Pedestrian accessible and convenient car parking</td>
</tr>
<tr>
<td>Schools, medical practitioners within vicinity of centre</td>
</tr>
<tr>
<td><strong>Village</strong></td>
</tr>
<tr>
<td>Local bus stop</td>
</tr>
<tr>
<td>Low scale built form</td>
</tr>
<tr>
<td>Retail serves local residents’ weekly shopping needs</td>
</tr>
<tr>
<td>Medium density housing such as town houses</td>
</tr>
<tr>
<td>Services and facilities may include child care centre, public open space, health care, ATM</td>
</tr>
<tr>
<td>Schools, private recreation within vicinity of centre</td>
</tr>
<tr>
<td><strong>Neighbourhood Centre</strong></td>
</tr>
<tr>
<td>Local bus stop</td>
</tr>
<tr>
<td>Low scale strip retailing</td>
</tr>
<tr>
<td>Retail meets daily needs on a small scale</td>
</tr>
<tr>
<td>Low density residential development</td>
</tr>
<tr>
<td>Services include post box, public phone, public open space</td>
</tr>
<tr>
<td>Child care centre, primary school, general practitioner, community centre/facility within vicinity of centre</td>
</tr>
<tr>
<td><strong>Rural Centre</strong></td>
</tr>
<tr>
<td>Regional road</td>
</tr>
<tr>
<td>Low density rural – residential development, Services may include a public phone, service station and convenience store</td>
</tr>
<tr>
<td>Public open space within vicinity</td>
</tr>
<tr>
<td>Community centre, general practitioner, schools within vicinity of centre</td>
</tr>
</tbody>
</table>

Figure 7 Centre Typology
CENTRES
EXISTING CENTRES

SPECIALISED CENTRE

Norwest

Norwest is a 377 hectare world standard business park with 221 hectares of business sites. To date over 400 companies have relocated to Norwest Business Park, providing employment for over 17,000 people. In excess of 240,000m² of business space has been developed which equates to over $1.5 billion dollars of investment. The job capacity target set by the North West Subregional Strategy for this centre is for 30,000 jobs by 2031.

The centre will be well serviced by public transport, with the North West T-Way operating along Old Windsor Road providing rapid bus transport to Parramatta. The planned North West Metro incorporating a future station in the vicinity of the retailing precinct of the business park will also service the centre.

Located within Norwest is a shopping centre incorporating approximately 9,500m² of floor area, which includes 6,500m² of retail floor space with a full line supermarket and specialty shops. A number of restaurants, recreational facilities including swim centre and ice skating rink and a large place of worship are all focused around an artificial lake and landscaped gardens. The ‘centre within a centre’ uniquely serves the needs of employees as well as nearby residential precincts.

MAJOR CENTRES

Castle Hill

Castle Hill is the historical, civic, administrative and cultural heart of the Shire. It has 125,000m² of retail floorspace and 40,000m² of commercial floorspace. Shopping is focused within the Castle Towers Shopping Centre. Castle Towers also contains cinemas and restaurants centred around the Piazza, linking the main street with Castle Towers.

The major industries operating within the centre are retail, medical services, property and finance. Within the wider centre are two primary schools and a high school, Castle Hill police station, the Shire’s main library and community facilities and Arthur Whilling Park. Strategic bus routes to Blacktown, Hornsby and the city via the M2 serve the centre and a new bus interchange facility will be developed in the near future. A rail station is also proposed to service the centre as part of the North West Metro. The construction of the Eastern Ring Road will allow the decommissioning of a section of Old Northern Road, allowing a traditional main street to develop. This will improve public domain and pedestrian amenity and address arterial traffic flow problems in the centre.
Commercial and retail development opportunities within the proposed Castle Hill Station precinct should be pursued and carefully planned to provide appropriate and desirable development outcomes, forming well utilised and integrated public transport and residential hubs. Redevelopment of a number of key sites in the future, including Council owned land at Terminus Street will further strengthen and revitalise the centre as the major centre in Baulkham Hills Shire and assist in meeting the employment capacity targets and functions as set out in the North West Subregional Strategy.

Rouse Hill

Rouse Hill is a new major centre, planned to serve the growing north west area. Overall, the centre will include a commercial and retail area of approximately 200,000m² and 1,800 dwellings including apartments, townhouses and single dwellings. A major library and community facilities form part of the heart of the centre, together with cinemas, a learning centre and central town square.

Within the centre a primary school has been built and a high school is planned to open at the start of 2009. The works on site also include the construction of the Transitway, which runs along Windsor Road. The T-Way will include two stops at the front of the site, which are adjacent to the Southern Residential Precinct and to the centre core. The centre will also be served by the planned North West Metro where the service is currently planned to terminate.

The establishment of the Rouse Hill Railway Station by 2017 will enhance the sustainability of the centre as an employment, entertainment, community and residential precinct serving a regional area expanding as far as Windsor in the north.

The centre is supported by a number of villages and neighbourhood centres within Baulkham Hills Shire and Blacktown LGA. A pedestrian and cycleway network links the centre with the surrounding residential area.
TOWN CENTRES

Baulkham Hills

Baulkham Hills, the largest town centre in the Shire, is located at the junction of Windsor Road, Old Northern Road and Seven Hills Road. It contains approximately 27,200m² of retail floorspace, the majority of which is contained within Stockland Mall. The centre contains three supermarkets, and over 100 specialty stores, together with numerous restaurants and local services. The centre also contains a branch library, sports facilities and hotel. The centre is an important transport hub providing local bus services together with a major stop on the Strategic Bus Corridor ‘No. 5 Castle Hill to the City’ via the M2 and Strategic Bus Corridor No. 40 linking Castle Hill and Parramatta.

Carlingford

Carlingford town centre is based around Carlingford Railway Station. The centre contains a branch library, a small commercial office building, two service stations and some community facilities and Lloyds Avenue open space. A hardware warehouse, retail shops and restaurants exist along Pennant Hills Road from the corner of Post Office Road.

The majority of retail in this location is captured by Carlingford Court, a stand alone shopping centre in Hornsby Shire located to the east of the centre. Some strip retailing also exists along Pennant Hills Road in Parramatta City Council.

Planned higher density residential development in the centre that will have an impact on retail development needs to be considered. Whilst the stand alone centre in Hornsby Shire is still likely to meet the weekly shopping needs of the incoming population, the establishment of some ground floor convenience retailing as part of new residential developments is likely.

Consideration of the availability of heavy rail and potential for upgrades or expansion of Carlingford Station needs to be undertaken in future planning of the centre. The centre is also located along Strategic Bus Corridors No. 41 Parramatta to Hornsby and No. 9 Parramatta to the City via Macquarie Park, providing access to major employment in the global arc.

North Rocks

The North Rocks town centre is dominated by Westfield Shopping Centre and the Royal Institute for Deaf and Blind Children. Some strip retailing occurs to the east and west of the Westfield. The whole centre contains 3 supermarkets, a discount department store and approximately 90 specialty shops. A public primary and high school are within close proximity. Local bus services link the centre with Parramatta and Epping stations. The centre is unlikely to expand in the future, although redevelopment (whole or partial) of the Westfield Shopping Centre may occur.

Wrights Road

Wrights Road town centre is situated halfway between Castle Hill and Rouse Hill, the two major centres in the Shire. It serves the weekly shopping and service needs of the Kellyville Rouse Hill Release Area.

The centre contains two full line supermarkets, 18 specialty shops including newsagent, butcher, bakery, pharmacy and cafes. A community centre and sports facilities including two sports fields are to be developed by Council. Two private schools (primary and K-12) and two public schools (primary and
high school) are within the centre radii. Immediately adjoining the centre core is a high quality integrated housing development containing apartments, terraces, and town houses.

The centre is serviced by the local bus network feeding into the T-Way bus service to Parramatta and the city. Wrights Road is ideally placed to transition into a Town Centre, providing all the facilities, services and functions of a Town Centre. The rezoning of additional business land and future expansion of retail will also support this transition.

**Round Corner**

The Round Corner town centre, located in Dural is considered the gateway to the Shire’s rural area. It has all the services and facilities of a town centre, including two supermarkets and specialty shops but retains a ‘village feel’ due to the low scale of its built form. It also has an important function as a larger rural centre, providing supporting retail services such as saddlery and livestock supplies. The wider centre contains a child care centre, library, medical practitioners, private recreation facilities and a private school.

**North Kellyville (Planned)**

The North Kellyville precinct is a new residential area being developed by the Growth Centres Commission. The town centre planned to service the new residential area would likely include two main anchor supermarkets and specialty shops. A small amount of commercial floorspace is also anticipated both as shop fronts for real estate agents, banks etc, as well as shop top commercial space. Stand alone commercial buildings on the fringe of the centre to accommodate professional suites for businesses such as accountants and tax agents and solicitors, may also be appropriate.

**STAND ALONE SHOPPING CENTRE**

**Winston Hills**

Winston Hills Mall is a stand alone centre located at the boundary of Baulkham Hills and Parramatta LGAs. Although situated along the south side of the M2, vehicular and pedestrian links across the M2 is maintained via Langdon Road, allowing the centre to service the suburb of Baulkham Hills. It contains two supermarkets, a discount department store and 75 specialty shops. A community hall managed by Council is located within the centre. As the centre is not located on an arterial road, access via public transport is limited to local bus services. The centre is not likely to expand, redevelop or transition into a larger centre at any time in the future.

**VILLAGES**

**Campbell Street, Northmead**

This village is located off Windsor Road near the junction of Windsor Road and the Cumberland Highway. The centre is serviced by the No. 40 Strategic Bus Corridor linking Castle Hill and Parramatta. The centre includes shops serving the weekly shopping needs of the local community as well as a factory outlet shop. The surrounding area is zoned for higher density housing with a number of apartment buildings approved or at the planning stage.

**Coonara Avenue, West Pennant Hills**

This village contains a small supermarket, specialty shops, restaurants, medical practitioners and child care centre. Several town house developments are located within the centre and a major information technology business is located near the centre, providing 3,000 high-technology jobs.

**Knightsbridge**

This small village is focused around a primary school, child care centre, community centre, sports ground, park and retail with a small supermarket, specialty shops, and commercial floor space.
Mile End Road, Rouse Hill

The village has developed as fragmented developments along a 500 metre strip of Windsor Road, near the intersection with Mile End Road. The village contains 40 shops, a supermarket, services, some commercial development as well as highway support services including a service station and three fast food outlets. Within the radius of the centre is an additional stand alone supermarket development.

Challenges for the future planning and management of this centre concern improving connectivity and interrelation between different development, and its long term viability in the face of competition from the nearby major centre of Rouse Hill.

PLANNED VILLAGE

Beaumont Hills

The planned village is located in a prominent position on top of a ridge and is surrounded by medium to low density residential development. The village will include a supermarket and specialty shops. Pedestrian access in a north-south direction and the cycleway link will connect this village with surrounding residential development, open space and larger centres. A primary school, child care centre and community centre are located nearby.

Windsor Road, Kellyville

This centre is currently a neighbourhood centre containing some specialist retail, local post office, real estate agents, a primary school and service station. The current building stock, particularly on the southern side of Windsor Road, is ageing and suitable for redevelopment.

Additional business land has been zoned to allow for expansion of existing retail to serve the incoming population in the Balmoral Road Release Area to the south of the centre. Future medium density development to the south will further support the growth and development of this centre. The centre requires the development of one to two anchor supermarkets, specialty stores and development of public open space, in order to transition to a Village.

However, as the centre is bisected by Windsor Road, it is unlikely to transition into a town centre. Issues to be considered in the renewal of this centre will be vehicular access, treatment along Windsor Road and ensuring integration and linkages of the centre across Windsor Road, and to supporting residential areas.
NEIGHBOURHOOD CENTRES

There are currently 11 neighbourhood centres in the Shire with up to 8 additional centres planned as part of current and future release areas. Neighbourhood centres are the smallest scale of retail development. They are generally located at the intersection of collector roads and may be connected by local open space, pedestrian or cycleway networks.

Neighbourhood centres provide for the daily retail and convenience needs of the surrounding residential area, and may include some basic services such as a post box, medical practitioner and bus stops.

The identification of neighbourhood character can be strengthened and promoted through the development or revitalisation of vibrant neighbourhood centres. The majority of neighbourhood centres will not expand in size or transition to village, however as the building stock in a number of centres is ageing, redevelopment potential exists. In these cases, the inclusion of shop top housing, improved public domain and signage, contemporary built form, crime prevention through environmental design measures, and opportunities to expand local public transport services should be considered.

Future planned neighbourhood centres include Samantha Riley Drive and an unnamed neighbourhood centre in North Kellyville, and two neighbourhood centres in Balmoral Road Release Area. The development of these centres over time will further reinforce the centre hierarchy and ensure residents have adequate and timely access to services and facilities.
KEY DIRECTIONS

C1 REINFORCE, PROMOTE AND PROTECT THE HIERARCHY OF CENTRES WITHIN THE SHIRE

C1.1 Ensure that planning and future development reinforces the hierarchy of centres in the Shire.

C1.2 Ensure there is opportunity for new emerging retail forms.

C1.3 Encourage generation of a diverse range of employment opportunities.

Future land use planning and development assessment is to reflect the identified hierarchy of centres. This is particularly critical when determining the amount of floorspace, extent and type of retailing and built form of development.

A strong trend, particularly within the Shire, is the development of large-scale bulky good retailing outside of identified centres, in particular within light industrial areas. The handling and display of large goods requires a large physical area which is often more cost effective outside of business zones. This trend has the potential to compromise the centre hierarchy and result in increasing private transport trips away from public transport routes.

Centres are to be a major source of employment within the Shire. A variety of retail and commercial floorspace within centres will ensure that the employment capacity targets identified in the North West Subregional Strategy can be met, and will ensure a vibrant thriving local economy which provides jobs close to homes.

C2 ENSURE THE CONCENTRATION OF LARGE SCALE RETAIL AND COMMERCIAL ACTIVITIES IN THE MAJOR CENTRES AND TOWN CENTRES

C2.1 Encourage appropriate growth and development of Major Centres and Town Centres.

The development of higher order retailing or destination shopping is most appropriate in major centres and town centres. These centres have adequate transport infrastructure, car parking, traffic management, support services and civic amenity. Locating large scale retail and commercial activities in these centres will mean that they are accessible, generate greater use of public transport and provide more equitable access to employment.

C3 ENCOURAGE APPROPRIATE TRANSPORT INFRASTRUCTURE INCLUDING PUBLIC TRANSPORT TO SERVE, SUPPORT, AND CONNECT CENTRES

C3.1 Encourage a reduction of reliance on private vehicles and encourage travel by public transport, walking and cycling to and from centres.

C3.2 Encourage the provision of appropriate transport infrastructure including public transport, to serve, support and connect existing and planned centres.

The development of cycleway and pedestrian networks between centres will encourage the reduction in the use of private transport. Efficient and reliable public transport focused in centres will also ensure that a choice of transport is available, particularly in commuting and accessing employment.
C4 PLAN FOR THE RENEWAL OF EXISTING CENTRES

C4.1 Develop design principles to guide the redevelopment of existing centres.

C4.2 Identify, monitor and plan for centres which may have the potential for renewal.

The Centres Direction should establish design principles to guide the redevelopment of existing centres to ensure that a physical design that is conducive to the needs of the community is achieved. The social and environmental impact of centres also needs to be considered.

The Department of Planning has proposed to prepare centre design guidelines to assist local government in strategies to revitalise activities in local retail centres and strips. Development of specific place management strategies for certain centres, including opportunities to develop new community facilities and open space if required, or upgrade the public domain.

The Centres Direction will identify and target key locations for improvements and review contribution plans to facilitate implementation. Initiatives to be investigated also include strengthening relationships with the Chamber of Commerce and local businesses for targeted upgrade projects.

C5 SUPPORT AND ENCOURAGE THE TIMELY DEVELOPMENT OF PLANNED CENTRES

C5.1 Ensure the planning framework allows the timely development of planned centres.

C5.2 Develop a Civic Design Manual to guide the development of planned centres.

C5.3 Consider the use of proactive measures to ensure the development of planned centres.

Different factors such as economic conditions in retail trends can influence the timely development of new retail centres. Planned villages and neighbourhood centres are particularly vulnerable to these factors. Zoning land may not be enough incentive to ensure that appropriate retail facilities are available to serve the needs of an incoming population.

The presence of an appropriate statutory planning framework including development controls and design principles are crucial in establishing the overall vision for a centre and its feasibility. Other strategies such as the development of community facilities by Council within a planned centre may provide a catalyst and impetus for retail development.

WORK TO BE DONE

Centres Direction

As Council’s Retail and Commercial Centres Study was adopted in 1997, it is timely to review the planning of the Shire’s Centres. There is a need to develop a clear strategic planning direction for commercial and retail development in the Shire, including the encouragement of mixed-use and multi-functional development in centres, and provision of a sound basis for formulation of Council’s new template LEP. The preparation of the Centres Direction will include an analysis of all centres in terms of retail and commercial floor space demand and function. Further clarification of the hierarchy and typology may be appropriate at this time.

Timeframe: Completed end 2008

Terminus Street Precinct

The Terminus Street Precinct represents a key component in the development of Castle Hill as a major centre providing an opportunity for redevelopment that contributes to public space, public facilities, improved built form and sustainable growth to cement Castle Hill as a Major Centre within the wider Metropolitan Strategy framework.
"provide an additional 36,000 dwellings by 2031"

KEY DIRECTIONS

R1 Accommodate population growth
R2 Respond to changing housing needs
R3 Provide a sustainable living environment
R4 Facilitate quality housing outcomes
When planning for the Shire’s housing needs there is a need to balance urban development with environmental, accessibility and social objectives. A key theme of Hills 2026 is balanced urban growth that achieves an attractive built environment reflecting the garden image of the Shire.

The dwelling target set by the North West Subregional Strategy for Baulkham Hills Shire is to provide an additional 36,000 dwellings by 2031. This Section sets the broad directions for the delivery of the dwelling target and planning for housing needs. It identifies key directions and objectives to support residential growth and respond to the metropolitan planning context.

Residential Development for Communities

Our community, and therefore our housing needs are diverse. There is a need to continue to broaden the housing options for people with a disability and older people, maximising their opportunities for independence. There is also a need to cater to the diversity and change in Australian families. The increase in diversity impacts housing options as there is a shift on attitudes towards extended families and also the informal carers that are now recognised as having significant contribution to the functioning of the family unit.

Analysis of the family types in Baulkham Hills Shire in 2006 compared to the Sydney Statistical Division shows that there was a larger proportion of couple families with child(ren) but a smaller proportion of one-parent families. Overall, 59.7% of total families were couple families with child(ren), and 9.9% were one-parent families, compared with 49.3% and 15.6% respectively for the Sydney Statistical Division.

The numerous interest rate rises have also highlighted an increasing concern that many families are beginning to experience housing stress. Requests for financial assistance have increased recently. This phenomenon is masked by the perception of affluence.

Continued increases in property prices are also limiting choice for those wishing to remain in the Baulkham Hills area such as key service workers, young people and separating families.
RESIDENTIAL CONTEXT

BACKGROUND

The Shire has experienced sustained urban growth since the 1960s starting with development in Carlingford, Baulkham Hills and Northmead. This was followed by development in Castle Hill during the 1970s, Glenhaven and Crestwood in the early 1980s, West Pennant Hills from the mid 1980s and Kings Road and Bingara Crescent areas during the late 1980s and early 1990s.

Since the mid 1990s development of the Rouse Hill Development Area has occurred with higher density development in Rouse Hill centre and Norwest still to be completed. Once complete this release area will accommodate about 45,000 people. The Balmoral Road Release Area is expected to accommodate about 6,000 dwellings and 13,000 people by 2021.

Future residential releases are planned for North Kellyville and Box Hill as part of the implementation of the North West Growth Centre. North Kellyville is a first release precinct and will provide about 4,500 dwellings by 2024. Box Hill is not in the first stage release, however it is ultimately expected to provide about 10,000 dwellings.
METROPOLITAN STRATEGY

Sydney’s population is expected to grow by about 1.1 million people to a total of 5.3 million people, resulting in a need for an additional 640,000 new dwellings by 2031. In order to ensure an adequate supply of land and sites for residential development, the Metropolitan Strategy seeks to provide 30-40% of new housing in land release areas and 60-70% of new housing in existing urban areas.

The Metropolitan Strategy identified a target of 140,000 new dwellings to be accommodated within the North West Subregion by 2031, 50,000 new dwellings in existing urban areas, 60,000 new dwellings in the North West Growth Centre and 33,300 new dwellings in other release areas such as Balmoral Road. This is consistent with the NSW Government State Plan which strives for provision of jobs closer to home and improved housing affordability.

NORTH WEST SUBREGIONAL STRATEGY

The North West Subregional Strategy sets a target for Baulkham Hills Shire to contribute an additional 36,000 dwellings by 2031. Of this target, 14,500 dwellings are identified for the North West Growth Centre and 21,500 dwellings are to be provided within the existing urban areas and release areas.

Other than ensuring that councils plan for sufficient zoned land to accommodate their housing targets and work with the State Government to review targets and facilitate development, the North West Subregional Strategy also provides strategies and actions relevant to residential development in Baulkham Hills Shire.

The significant interrelation of housing with other areas of landuse planning means that the housing strategies outlined in the North West Subregional Strategy will have direct correlation with the other Directions being prepared such as the Employment Lands, Integrated Transport, and Environment and Leisure Direction.
EXISTING HOUSING

Council’s Residential Development Strategy was finalised in February 1997 resulting in the identification of several precincts and sites as suitable for medium and high density multi-unit development. These precincts were subsequently rezoned in 2001 to produce a three tier hierarchy of high and medium density zones concentrated around existing centres in the Shire.

A further sixteen target sites were identified as suitable for development at higher densities and in need of site specific development requirements and in some cases separate rezoning.

Since 2001 approximately 2670 dwellings have been approved or constructed under the new hierarchy of zones. Of these, 1810 or 68% have been in the zone that permits apartment development, 600 or 22% have been in the townhouse zone and 260 or 10% have been in the villa zone.

Development has been focused around the centres of Castle Hill, Baulkham Hills and Carlingford Station as shown in Figure 10 below. In Castle Hill the majority of sites zoned and suitable for apartments have already been developed or have had consent granted, illustrating the high uptake of the opportunity for this form of residential development.

Figure 10 Dwellings by Zone 2001 - 2007
RESIDENTIAL DIRECTION

The Residential Direction aims to provide a strategic context for the planning and management of residential development and growth to 2031. Whilst this is concerned with establishing existing density and development trends and future potential, the direction is about more than just residential capacity.

The Direction also seeks to provide for a diversity of housing choice, well located housing close to services and infrastructure, a built environment that reflects the ‘Garden Shire’ image and the development of communities that offer a sense of place and community connection. The ultimate goal is to create housing options that promote sustainable economic, environmental and social outcomes for the residents of the Shire.

The starting point for the preparation of the Residential Direction was the examination of previous strategic work, in particular the 1997 Residential Development Strategy. This provided a preliminary indication that there was significant capacity for further development under the current zoning framework.

The remaining development potential has been further refined through investigation of sites available for future development and consideration of future infrastructure projects such as the North West Metro. Changed circumstances such as rezoning proposals and development trends such as the slow uptake of villa housing opportunities were also considered.

A Demographic and Housing Market Analysis was undertaken to profile demographic, economic and social characteristics; identify key drivers influencing housing need; assess the future impact of trends on housing need and demand and; identify key issues to be addressed when planning for residential development.

The analysis identified the following key housing issues for the Shire:

- smaller household sizes;
- increasing household diversity;
- increasing ageing population;
- loss of young adult residents; and
- decreasing housing affordability.

The Residential Direction highlighted a number of housing issues requiring strategic responses such as addressing dwelling targets, housing for special needs groups, affordability, sustainability, design quality, heritage and streetscape and character.

Overall these issues fall within the key areas of accommodating growth, responding to housing needs, providing for sustainable living and facilitating quality housing outcomes. These form the key directions for residential development.

The Residential Direction was adopted by Council in June 2008 to replace the 1997 Residential Development Strategy.
KEY DIRECTIONS
RESIDENTIAL

R1  ACCOMMODATE POPULATION GROWTH

R1.1 Ensure that planning controls effectively provide for balanced growth in the Shire’s population.

R1.2 Provide for well located housing close to services, supported by appropriate infrastructure.

R1.3 Facilitate the timely delivery of planned residential development.

The Residential Direction demonstrates that, based on the existing framework and current projects, there is close to sufficient capacity to accommodate the North West Subregional Strategy housing targets. This is primarily due to higher density housing opportunities created under Council’s 1997 Residential Development Strategy.

Appropriate zonings, land uses, definitions and provisions for residential development will be drafted for inclusion in Council’s Local Environmental Plan and Development Control Plan to effectively provide for balanced urban growth.

After ten years of implementation, review of the current hierarchy of zones in established areas is warranted. There has been slow uptake of opportunities for villa housing development in the areas of Oatlands, Carlingford, North Rocks, Baulkham Hills and Dural. At the same time there has been an increased focus on the development of Castle Hill as a major centre with a full range of retail, commercial, community and recreational functions. The future North West Metro will improve public transport accessibility for Castle Hill and surrounding areas and will provide connection to other strategic centres at Norwest and Rouse Hill.

Within this context, the land identified for villa housing development requires further examination to ensure housing is well located close to employment, services and transport. Similarly increased residential development opportunities may be available closer to centres.

In the short term land which currently provides villa housing opportunities will be identified for lower density residential development, subject to further investigations into the most suitable locations for higher density development.

Medium term strategies to coincide with the planned delivery of the North West Metro will include investigation of opportunities for housing growth in the major centre of Castle Hill and masterplanning railway station precincts particularly at Hills Centre station and Kellyville station.

In order to facilitate the timely delivery of residential development there is a need to continue to work with the State Government to regularly review the 2031 targets and progress of land release sites at Balmoral Road and Kellyville/Rouse Hill on the Metropolitan Development Program. Strategies also focus on encouraging the uptake of residential opportunities at identified target sites and within Baulkham Hills town centre.

Apartments, Baulkham Hills
**R2 RESPOND TO CHANGING HOUSING NEEDS**

**R2.1** Provide a diversity of housing choice that is appropriate to residents needs.

**R2.2** Promote a range of housing that is affordable to households of varying financial capacity.

A demographic and housing market analysis has been completed which identified existing and likely future housing issues for the Shire:

- **Smaller household sizes.** Whilst this factor is not likely to have an immediate impact, given the tendency to acquire larger homes than needed, there is likely to be a gradual increase in demand for smaller homes especially if affordability continues to decline;

- **Increasing household diversity.** Decline in the proportion of family households and increases in the proportion of single people and couples without children will increase the demand for a wider variety of dwelling types in the future. Location will be critical, with demand likely to continue to focus around main centres;

- **Increasing aging population.** A choice of housing that suits older people will be important in the future with demand likely to be for options including good quality small lot and medium density homes in accessible locations, purpose built housing and adaptable dwellings;

- **Loss of young adult residents.** Whilst not simply a housing issue, it is likely that a wider variety of affordable accommodation options will mean fewer young adults leaving; and

- **Decreasing housing affordability.** This factor increases the demand for rental accommodation, reduces the capacity for first time buyers to enter the market and increases demand for higher density housing (so long as it is more affordable than traditional housing). Local government options are limited but include ensuring adequate housing supply and diversity of choice.

Apart from providing for well located housing close to facilities as set out in key direction R1, strategies to provide for a diversity of housing choice include reviewing development controls to ensure a mix of dwelling sizes and a sufficient supply of adaptable and accessible housing.

Housing affordability is concerned with households having access to housing that is appropriate to their needs and within their means to pay for it. A range of housing types and prices is important in building successful communities. It facilitates existing residents to stay in the area as their needs and opportunities change. Is also enables key workers to be accommodated to support vibrant, well functioning communities.

The North West Subregional Strategy includes actions for the NSW Government to develop options for improving housing affordability and identifying how initiatives can be applied to the North West subregion (NWC4.1.1 and NWC4.1.2). The short term strategy for Council is to liaise with State Government and monitor the development of such options to ensure appropriate local responses.
KEY DIRECTIONS
RESIDENTIAL

R3 PROVIDE A SUSTAINABLE LIVING ENVIRONMENT

R3.1 Contribute to the development of communities that offer a sense of place and community connection.

R3.2 Improve the environmental sustainability of residential development.

R3.3 Manage potential conflicts between more intense land uses and residential amenity.

R3.4 Ensure the protection of the Shire’s cultural heritage as residential growth happens.

In addition to this tool, the land use planning process can influence the sustainability of urban development by providing for accessibility of schools, public transport, employment and local shops to reduce the reliance on private vehicles. The Residential Direction reinforces this goal and promotes an advocacy and education approach to achieve improvements in the sustainability of housing.

A unique feature of Baulkham Hills Shire is the extent of interface between urban land and bushland, and the associated risks of bushfire. Consideration must be given to the provisions of relevant Section 117 directions and SEPP 19 Bushland in Urban Areas.

Where residential development is located close to employment and major transport routes there is a need to ensure amenity issues such as noise and access are carefully managed. Planning for suitable transition from strategic centres and employment areas to residential areas will assist with this objective.

There is also opportunity for Council to work with the Department of Planning to identify and implement appropriate mechanisms (North West Subregional Strategy NWA1.9.2). In order to minimise exposure of households to unacceptable traffic and transport noise, major noise sources and appropriate mitigation measures can be identified when planning for future residential development to ensure comfortable living environments are maintained.

Conserving built heritage contributes to environmental sustainability and the attractiveness of the built environment. Council’s role will include consultation with the Department of Planning and the Heritage Council in their development of approaches that seek to balance growth and change with conservation principles. Improvements can also be made by review of the management of Council’s Heritage Assistance Fund and training and education to improve heritage skills and knowledge.

A key focus of the Residential Direction is to provide ‘sustainable living’ for the residents of the Shire in terms of economic, social and environmental outcomes. A sustainable community is one that has strong social networks supported by a range of facilities, services and local business and can also provide the labour force to deliver these activities.

Planning for a range of housing (Key Direction R2) and promoting growth in local employment opportunities (Key Direction E1), allows communities to stay intact and social networks to grow. Other approaches that contribute to community building include improvements to the public domain and connectivity of spaces (Refer Key Directions EL3 and EL4). Further gains can be made by precinct planning and review of residential development controls to ensure compatibility with public domain and place making principles.

Environmental sustainability is about protecting the natural environment, containing environmental impacts and reducing reliance on non-renewable resources. The BASIX system introduced in July 2004 is the primary regulatory tool to achieve sustainability within new homes.
**R4 FACILITATE QUALITY HOUSING OUTCOMES**

**R4.1** Protect and enhance residential character and streetscape in lower density residential areas.

**R4.2** Monitor and improve the design quality of higher density residential development.

Currently many parts of the Shire are undergoing change and revitalisation as existing housing stock makes way for newer dwellings. The new housing does not always sympathetically relate to the existing streetscape and surrounding development with many areas at risk of losing the characteristics that make an area unique or desirable.

In order to address community needs and expectations in relation to the garden image of the Shire, a strengthening of development controls is proposed. New controls will be accompanied by education, training and promotion to facilitate acceptance of new measures.

The design quality of apartment building development is assessed under the provisions of SEPP 65 *Design Quality of Residential Flat Development* and Council’s *Multi Unit Urban Housing Design Guidelines*. The North West Subregional Strategy identifies a role for Councils to reflect best practice for design quality established by the Growth Centres Development Code.

The Department of Planning also proposes a series of initiatives such as education and training, development of guidelines and expansion of SEPP 65 to include other medium density housing forms.

There are considerable opportunities remaining for high and medium density housing in established areas such as Carlingford and Baulkham Hills town centres and around future rail stations. A comprehensive review of the current approach is needed to rationalise and improve existing measures and respond to and implement future Department of Planning initiatives aimed at improving design quality.

**WORK TO BE DONE**

**Integrated Transport Direction**

By establishing a long term vision for a more sustainable, efficient and accessible integrated transport network the Integrated Transport Direction will assist achievement of residential development objectives such as accommodating housing growth close to services and infrastructure, meeting changing housing needs and improving environmental sustainability.

*Timeframe:* Completed mid 2009

**Masterplanned Railway Station Precincts**

Planning for an integrated land use and transport system surrounding the new railway stations (Refer Integrated Transport Section) will also assist achievement of residential development objectives such as providing for a diversity and range of housing, managing potential land use conflicts and contributing to community connection.

*Timeframe:* Masterplanning completed prior to completion of North West Metro
"public transport...a key issue facing the North West"

**KEY DIRECTIONS**

**T1** Support the use of public transport

**T2** Encourage the delivery of planned infrastructure to meet the needs of the community

**T3** Ensure appropriate traffic management within centres and high density residential areas
Transport, in particular public transport, is considered to be one of the key issues facing the north-west of Sydney. There is an obvious need to manage this situation, influence travel behaviour, and plan for future public transport infrastructure. The integration of transport with urban planning is essential in order to maximise the benefit for the community, effectively plan for landuses around these projects and embrace opportunities within the Shire as a result of these projects.

This Section sets the broad directions for the future integration and planning of transport infrastructure in the Shire. It identifies key directions and objectives to support this process and respond to the metropolitan planning context.

**Integrated Transport for Communities**

The community has expressed concern over the ability of current transport network (road based and public transport) to cope with future growth. There is also a strong desire to develop safe environments for children without compromising the value of play. Consideration of reduced speed limits in high traffic areas and planning for the safety of children in new developments is imperative. Road safety is also important including appropriate crossings and crossing guards.

With the increasing ageing population, access to integrated transport will become even more critical. Access to transport is one of the critical factors in a person’s ability to age positively. Adequate transport is crucial to the maintenance of an active independent lifestyle, and transport and mobility are the heart of independent living and community care. Older people are particularly reliant on public transport, as car ownership declines with age and dependence on bus or taxi transport increases.

Good transport systems have a positive social, environmental and economic impacts such as the reduction in congestion, less time spent by people in transit, and less stress for individuals.

**BACKGROUND**

Baulkham Hills has experienced sustained urban growth over the past 30 years. During that time, transport throughout the Shire has remained primarily based on the private car. Major transport improvements including the construction of the M2 Motorway, upgrade of Windsor Road and construction of the M7 Motorway have reinforced the reliance on the private car as the primary means for all trips.

In 2006, only 9.5% of the Shire’s residents caught public transport to work (train, bus, tram or ferry), compared with 71.5% who drove in private vehicles (car – as driver, car – as passenger, motorbike, or truck), compared with 18.0% and 60.8% respectively in the Sydney Statistical Division.

The major differences between the method of travel to work of Baulkham Hills Shire and the Sydney Statistical Division were a larger percentage of cars as driver commuters and a smaller percentage of train commuters.

Strengthening walking and cycling opportunities, land use planning around rapid bus interchanges and future railway stations, and facilitating bus networks in collaboration with State Government agencies and private bus operators for the north-west region, are all areas where improvements can be delivered.
INTEGRATED TRANSPORT

METROPOLITAN STRATEGY

The Metropolitan Strategy identifies Sydney’s transport system based on the public transport network including rail (heavy and light), transitways and bus services, ferries and taxis, the road network, and walking and cycling networks. Improvements in local transport including walking and cycling facilities, and bus services that link neighbourhoods, villages and town centres to major centres, is promoted. Strong opportunities exist for Council to strengthen these links, and facilitate use of strategic bus corridors promoted in the Metropolitan Strategy to connect people to strategic centres across Sydney.

The NSW State Government’s ‘Urban Transport Statement Responding to the Challenges of Travel and Transport within and across Sydney’ was launched on 20 November, 2006. The Statement outlines the Government’s response to Sydney’s transport challenge, and includes initiatives to increase the availability and reliability of public transport across the Sydney region. The Urban Transport Statement facilitates the implementation of key transport priorities identified in the State Plan. Key Transport Priorities within Baulkham Hills include planning for a rail line to service the north west, now known as the North West Metro and corridor preservation for the M2 Motorway and F3 Freeway.

NORTH WEST SUBREGIONAL STRATEGY

A common thread throughout all subregions of Sydney are the issues of congestion, capacity, maintenance and increasing pressures from the intensification of traffic on existing road and rail networks. The key to economic growth is an efficient, fast and sustainable transport system that enables travel at various scales, both inter- and intra – subregions. The four key directions identified in the North West Subregional Strategy are to:

• connect the North West Growth Centre;
• implement the planned North West Metro;
• connect the Western Sydney Employment Hub; and
• integrate transport and land use opportunities.

Each of these directions is also critical to the economic development, liveability and functioning of the Baulkham Hills Shire. The North West Subregional Strategy specifically identifies local councils as having a role in:

• the implementation of Strategic Bus Corridors;
• improving existing interchanges and bus stops;
• developing and implementing coordinated packages of road safety, traffic intersection land capacity, local amenity and car parking maintenance;
• public transport service improvements for major corridors such as Rouse Hill to Macquarie Park;
• aligning local walking and cycling networks with public transport routes;
• implementing the Metropolitan Parking Policy; and
• implementing TravelSmart Household and TravelSmart School programs in partnership with the NSW Government.

All these actions will be reflected in the Key Directions, objectives, strategies and actions in Council’s Integrated Transport Direction.
A number of transport infrastructure projects undertaken in recent years have begun to improve the Shire’s transport network.

**M2 and M7 Motorways**

The Hills M2 is a 21 kilometre, four lane toll motorway that links the lower north shore and the north west regions of Sydney. The M2 opened to traffic in May 1997 and is now a key part of Sydney's orbital motorway network. It provides a seamless link between the Lane Cove Tunnel and Westlink M7. The M2 is also a key public transport corridor. The motorway includes dedicated bus lanes which carry more than 100 buses and up to 10,000 passengers a day. Within Baulkham Hills Shire there are five dedicated bus stations (Windsor Road, Gooden Reserve, Croydey Drive, Barclay Road and Pennant Hills Road) with commuter car parking provided at Barclay Road in North Rocks.

The West Link M7 Motorway is a 40 kilometre toll road linking western Sydney with the M5, M4 and M2 Motorways. It opened in December 2005 and bisects only a small portion of the LGA, however, major access is provided directly from Norwest Boulevarde, making it a crucial piece of infrastructure for the long term viability and attractiveness of Norwest. It also features a 40 kilometre cycleway with more than 60 connections to local roads and other parts of the Western Sydney cycleway network.

**Potential F3 to Sydney Orbital Link Type C Corridor**

In March 2002 the Federal Government announced the commencement of a study into options of a new national Highway route between the Sydney to Newcastle (F3) and the Sydney Orbital to allow longer term vehicle movements between Western Sydney and the North Coast.

Council’s preference is for a reservation along the Type C Broad Corridor linking the M7 from Dean Park with the F3 north of the Hawkesbury River.

**Castle Hill Ring Road**

The Castle Hill Ring Road system is designed to encourage through traffic around Castle Hill Centre and allow the declassification of the section of Old Northern Road which bisects the Castle Hill CBD. The ring road has been divided into two sections, with the Western Ring Road completed in 1998. Construction of the Eastern Ring Road is progressing with funding by Council and the RTA.

**Carlingford Line Improvements**

The Shire has only one railway station, Carlingford within its boundary. The Carlingford Line consists of a single track corridor approximately 6km in length, extending from Carlingford to Clyde where it provides connections to the Western Line.

The Carlingford Line Passing Loop project involves the construction of a passing loop at Rydalmere Station, allowing trains to pass each other on the single track area of the Carlingford Line. The passing loop will provide a more reliable service with a greater frequency of half hourly services all day, and better connections to Western Line services at Clyde, which will minimise delays to and from the City.

The Carlingford Line Passing Loop project is currently in the concept design stage, with a Review of Environmental Factors (REF) and development approval to be sought before construction commences.
Planned North West Metro

The planned North West Metro is a 38 kilometre underground “Euro style metro” rail system linking Rouse Hill to the CBD via Epping. The metro will operate as a stand alone system providing a high quality mass transit link. Metro stations are planned at Cherrybrook (Franklin Road), Castle Hill, Hills Centre, Norwest, Kellyville (intersection of Burns and Windsor Roads) and Rouse Hill. Beyond Epping the metro will run along Victoria Road providing access to the inner city.

Prior to the investigations into a metro system for Sydney, planning for the North West Rail Link had already commenced, including completion of the Environmental Impact Study (EIS). This planning work should form a strong foundation for future assessment and planning to occur.

The project timeline anticipates construction commencing in 2010, with the first stage from Epping to the Hills Centre will be completed by 2015, with the entire line from Rouse Hill to the CBD to be completed by 2017.

Potential Rail Line

The Ministry of Transport had expressed interest in investigating the feasibility of the extension of the North West Rail Link to Vineyard, through the Box Hill Precinct. Although the North West Rail Link has been replaced by the North West Metro, the extension of a mass transport system through the future employment and residential areas in Box Hill is still appropriate and beneficial. Appropriate facilities to allow for interchange to the heavy rail network at Vineyard will be required.

North West Transit Way

The North-West T-way is a $524 million investment project in public transport and is part of a plan to deliver a modern, integrated public transport network for north-west Sydney. This will deliver better local services for local people.

The T-way is a bus only road that provides fast, frequent and direct buses between Parramatta and Rouse Hill and Blacktown and Parklea (as part of the Strategic Bus Corridor No. 3). The T-way will operate end to end services as well as feeder services from the surrounding suburbs. This network will help commuters, shoppers, school children, people visiting doctors, medical centres and hospitals, students and other passengers get around their local community.

Monitoring the use and improving local bus services to the Transitway will be an important transport strategy in the short term, with no rail link connections to the Shire expected within the next 10 years. Lobby of State Government to implement the Blacktown to Castle Hill Transitway (in place of a strategic bus corridor) is a strategy of Council.
Strategic Bus Corridors

The proposed Strategic Bus Corridors will provide fast, direct and convenient bus services to serve commuters between major centres and the city. The corridors will provide an integrated bus network, in some cases with independent on-road infrastructure to ensure target speeds and travel times are met.

In Baulkham Hills Town Centre the NSW Government has invested $10 million in the bus priority project to create a 24-hour southbound bus lane. Future corridors to be implemented progressively include Blacktown to Castle Hill (Corridor No. 3), Castle Hill and the city via the M2 (Corridor 6), Castle Hill to Hornsby (Corridor 5), and Castle Hill to Parramatta (Corridor 40).

Local Bus Network

With the absence of a heavy rail network in the Shire with the exception of Carlingford, the local bus network has been the main form of public transport. The local bus network is generally oriented around providing access to major centres and transport hubs, such as Castle Hill, Parramatta CBD, Parramatta and Pennant Hills Stations.

Specialised bus services such as the ‘beach bus’ runs in summer providing public transport to recreational opportunities at Sydney’s beaches.

Taxi Services

A local taxi service is a vital part of the integrated transport network. The taxi service can supplement the public transport system where there are gaps, but more importantly it provides an alternative mode of transport for those such as the elderly or disabled who otherwise would be unable to get around. Currently, taxi ranks are provided at Old Castle Hill Road in Castle Hill, Central Place opposite Stockland Mall in Baulkham Hills and Caroline Chisholm Drive Winston Hills at Winston Hills Mall.

Taxi ranks should be planned for in major and town centres and all transport interchanges and considered and integral part of the transport system.

Cycleways and Pedestrian Networks

The Shire is well provided for in terms of cycleways and pedestrian networks, particularly in newer release areas. There are designated cycleways in Baulkham Hills, Kellyville and Rouse Hill including several kilometres of greenway links, connecting local open space and local shopping precincts to residents in the locality. The greenway links connect from south of Kellyville to Rouse Hill. The whole network will eventually link Bella Vista Farm Park and Rouse Hill.

The road upgrades of Windsor Road included the construction of designated commuter cycleway links along Windsor and Old Windsor Road.

Cycleways and Footpaths along Windsor Road
T1 SUPPORT THE USE OF PUBLIC TRANSPORT

T1.1 Identify transport infrastructure, connectivity and integration between various transport modes.

T1.2 Identify key destinations of travel and ensure a method of transport is available other than private vehicle.

T1.3 Improve patronage of local buses through improved route allocation and frequency of trips.

T1.4 Continue to enhance pedestrian and cycle networks within the Shire.

One of the goals of the Integrated Transport Direction will be the identification and mapping of all transport infrastructure within the Shire. This will assist in identifying existing or proposed gaps in public transport, in particular bus routes. The integration of State government services such as rail and bus are to be designed appropriately so as to allow convenience when changing modes e.g. Carlingford Station and planned stations at Kellyville and Castle Hill.

The identification of key destinations will help promote current and future travel options for residents and employees, particularly for journeys that are not related to journey to work. Likewise information and accurate data on patronage levels, and frequency of trips will support planning for local transport improvements.

The state of the existing pedestrian and cycling network within the Shire varies. The establishment of a map and electronic system to record data of all existing footpaths and cycleways in the Shire will provide an accurate picture of existing links to enable the identification of areas for improvement.

T2 ENCOURAGE THE DELIVERY OF PLANNED INFRASTRUCTURE TO MEET THE NEEDS OF THE COMMUNITY

T2.1 Analyse existing and future transport needs, stakeholder and community expectations and identify shortfalls.

T2.2 Provide a level of transport related facilities and infrastructure in new release areas and infill areas to meet the needs of existing and incoming population.

The planning process for any new release areas should establish relationships with various stakeholders at the Local Environmental Study, precinct planning or initial masterplan stages.
**T3 ENSURE APPROPRIATE TRAFFIC MANAGEMENT WITHIN CENTRES AND HIGH DENSITY RESIDENTIAL AREAS**

**T3.1** Integrate increased residential development and traffic management measures to address increased housing densities.

**T3.2** Implement the Metropolitan Parking Policy.

A primary goal of the Local Strategy will be to focus housing densities in those centres where public transport is easily accessible. The effective provision of appropriate traffic management measures in higher density residential areas of centres is critical to ensuring the useability of centres and ensuring safe access for residents.

The Metropolitan Parking Policy is being developed by the Department of Planning to guide the supply and management of parking in support of sustainable transport in centres and corridors. The drafting of Council’s LEP, Development Control Plan and planning for centres will reflect the policy.

**WORK TO BE DONE**

**Integrated Transport Direction**

Council does not currently have an operational transport strategy upon which to base critical decisions regarding land use, density provisions, and integration of public and private transport options. The development of an Integrated Transport Direction is needed.

The aims of the project are to establish a long term vision for a more sustainable, efficient and accessible integrated transport network which balances social, environmental, health, economic and strategic objectives. Key stakeholders will be involved in the strategy to ensure acceptance and ownership, such as public transport providers, transport authorities, and the community.

**Timeframe:** Completed mid 2009

**Masterplanned Railway Station Precincts**

A prime opportunity, and necessity, exists to plan for an integrated land use and transport system surrounding the new railway stations. The need for easy access by residents and commuters to and from the station requires masterplanning and the coordination of stakeholders in order to achieve a successful outcome. Investigation is required into what the area should look like, how it should function, what good examples exist currently in operation that we could learn and improve on, and what are the key elements to success. Success would primarily be measured by the number of patrons frequenting the railway station, however other factors should also be considered such as ease and enjoyment of use to promote sustained use.

**Timeframe:** Masterplanning completed prior to completion of North West Metro

Traffic Management
"dynamic physical landscape"

**KEY DIRECTIONS**

- **RL1** Coordinated and effective growth
- **RL2** Landuse framework to provide certainty
- **RL3** Ensure access to services and facilities
- **RL4** Provide economic development opportunities
- **RL5** Ensure adequate infrastructure
- **RL6** Ensure water quality is maintained
- **RL7** Ensure the ecological integrity of land is maintained
- **RL8** Ensure that development has a minimal impact on the scenic and cultural landscape of the Shire.
- **RL9** Preserve rural heritage and culture
- **RL10** Plan for natural hazards
Planning for the rural area of the Shire presents many challenges. The rural area is a dynamic physical landscape containing significant bushland, threatened species, river foreshore, riparian corridors, significant ridgelines and scenic landscapes. It is also a highly sought after area in which to live, providing lifestyle opportunities for recreation, hobby farming or acreage living. However, this also brings many competing pressures on rural lands for agriculture, tourism, industry and rural residential development.

This Section sets the broad directions to plan and manage the future growth and development of the rural area. It identifies the key directions to support this growth and respond to the metropolitan planning context.

**Our Rural Community**

The Shire’s rural lands are places of physical and social contrasts. They have a mix of communities, with overlap between longer term and recent residents who can have different expectations and values regarding local identity. Descendants of settlers, Aboriginal people and migrants lived and live where market gardens and agriculture share a region with larger scale rural and extractive industries and more recently technology, finance and information industries.

The rural lands are characterised by the existence of strong community networks built on shared experiences and generations of small businesses, farming, associations and volunteer activities, many of which are based on family structures. Strong connections through trade, business and transition of skills amongst migrant families working on market gardens has contributed to the diversity of the social profile. Changing land use from working lands to low density housing has created a challenge to the long term culture of the rural lands.
BACKGROUND

The rural area of Baulkham Hills Shire is a unique place, comprising approximately 300 square kilometres or 80% of the land area of the Shire. It contains rural villages, productive agricultural land, significant native bushland and prominent landscapes including the Hawkesbury River. Three quarters of rural residents live in the southern part of the rural area, in Kenthurst, Annangrove, Middle Dural, Dural, Box Hill, Nelson and the rural part of Glenhaven.

The Shire’s rural area has a long history of agricultural production. In 2006 agriculture provided approximately 637 jobs and contributed an estimated $133 million to the local economy. (Source: Remplan 2006 Data) Dominant industries include nurseries, market gardens and orchards. Almost 700 hectares of land is used for horticulture crops and 1000 hectares of land is used for animal activities including intensive poultry industries, cattle feedlots and horse studs (pp 118 Rural Lands Background and Issues Report). The Shire’s sand mining and sandstone quarrying form an important extractive industry contributing an estimated $19 million to the local economy (Source: Remplan 2006 data).

The rural area contains extensive areas of natural bushland, several National Parks, including part of Cattai National Park and a number of wetlands including the pristine Broadwater Swamp and Longneck Lagoon. Wisemans Ferry is one of the Shire’s premier tourism destinations, popular for day trips, short breaks, waterskiing and house boating. Likewise, the successful Farm Gate Trail initiative showcases niche agricultural activities within the Shire, identifying its important role in contributing to the region’s agricultural production and growing tourism industry.

The rural area also provides an important urban support role, containing urban landuses which require large land holdings within close proximity to the urban population. Such uses include private recreation facilities i.e. swimming centres, private schools, places of worship, landscape supply businesses and nurseries. These landuses provide an added layer of complexity to the planning for the rural area, in terms of addressing land use conflict and balancing the needs of the urban area with the amenity and character of the rural area.

METROPOLITAN STRATEGY

The Metropolitan Strategy recognises rural lands as a valuable resource in terms of their contribution to the economy through agricultural production, rural industries, tourism and mining, and other extractive industries. This is reflected in the Metropolitan Strategy’s actions to ensure maintenance, protection and provision of greater investment in these lands.

A consistent approach to the zoning of rural lands is encouraged to ensure that they are maintained and protected from incompatible and inappropriate uses. The need for a sustainable framework for agricultural industries, rural processing and related activities, together with the sustainable management of resources for construction materials is also recognised. The direction for the rural areas of Baulkham Hills Shire will continue to reflect these principles.
NORTH WEST SUBREGIONAL STRATEGY

The North West Subregion contains large areas of regionally significant rural resource land, particularly within the Baulkham Hills, Hawkesbury and Penrith local government areas. A Key Direction of the North West Subregional Strategy is to protect these rural resource lands. A number of strategies and actions to protect valuable rural activities and resource land are identified for action by councils through their strategy work and preparation of LEPs. In particular, Councils are to work with the NSW Department of Primary Industries to identify significant rural and resource lands in preparation of Principal LEPs (NWE41.1) and work with the Department of Planning and Department of Primary Industries to identify mechanisms to achieve protection of significant rural resource lands through Principal LEPs and associated planning controls (NWE4.1.2).

The Rural Resource Lands Study was commissioned in 2006 as a joint study by a number of urban fringe area councils. Baulkham Hills Council was the initiator of this study, working together with Campbelltown, Gosford, Hawkesbury, Hornsby, Penrith and Wollondilly Councils. The study considered the value of rural resource lands, identified issues facing primary industries in these areas and made recommendations, including amendments to planning controls and incentives, to encourage the sustainable use of rural resource lands.

The Department of Planning has identified the need to prepare a Metropolitan Rural Resources Lands Policy, to assist in informing Councils in the future planning and management of their rural areas. Council will be an active participant in the formation of such a policy.
RURAL LANDS STUDY

An initiative of Council commencing in 2000, the Rural Lands Study was to respond to the competing pressures on rural land and provide a comprehensive and sustainable land use strategy for the long term management of the rural area. The broad aim of the Rural Lands Study was to investigate and determine a sustainable land use strategy for the rural areas of Baulkham Hills Shire. The study included Background Research and a Strategy Framework and Formulation component. Also included was a comprehensive community consultation program including 20 locality based community focus workshops and two issue specific workshops on accessibility and information / communication.

As a result, the Rural Lands Strategy (RLS) was prepared. The RLS provided an analysis of the issues and a list of strategies for implementation into Council’s policy framework. Each strategy area identified objectives, implementation strategies, policy actions, responsibility and a timeframe. The Rural Lands Strategy was adopted by Council on 19th August 2003 with a resolution to prepare a draft Local Environmental Plan and draft Development Control Plan taking into account the growth management philosophy, development principles and objectives of the Rural Lands Strategy.

A draft LEP and draft DCP were prepared with Council resolving to exhibit the draft plan and accompanying DCP on 7th June 2005. The draft plan and draft DCP were not exhibited or gazetted due to the need to await the release of the Metropolitan Strategy and North West Subregional Strategy. The instrument also needs to be prepared using the Standard Template.

The Rural Lands Strategy and statutory work undertaken to date, including the Draft Rural Lands LEP (7 June 2005) will inform the drafting of the rural zones for the LEP and a review of development controls for rural zoned land in the Baulkham Hills DCP.

Rural Lands Strategy

**Growth Management Philosophy**

- Encourage and promote a diverse range of agriculture and other rural uses;
- Embody the concepts of ecologically sustainable development, total catchment management;
- Limited urban expansion (release area);
- Investigate opportunities for village expansion in accordance with a hierarchy of settlements;
- Provide opportunities for rural subdivision;
- Encourage a wide range of agricultural and other complimentary rural uses such as tourism having regard to environmental impact.

**Development Principles**

- Consideration of environmental capacity and land capability including native vegetation and linkages, water courses, slope/topography, and bushfire risk;
- Provide choice of living opportunities and settlement types;
- Provide improved social and economic well being of community;
- Protect water quality of Hawkesbury River;
- Improve water quality and habitat;
- Have regard to natural values and features of rural area;
- Promote conservation philosophy;
- Recognise rural land in context of urban area; and
- Consider impact of development on residential and agricultural uses on surrounding properties.
The Rural Lands Strategy identified 10 overall areas of direction to be considered together with implementation strategies and policy actions. Many of the strategies and actions identified in the RLS have been implemented. For example, actions concerning limiting urban growth is being reflected in the Metropolitan Strategy and establishment of the North West Growth Centre. However, many strategies remain relevant in terms of informing and guiding the drafting of Council’s LEP, DCP and other policy work.

The key directions identified in the Rural Lands Strategy are:

**RL 1 PROVIDE FOR COORDINATED AND EFFECTIVE GROWTH IN THE SHIRE’S RURAL LANDS**

Strategies include promoting the hierarchy of rural centres and encouraging appropriate development within them, as well as investigating areas that may accommodate further development subject to the provision of water and sewerage infrastructure.

Planning for the economic and social growth of the rural lands, in particular the maintenance of rural job opportunities will ensure the continued growth of Shire’s rural area.

**RL 2 DEVELOP A LAND USE FRAMEWORK THAT WILL GIVE A LEVEL OF CERTAINTY TO THE PEOPLE WHO LIVE IN THE RURAL AREAS OF THE SHIRE**

This will be achieved through the development of a new suite of land use zones, together with appropriate minimum lot sizes that will enable the continuation of the use in the LEP. Subdivision for clustering of development which uses community titling will also be considered.

**RL 3 ENSURE THAT RESIDENTS HAVE ADEQUATE ACCESS TO APPROPRIATE SERVICES AND FACILITIES**

This involves monitoring the provision of services and facilities for the people who live in the rural area to ensure that they are receiving adequate levels of service, have access to public transport in the rural parts of the Shire, and improving the physical and social environment of rural villages and centres.

**RL 4 TO PROVIDE FOR ECONOMIC DEVELOPMENT OPPORTUNITIES THAT ARE IN KEEPING WITH THE RURAL CHARACTER OF THE SHIRE**

Strategies include actively planning for employment generating opportunities in the rural parts of the Shire, investigating economic incentives to encourage the development of rural activities, agri-business and agri-tourism and the promotion of the Shire as a place for rural based tourism.
**RL 5 PROVIDE AN ADEQUATE LEVEL OF INFRASTRUCTURE FOR THE PEOPLE WHO LIVE AND WORK IN RURAL PARTS OF THE SHIRE**

The Rural Lands Strategy identified infrastructure provision as one of the key issues for residents living in the rural areas of the Shire. This direction involves ensuring an adequate reticulated water supply is available to residents and that the most appropriate sewage disposal system is provided for all land in the rural parts of the Shire. It also seeks to ensure that community facilities and recreation facilities are adequate to serve the needs of the residents of rural parts of the Shire.

Additionally, it provides strategies to ensure that the roads in the rural parts of the Shire are adequate for existing and future traffic demands and that a sustainable transport system for the rural parts of the Shire can be developed.

**RL 6 TO ENSURE THAT THE QUALITY OF SURROUNDING WATERWAYS IS NOT ADVERSELY AFFECTED BY DEVELOPMENT**

This Direction is concerned with the consideration of the cumulative impact of development on the catchment and ensuring that development, including effluent disposal, does not increase the sedimentation load or have a detrimental impact on nearby water bodies.

**RL 7 ENSURE THAT THE ECOLOGICAL INTEGRITY OF THE RURAL LANDS ARE ENHANCED AND MAINTAINED**

The need to recognise and understand the biodiversity values of the rural parts of the Shire is a key part of ensuring the ecological integrity of the rural area. The preservation of the existing biodiversity habitat on private lands is another strategy to meeting this key direction.

**RL 8 ENSURE THAT DEVELOPMENT HAS A MINIMAL IMPACT ON THE SCENIC AND CULTURAL LANDSCAPE OF THE SHIRE**

This will involve the incorporation of principles to preserve the rural landscape into a development control plan for rural areas.

Investigations are required into the impact of both urban and rural residential development proposals to ensure that it has minimal impact on the scenic and cultural landscape values.
**RL 9 TO PRESERVE THE RURAL HERITAGE AND CULTURE OF THE SHIRE**

This will involve recognition, protection and enhancement of the heritage values of the rural area. The promotion and support of the rural culture of the Shire is another important element.

**RL 10 RECOGNISE THE IMPACT OF NATURAL HAZARDS ON FUTURE LAND USE AND SETTLEMENT**

Natural hazards include bush fire land degradation, salinity and flooding of land. The impact of natural hazards must be a consideration in all planning for the future of the rural area.

**WORK TO BE DONE**

**Rural Centres Expansion**

The Rural Lands Strategy identified the potential for the further investigation of Glenorie, Maraylya and Annangrove, with a view to expanding the residential area of these rural centres.

Work needed to be undertaken includes:

- Environmental constraints analysis including bushfire risk, slope, vegetation and soils composition.
- Servicing constraints analysis including potable water, sewer, electricity, and telecommunications.
- Traffic modelling.
- Liaison with adjoining LGAs including Hornsby and Hawkesbury.

**Timeframe:** Draft Proposal to be completed end 2008 dependent on funding.
KEY DIRECTIONS

EL1 Protect the Shire’s environment and leisure spaces

EL2 Provide high quality spaces for community recreation and enjoyment

EL3 Improve the accessibility and connectivity of environment and leisure spaces

EL4 Provide for public domain spaces that encourage community interaction

EL5 Conserve the Shire’s unique diversity of plants and animals

EL6 Protect Aboriginal cultural heritage
In the face of growth and development, attention to our environmental wellbeing is crucial to promoting a sustainable future. We need to act in ways that do not merely safeguard the environment, but proactively enhances it for present and future generations. Our natural environment and its network of open spaces, walking trails, national parks, and sporting fields play a vital role in achieving a healthy community, a diverse native flora and fauna ecosystem, and a variety of opportunities for recreation, all of which contributes to the Baulkham Hills Shire’s well-regarded reputation as the ‘Garden Shire’.

Many public spaces host a variety of recreation, social and leisure activities, such as active sports, cycling, and walking. Public domain spaces, such as piazzas and squares in centres also provide space for social interaction for the community. The choices for leisure in the Shire is extensive, from live theatre, large cinema complexes, restaurants and indoor sports, to an international standard golf course, horse riding, bushwalking, national parks and recreational river pursuits.

This Section sets the broad directions to plan for, and manage the Shire’s Environment and Leisure spaces. It identifies key directions and objectives to support this planning and respond to the metropolitan planning context.

Environment and Leisure Spaces for the Community

Strong and sustained population growth will drive demand for access to additional parks, reserves, recreation facilities and services. The majority of the population are within their most active years in terms of their potential use of sport, leisure and recreation facilities or services with the average age of residents being 35 years. However, the demand for participation in formal sports and activities in expected to decline with a persons age, consistent with industry trends and the age profile of the community.

Facilities and services will need to be capable of adapting to the needs of an ageing population, for example, demand for participation in formal organised sports and vigorous physical activities is expected to decline.

In general, there is a need to ensure parks and playgrounds provide appropriate and affordable public space for recreation and socialisation. The role of suitable playgrounds, parks, library and sporting facilities in supporting these needs were considered essential.

Many natural reserves contain important pieces of the Shires indigenous, ecological and settler heritage which are of increasing interest to new and longer term residents. Education programs, infrastructure and facilities incorporating ecological interpretation are considered crucial in areas at the interface of bushland and urban development. The maintenance, preservation and restoration of the bushland so highly valued by residents will rely on community awareness, participation and support.

"There are places to play and be active"  
"I can feel safe"  
"I feel connected to the community"  
"There are services and facilities that suit my needs"

"The built environment blends with out natural beauty"

"Our Shire is green and pollution free"  
"I can feel close to nature"  
"Our resources are used wisely"
BACKGROUND

There are many challenges facing the planning and management of environment and leisure spaces within the Shire. In particular, balancing the need for development with the need to sustainably manage our unique natural environment and address the diverse recreation and leisure needs of the current and future population.

The need for the sustainable management of our natural environment for future generations is a key issue confronting today's community and all levels of Australian government. The protection of critical habitat for flora and fauna within natural bushland areas, riparian corridors, wetlands, national parks, and on private property, has significant environmental, economic and social benefits particularly in light of issues of community health, climate change and loss of biodiversity and natural habitat.

The size and unique diversity of the Shire’s landscape presents many challenges as well as opportunities for the planning, development and management of environment and leisure spaces. The diversity of the natural environment, with a high number of threatened flora, fauna and communities being found within the Shire, is one such issue. The complexities of fragmented land ownership, and environmental landscapes that cross administrative boundaries is another. The need to meet the recreation needs of the current and future population and the need for revitalisation of the public domain within some centres is both complex and an opportunity.

These challenges and opportunities will affect how environment and leisure spaces are managed. This requires the development and implementation of strategies and actions to improve the Shire’s urban and rural environments, recreation and leisure spaces and public domain.

METROPOLITAN STRATEGY

The Metropolitan Strategy identifies the Sydney Basin as the fifth most biologically diverse region of Australia out of 85 bioregions with Sydney’s unique natural setting and enviable lifestyle making it a great place to live, work and visit. The Metropolitan Strategy aims to address Sydney’s environmental challenges through actions to protect the loss of biodiversity, protect air quality, manage with less water, move towards cleaner energy and respond to the risk of climate change, as well as improve access to and the quality of open space.

Local Government will play a role in actions such as improving the network of regional recreation trails in partnership with State Government agencies, investigating funding options to improve existing open space, and improving local walking and cycling infrastructure.

NORTH WEST SUBREGIONAL STRATEGY

Two of the Key Directions of the North West Subregional Strategy are to improve access to open space and recreation opportunities, and promote the environmental and scenic qualities of the region. The Subregional Strategy recognises that the region contains an extensive range of national parks, bushland and conservation areas and sets out actions to protect and enhance these assets. The network of parks, public places and urban civic spaces in the region also plays a major role in meeting the recreational, cultural and entertainment needs of the population.

A key focus of the Subregional Strategy is to continue to improve access to quality leisure spaces to meet the needs of the growing population and enhance the cultural life of the region. Some of the actions identified for councils include consideration of regional biodiversity matters to inform the drafting of LEPs and management of the impacts of tourism on the natural environment.
ENVIRONMENT AND LEISURE DIRECTION

The Environment and Leisure Direction aims to provide direction for the planning and management of land identified as having leisure, scenic, recreational, environmental or heritage conservation value, to meet the existing and future needs of the population.

The Direction identifies six key direction areas, objectives, strategies and actions to meet the above. Also identified in the Direction are the areas of Council that are responsible for implementation and monitoring the effectiveness of the Direction.

The Draft Environment and Leisure Direction was exhibited in June 2008.
## KEY DIRECTIONS
### ENVIRONMENT AND LEISURE

#### EL1 PROTECT THE SHIRE’S ENVIRONMENT AND LEISURE SPACES

**EL1.1** Ensure that planning controls effectively provide for a diverse range of open space settings and recreation opportunities.

The zoning framework is the primary planning mechanism to protect and manage environment and leisure spaces. Appropriate zonings, land uses, definitions and provisions for environment and leisure spaces will be drafted for inclusion in Council’s Local Environmental Plan.

#### EL2 PROVIDE HIGH QUALITY SPACES FOR COMMUNITY RECREATION AND ENJOYMENT

**EL2.1** Ensure that diverse and high quality open space facilities are provided to meet the needs of residents.

**EL2.2** Provide for efficient use of available resources in providing quality open space facilities.

**EL2.3** Protect community interests in Council owned open space land.

Quality open spaces are attractive, well maintained and should be safe for all users. They should be functional, flexible, and diverse. A focus of the Direction is to provide for the open space needs of residents, facilitate the timely development of high quality open space facilities and improve open space provision.

A review of the classification of Council’s parks and reserves according to the Local Government Act 1993 will also be undertaken.

#### EL3 IMPROVE THE ACCESSIBILITY AND CONNECTIVITY OF ENVIRONMENT AND LEISURE SPACES

**EL3.1** Provide an accessible network of well-located and connected walking and cycle trails.

**EL3.2** Facilitate the greater use of trunk drainage land for recreation purposes and to link with the wider track network.

The Shire is richly provided for in terms of environment and leisure spaces with 325 formal parks and reserves in both urban and rural areas. This Key Direction seeks to plan for a comprehensive network of walking and cycle tracks throughout the Shire to facilitate improvements in open space and cycleway connectivity. There is a focus on connecting with regional links and building the capacity of local links. In particular, to investigate further work with the Growth Centres Commission in the North Kellyville and Box Hill precincts.

Opportunities for the greater use of trunk drainage land for recreational purposes will also be investigated between local government areas and to

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**Hunts Creek Walk**
EL4 PROVIDE FOR PUBLIC DOMAIN SPACES THAT ENCOURAGE COMMUNITY INTERACTION

EL4.1 Make the public domain more attractive to encourage community use.

EL4.2 Improve environmental sustainability in planning for public domain spaces.

EL4.3 Provide opportunities to integrate cultural expression into the public domain.

The public domain is space where civic life takes place. It includes main streets, outdoor plazas, meeting places in centres, parks and walking tracks. Encouraging community interaction in public domain space involves making such spaces ‘people places’ and improving safety. Improvements to the urban design and legibility of public spaces, and making the public domain more environmentally sustainable are also important.

Actions include the development of a Civic Improvement Manual and review of development controls to improve the design of public domain spaces. Methods to achieve a greater sense of place and cultural expression within public domain spaces will be investigated.

EL5 CONSERVE THE SHIRE’S UNIQUE DIVERSITY OF PLANTS AND ANIMALS

EL5.1 Provide for the protection of flora and fauna in land use planning.

EL5.2 Provide for ongoing effective management of environmentally significant lands.

EL5.3 Plan for the conservation and protection of wetland ecosystems.

The abundance and diversity if the Shire’s biodiversity requires careful stewardship by Council. This Key Direction focuses on identifying key areas for conservation and integration of Council’s strategies and land use policies. Actions include completing the biodiversity mapping and reviewing development controls.

The effectiveness of biodiversity certification of LEPs and biobanking will be monitored. The management of unauthorised land clearing and tree removal, encouragement for land owners to enhance the environmental quality of their land, and improving dialogue within Council regarding current and future management plans for public land is also addressed. Drafting planning controls for wetlands is also considered.

EL6 PROTECT ABORIGINAL CULTURAL HERITAGE

EL6.1 Plan for the protection of Aboriginal heritage from the impacts of development.

The protection of historic indigenous sites and artefacts from the impacts of development will be improved through the planning framework.

WORK TO BE DONE

Biodiversity Mapping

The Biodiversity Mapping project aims to identify areas requiring greater management or restricted development in order to ensure the persistence and adaptive capacity of all naturally occurring species, communities and habitats in the Shire.

The project will involve data collection, analysis and biodiversity planning, including selection of areas to meet targets for retention of vegetation communities, fauna and flora.

Timeframe: Completion by mid 2009.
W1 Manage and plan for floodplain risk and floodplain use
W2 Effective stormwater system planning
W3 Effectively manage the stormwater system
W4 Manage the Shire’s natural waterways
Waterway environments can include natural creeks and rivers, rehabilitated channels, constructed wetlands, man-made stormwater systems and detention basins, as well as open water bodies and wetlands. Baulkham Hills Shire has 39 major sub-catchments being drained by over 900 kilometres of natural and constructed waterways. The rural areas of the Shire drain to the Hawkesbury River, while the southern urban areas of the Shire drain to the Parramatta River and ultimately Sydney Harbour.

The planning and management of waterways is intrinsically linked to the health and functioning of our cities, environment and leisure spaces, and built environment. This Section sets the broad direction for the planning and management of the Shire’s waterways. It identifies key directions and objectives to support this planning and respond to the metropolitan planning context.

**Waterways and the Community**

Community consultation undertaken as part of the development of the Social Plan has reinforced the fact that the natural environment of Shire is valued as a key contributor of the area’s unique character. Effectively valuing, maintaining and managing the natural environment and ecological heritage of the Shire requires the combined actions of all levels of government, the community and business.

Fundamental to the maintenance of the natural character of the Shire is a widespread understanding of, and accounting for, the fragile biodiversity of the region. This requires encouragement of the integration of ecological sustainable goals into public and private sector planning and management practice. Environmental education and awareness has been a priority and has proven valuable in creating a sense of pride of the Shire’s natural environment.

**BACKGROUND**

Council has functional responsibilities for the natural waterways, floodplains and constructed stormwater assets in the Shire, along with obligations under various State Government legislation and policy. Core activities for waterways management include:

- floodplain planning and management
- stormwater system planning;
- stormwater system management; and
- natural waterways at the urban bushland interface and within rural lands.

The planning and management of waterways within the Shire has up until recently been considered within the broader functions of Council’s parks and infrastructure management. Council now provides for a specific and direct focus on the management of its natural and man-made waterway assets. However, the planning and integration of waterways management with other management elements within Council and the broader planning directions of the State Government are still essential to ensure that an environmentally sustainable, community accepted and cost effective program is developed and delivered.
WATERWAYS CONTEXT

METROPOLITAN STRATEGY

The Metropolitan Strategy requires Local Government to play a role in improving the health of waterways, coasts and estuaries, particularly the Hawkesbury-Nepean River within the Baulkham Hills LGA. New development is to be located and designed to meet the community’s needs and aspirations for our waterways and contribute to the many initiatives underway to improve the health of Sydney's waterways.

The Metropolitan Strategy identifies a number of strategies to improve the health of waterways, coasts and estuaries and meet the community objectives for ecosystem health and recreational amenity.

Stormwater and catchment objectives and targets are to be embedded in councils LEPs (E2.1). Stream mapping is to be undertaken to identify regionally significant riparian corridors important for protection of aquatic and terrestrial biodiversity values, and also included in LEPs (E2.1.2). The improved access to waterways and linkages between bushland, parks and centres is another key objective of the Metropolitan Strategy.

NORTH WEST SUBREGIONAL STRATEGY

The North West Subregional Strategy provides for regional strategies and actions requiring contribution from north west subregion councils.

Council's Waterways Team will contribute to the relevant strategies and actions with the North West Subregional Strategy with the development and implementation of the following: -

- Natural Waterways Asset Management Plan
- Stormwater Asset Management Plan;
- BHSC WaterGuide;
- Waterways Capital a Works Program; and
- Preparation of a suite of Floodplain Risk Management Plans.
WATERWAYS DIRECTION

The Waterways Direction provides a statement of direction for the Shire. The Waterways Direction reflects Council’s desired approach to guide the planning, protection, management and maintenance of the Shire’s waterways and was adopted by Council in June 2008.

The Direction has identified opportunities and mechanisms (both regulatory and non-regulatory) to improve the means by which waterways are planned for and managed. It facilitates a whole-of-Council approach to achieving high-quality, ecologically sustainable, and accessible waterway and riparian corridors that meet the needs of the community and the environment. It contains four Key Directions, supported by objectives, strategies and actions. It also identifies responsibility for each action identified.
W1 MANAGE AND PLAN FOR FLOODPLAIN RISK AND FLOODPLAIN USE

W1.1 Reduce the risk and impact of flooding and flood liability.

The principal objectives of floodplain management are to:

- reduce the social and financial costs from the risk associated with occupying the floodplain;
- increase the sustainable benefits of using the floodplain;
- improve or maintain floodplain ecosystems dependent on flood inundation; and
- determining landuse categories which are compatible with the identified flood hazard.

The strategies and actions outlined in the Waterways Direction will assist in achieving these objectives.

W2 EFFECTIVE STORMWATER SYSTEM PLANNING

W2.1 Water is considered a material planning consideration.

W2.2 To be an industry leader in water management and planning, by creating a catalyst for change and thinking beyond current ‘Best Practice’.

W2.3 Apply a holistic and multi-disciplinary approach to water planning.

W2.4 Maximise partnership opportunities in stormwater management and planning.

Water is vital to environmental functionality and urban sustainability, and is a valuable asset and resource, ensuring its value as a material planning consideration. Council has a stormwater system planning responsibility to ensure the safe conveyance of stormwater, minimise stormwater impact on receiving waters and minimise health and safety risks to the general public.

Through effective water planning it is envisaged that Council becomes an industry leader by creating a catalyst for change and thinking beyond current ‘Best Practice’. Effective water planning will achieve multiple outcomes (social, environmental and economical) through a holistic and multi-disciplinary approach that includes stormwater system planning for not only current but future generations.

Council’s Waterways Team is preparing documentation entitled ‘BHSC WaterGuide’, a technical guideline which responds to and supports the Key Directions in the Waterways Direction.
BHSC WaterGuide takes an objective driven – outcome based approach that provides a basis for how water is to be planned for and managed within the Shire of Baulkham Hills. BHSC WaterGuide is a holistic and integrated approach to water planning providing:

- direction for action through tabled key directions;
- guidance for innovative planning and management through categorised objectives;
- consistency with proposed development and design checklists;
- an outline of relevant legislation and statutory requirements; and
- mechanisms for review and evaluation to measure effective implementation and changes in catchment condition.

BHSC WaterGuide will provide guidance in the preparation of Council’s LEP and DCP with respect to current best practice in stormwater, floodplain and waterways management, and will also provide direction in the delivery of the Works Program and Council’s own operations.

Council’s Waterways Team is currently progressing on the development of a Stormwater Infrastructure Asset Management Plan and a Natural Waterways Asset Management Plan. Together these plans will facilitate the preparation of a holistic Water Asset Management Plan that will consider all natural and constructed water assets within the Shire. The Water Asset Management Plan will provide guidance to further development of the Waterways Capital Works Program and the planning of stormwater systems for both current and future generations.

The Waterways Capital Works Program provides for a list of actions to manage both natural and constructed water systems throughout the Shire. The program supports Key Directions in the Waterways Direction and facilitates the necessary planning to achieve targets and objectives in line with that of current State Government plans, policies and strategies.

The constructed stormwater system provides an important function in conveying runoff from urban (and some rural) areas, generally for storm events ranging up to the 5 year or 20 year Average Recurrence Interval (ARI) and occasionally up to the 100 year ARI. In order for Council to be able to properly manage the constructed stormwater system, it must have an accurate and up to date register of all the constructed stormwater assets within its area.

Erosion and Sediment Control Annangrove
**W4 MANAGE THE SHIRE’S NATURAL WATERWAYS**

**W4.1** Natural waterways and riparian land is protected, restored and reinstated.

**W4.2** Holistic and multi-disciplinary approach to natural waterways management.

**W4.3** Inform and raise awareness amongst community groups and residents of Council’s management of water.

**W4.4** Improved waterway health through effective implementation of the Waterways Direction, BHSC WaterGuide and works program.

**W4.5** European and Aboriginal heritage is incorporated into the management of water.

Natural waterways within Baulkham Hills Shire drain to either of two iconic river systems in the Sydney basin. The northern rural areas of the Shire drain to the Hawkesbury River, while the southern urban areas of the Shire drains ultimately to the Parramatta River.

Natural waterways within the Shire include rivers, creeks, wetlands and swamps and do not necessarily have to be continually inundated with water to be classed as a waterway.

The management of natural waterways is much broader than water conveyance and water quality. Natural waterways management is concerned with the protection, restoration and rehabilitation of waterways and adjoining land and due to the broad nature of water a holistic and multi-disciplinary approach to waterway management is essential.
WORK TO BE DONE

BHSC WaterGuide

Council’s Waterways Team is preparing the BHSC WaterGuide, a technical guideline which responds to and supports the Key Directions in the Waterways Direction. BHSC WaterGuide will provide guidance in the preparation of Council’s LEP and DCP with respect to current best practice in stormwater, floodplain and waterways management, and will also provide direction in the delivery of the Works Program and Council’s own operations.

Timeframe: Completed end 2008.

Stormwater Asset Mapping and Condition Assessment

Already responding to Key Direction W3, Council is preparing mapping and condition assessment for all stormwater assets across the Shire.

Timeframe: Completed end 2008

Aerial Laser Survey

Council has an ongoing program of floodplain risk management projects, covering both urban and rural floodplains across the Shire. Council is preparing Aerial Laser Survey across the Shire which will provide accurate topography and landform definition to assist in determining areas of flood prone land. Information acquired from Aerial Laser Survey will provide multiple benefits to Council in addition to that for the purpose of floodplain mapping and assessment.

Timeframe: Completed end 2008

Stream Mapping and Waterways Health Check

Already responding to Key Direction W4, together with recommended actions in the North West Subregional Strategy Council is preparing waterway and riparian corridor mapping and condition assessments for over 900 kilometres of urban and rural waterways across the Shire.

Timeframe: Completed mid 2009
The Local Strategy is a statement of Council’s agreed direction on the longer term planning for the Shire, to guide future decision making. This Section sets the broad framework for the governance and implementation of the Local Strategy.

HOW WILL THE LOCAL STRATEGY BE USED?

The intention of the Local Strategy is to clearly communicate and articulate how the Shire will grow and change over time. This includes communicating with residents, businesses, government departments, visitors, and other stakeholders within the community.

The Local Strategy provides guidance for planning decisions that may occur outside of the established land use framework. For example large development proposals that require Council to consider varying their agreed development standards or established pattern of zoning, will require consideration of the broader strategic direction for that area.

The Local Strategy will be the key document supporting Baulkham Hills Template LEP 2010.

It demonstrates how Council has responded to the Metropolitan Strategy and the North West Subregional Strategy in terms of meeting dwelling and employment capacity targets, as well as strategies and actions specifically identified for local government.

WHEN WILL THE LOCAL STRATEGY BE REVIEWED?

The Local Strategy will be reviewed and finalised once the suite of strategy work currently being undertaken by Council’s Forward Planning section is complete. The purpose of the review and finalisation is to ensure that the Local Strategy and its implementation expressed through the draft LEP 2010 and DCP is consistent and complimentary.

Following this phase it is intended that a major review of the Local Strategy be undertaken every five years in line with the regular review of Council’s Community Strategic Direction and the LEP. Periodic review may also be appropriate as a result of changes to metropolitan planning policy, new infrastructure projects or completion of new strategic work by Council.
Measuring Progress

Mechanisms for monitoring and measuring the progress of implementation for the Local Strategy is essential. Much of the work anticipated in the Local Strategy will form the core business and work program of Council’s Forward Planning Section, and other sections of Council. It is anticipated that an annual report will be formulated commenting on the progress in Key Direction Areas, objectives and projects identified in the Work to be Done section. The progress of strategies and actions identified in each of the Directions will also be monitored and reported upon through this annual reporting framework.

IMPLEMENTING THE LOCAL STRATEGY

The Local Strategy will be the main document to implement the themes and outcomes of the ‘Hills 2026 Community Strategic Direction’, within the context of land use planning in the Shire. It will inform the content of the Hills 2026 Delivery Plan and work programs of specific sections of Council. In terms of the statutory planning framework, the Local Strategy will be implemented through the Baulkham Hills Local Environmental Plan and Baulkham Hills Development Control Plan. Some parts of the Local Strategy may also be reflected in the various Contributions Plans Council may develop.

However, implementation of the Local Strategy will not be limited to the planning framework under the Environmental Planning and Assessment Act 1979. Other business programs within Council such as Economic Development, Community Planning, Services Delivery and the Sustainability Program will also have a role in implementing the key directions of the Local Strategy through incorporation into works programs. It is hoped that non-government organisations (NGOs) and Government agencies will also use the Local Strategy when undertaking their own programming and planning within their core business activities in the Shire.
### SUMMARY KEY DIRECTIONS
#### LOCAL STRATEGY

#### Employment Lands
- **E1** Facilitate sustainable economic development that promotes growth in local business and employment opportunities
- **E2** Plan for local job opportunities
- **E3** Encourage redevelopment and utilisation of existing employment lands.

#### Centres
- **C1** Reinforce, promote and protect the hierarchy of centres within the Shire
- **C2** Ensure the concentration of large scale retail and commercial activities in the Major Centres and Town Centres
- **C3** Encourage appropriate transport infrastructure including public transport to serve, support and connect centres.
- **C4** Plan for the renewal of existing centres
- **C5** Support and encourage the timely development of planned centres

#### Residential
- **R1** Accommodate population growth
- **R2** Respond to changing housing needs
- **R3** Provide a sustainable living environment
- **R4** Facilitate quality housing outcomes

#### Integrated Transport
- **T1** Support the use of public transport
- **T2** Encourage the delivery of planned infrastructure to meet the needs of the community
- **T3** Ensure appropriate traffic management within centres and high density residential areas
### Rural Lands

<table>
<thead>
<tr>
<th>RL1</th>
<th>Coordinated and effective growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>RL2</td>
<td>Landuse framework to provide certainty</td>
</tr>
<tr>
<td>RL3</td>
<td>Ensure access to services and facilities</td>
</tr>
<tr>
<td>RL4</td>
<td>Provide economic development opportunities</td>
</tr>
<tr>
<td>RL5</td>
<td>Ensure adequate infrastructure</td>
</tr>
<tr>
<td>RL6</td>
<td>Ensure water quality is maintained</td>
</tr>
<tr>
<td>RL7</td>
<td>Ensure the ecological integrity of land is maintained</td>
</tr>
<tr>
<td>RL8</td>
<td>Ensure that development has a minimal impact on the scenic and cultural landscape of the Shire</td>
</tr>
<tr>
<td>RL9</td>
<td>Preserve rural heritage and culture</td>
</tr>
<tr>
<td>RL10</td>
<td>Plan for natural hazards</td>
</tr>
</tbody>
</table>

### Environment and Leisure

<table>
<thead>
<tr>
<th>EL1</th>
<th>Protect the Shire’s environment and leisure spaces</th>
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</thead>
<tbody>
<tr>
<td>EL2</td>
<td>Provide high quality spaces for community recreation and enjoyment</td>
</tr>
<tr>
<td>EL3</td>
<td>Improve the accessibility and connectivity of environment and leisure spaces</td>
</tr>
<tr>
<td>EL4</td>
<td>Provide for public domain spaces that encourage community interaction</td>
</tr>
<tr>
<td>EL5</td>
<td>Conserve the Shire’s unique diversity of plants and animals</td>
</tr>
<tr>
<td>EL6</td>
<td>Protect Aboriginal cultural heritage</td>
</tr>
</tbody>
</table>

### Waterways

<table>
<thead>
<tr>
<th>W1</th>
<th>Manage and plan for floodplain risk and floodplain use</th>
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</thead>
<tbody>
<tr>
<td>W2</td>
<td>Effective stormwater system planning</td>
</tr>
<tr>
<td>W3</td>
<td>Effectively manage the stormwater system</td>
</tr>
<tr>
<td>W4</td>
<td>Manage the Shire’s natural waterways</td>
</tr>
</tbody>
</table>
REFERENCES

LOCAL STRATEGY


Baulkham Hills Shire Council Environment and Leisure Direction August 2008


Compelling Economics. 2007. REMPLAN Regional Economic Modelling and Planning System.


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NSW Government, 2006, State Plan – A New Direction for NSW.


State Environmental Planning Policy (Draft) No.66 Integrating Land Use and Transport Information Package.

State Environmental Planning Policy (Housing for Seniors and People with a Disability) 2004.

State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

State Environmental Planning Policy No. 65 Design Quality of Residential Flat Development.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aboriginal cultural heritage</td>
<td>Aboriginal cultural heritage refers to an archaeological site, land or place with ancestral, spiritual or historical connections or significance for Aboriginal communities.</td>
</tr>
<tr>
<td>ABS</td>
<td>Australian Bureau of Statistics</td>
</tr>
<tr>
<td>Adaptable housing</td>
<td>Housing capable of being adapted for use and access by all people, regardless of their age, level of mobility, or condition of health.</td>
</tr>
<tr>
<td>Average Recurrence Interval</td>
<td>Measured in years, this is a term used to describe the frequency or probability of a rainfall event occurring. For example, a 100 year ARI event occurs (or is exceeded) on average once every 100 years.</td>
</tr>
<tr>
<td>BASIX</td>
<td>Building Sustainability Index. It is an online tool facilitated by the NSW Government that aims to achieve reductions in potable water demand and greenhouse gas emissions in dwellings.</td>
</tr>
<tr>
<td>BHDCP</td>
<td>Baulkham Hills Development Control Plan</td>
</tr>
<tr>
<td>BHLEP 2005</td>
<td>Baulkham Hills Local Environmental Plan 2005</td>
</tr>
<tr>
<td>BHSC</td>
<td>Baulkham Hills Shire Council</td>
</tr>
<tr>
<td>BHSC WaterGuide</td>
<td>A guiding document providing a basis for the planning, design and management of floodplains, stormwater systems and natural waterways within Baulkham Hills Shire.</td>
</tr>
<tr>
<td>Biodiversity</td>
<td>Biodiversity is the variety of all life forms: different plants, animals, the genes they contain, and the ecosystems in which they live.</td>
</tr>
<tr>
<td>Biodiversity and conservation land</td>
<td>Includes land containing wetlands, National Parks and Nature Reserves, and land used for forestry purposes. It also applies to Crown land that provides a conservation role, and bushland in public and private ownership.</td>
</tr>
<tr>
<td>Biodiversity certification</td>
<td>Provides a certification process for new LEPs and aims to maintain or improve biodiversity.</td>
</tr>
<tr>
<td>Biobanking</td>
<td>A market-based scheme of the NSW Government, biobanking aims to address the loss of biodiversity values and threatened species by providing incentives (&quot;biodiversity credits&quot;) for landowners to protect areas of high biodiversity value.</td>
</tr>
<tr>
<td>Catchment</td>
<td>An area of land draining to a particular waterway or location.</td>
</tr>
<tr>
<td>Catchment Action Plan</td>
<td>A document prepared by Catchment Management Authorities that highlights environmental issues of a regional area and identifies actions to address those issues.</td>
</tr>
<tr>
<td>CBD</td>
<td>Central Business District.</td>
</tr>
</tbody>
</table>
Centres are places where services and facilities are concentrated to meet peoples needs. They may include shopping, office based employment, recreation, leisure, entertainment and cultural facilities, health and community services.

Centres Direction One of the strategic directions that form the basis of the key directions in the Local Strategy.

CMP A Conservation Management Plan establishes the heritage significance of an item, place or heritage conservation area and identifies conservation policies and management mechanisms that are appropriate to enable that significance to be retained.

Contributions Plans A Contributions Plan sets out the levies a Council may collect under Section 94 of the Environmental Planning and Assessment Act, 1979 for public amenities and services that are required because of development.

Crown Land Land that is owned by the Government. Council has care, control and management of some Crown Land.

DCP A Development Control Plan is a Council document incorporating development controls to guide the preparation and assessment of development applications.

DECC Department of Environment and Climate Change (New South Wales)

Detention basin A storage area for stormwater runoff which reduces flows in downstream waterways.

Development Application Application for consent to carry out development.

District open space Traditionally accommodates a wider range of recreational opportunities and incorporates both active and passive open space functions such as sports fields, sport complexes, and less structured recreation including informal play, picnicking, walking, and cycling.

DoP Department of Planning (New South Wales)

Drainage land Land specifically identified for major stormwater management.

Economic Development Plan The Economic Development Plan details Council’s vision for economic development in the Shire.

Ecosystem A system of interacting and interdependent relationships between a community of organisms and their physical environment.

ELDP The Employment Lands Development Program will be established by the NSW Government as a register of industrial land in the Sydney Region, listed according to zoning, local government association, level of ‘take-up’ and vacant land areas.
EMP

Environmental Management Plan. It forms an integrated approach to the management of the natural and built environment and outlines Council commitment to, and policy towards, the environment.

Employment Lands

Employment Lands include traditional industrial areas, business and technology parks. They incorporate light industries, heavy industry, manufacturing, urban services, warehousing and logistics and high-tech based activities.

Employment Lands Direction

One of the strategic directions that form the basis of the key directions in the Local Strategy.

Environment and Leisure Direction

One of the strategic directions that form the basis of the key directions in the Local Strategy.

EP&A Act

Environmental Planning and Assessment Act 1979 (New South Wales)

EP&A Regulation

Environmental Planning and Assessment Regulation 2000 (New South Wales)

ESD

Ecologically sustainable development means using, conserving and enhancing resources in such a manner as to ensure that ecological processes are maintained and the total quality of life, now and in the future, can be improved.

European heritage

European heritage means a building, work, archaeological site, tree or place that is of particular significance to the community. Examples could include evidence of European settlement, significant landscapes, and developments in architecture that are of historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value.

Flood prone land

Land susceptible to flooding up to the probable maximum flood (PMF). Also called flood liable land.

Floristic assessment

An assessment of the plant species and characteristics that are present in a defined area.

GCC

The Growth Centres Commission has been established by the NSW Government to ensure that new development proceeds with infrastructure and services planned, funded and linked to the sequence of land release.

GIS

Geographical Information System. A computer system that can retain and display numerous facets of land information.

Global economic corridor

The part of eastern Sydney stretching from Sydney Airport and Port Botany through Sydney City and North Sydney to Macquarie Park which provides Sydney’s, NSW’s and Australia’s most valuable links with the world economy.

Growth Centres Development Code

The Growth Centres Development Code was prepared by the Growth Centres Commission to guide planning and urban design in the North West and South West Growth Centres.
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAF</td>
<td>The Heritage Assistance Fund is a program of Baulkham Hills Council that assists property owners in undertaking conservation works to heritage listed properties.</td>
</tr>
<tr>
<td>Higher density residential</td>
<td>Higher density residential means a more dense housing form such as apartment buildings and town houses.</td>
</tr>
<tr>
<td>Hills 2026</td>
<td>Hills 2026 Community Strategic Direction: Looking Towards the Future</td>
</tr>
<tr>
<td>Integrated Transport Direction</td>
<td>One of the strategic directions that form the basis of the key directions in the Local Strategy.</td>
</tr>
<tr>
<td>LEP</td>
<td>Local Environmental Plan.</td>
</tr>
<tr>
<td>LEP 2005</td>
<td>Baulkham Hills Local Environmental Plan 2005, as amended.</td>
</tr>
<tr>
<td>LEP 2010</td>
<td>Council’s new template LEP, known as Local Environmental Plan 2010.</td>
</tr>
<tr>
<td>LGA</td>
<td>Local Government Area.</td>
</tr>
<tr>
<td>Local Government Act, 1993</td>
<td>This Act provides for the system of local government in New South Wales.</td>
</tr>
<tr>
<td>Local open space</td>
<td>Primarily provides informal play space and opportunities for supervised play within a convenient walking distance from any given residence.</td>
</tr>
<tr>
<td>Local Strategy</td>
<td>The Local Strategy is the principle document for communicating the future planning and growth of the Baulkham Hills Shire to the year 2031.</td>
</tr>
<tr>
<td>Low density residential</td>
<td>An urban area containing single residential dwellings.</td>
</tr>
<tr>
<td>Major Centre</td>
<td>A major centre usually comprises a transport interchange, taller commercial buildings, higher order retail and destination shopping, higher density residential development, community services and facilities, civic services and facilities and entertainment and cultural facilities.</td>
</tr>
<tr>
<td>Masterplan</td>
<td>A masterplan provides a site-specific framework for development on a site and sets key guidelines and planning principles for development.</td>
</tr>
<tr>
<td>MDP</td>
<td>The Metropolitan Development Program is NSW Government’s program for managing housing supply and assisting in coordinating infrastructure provision. The program covers both infill and greenfield areas.</td>
</tr>
<tr>
<td>Medium density residential</td>
<td>Generally comprising two storey development, for example townhouses.</td>
</tr>
<tr>
<td>METRIX</td>
<td>Internet based Subregional Planning tool developed by the Department of Planning.</td>
</tr>
<tr>
<td>Metropolitan Strategy</td>
<td>The Metropolitan Strategy: City of Cities ‘A Plan for Sydney’s Future’ was prepared by the NSW Department of Planning, to plan for Sydney’s growth over the next 25 years. The Strategy has five overarching aims: enhance liveability, strengthen economic competitiveness, ensure fairness, protect the environment, and improve governance.</td>
</tr>
</tbody>
</table>
MGP  Metropolitan Greenspace Program.


Natural Waterways Asset Management Plan  A plan setting out the methods and priorities to maintain, improve, upgrade and rehabilitate all natural waterways in the Shire, having regard to matters such as location, condition and performance.

Neighbourhood Centre  A neighbourhood centre is the smallest centre containing low scale strip retailing that meets daily convenience needs. Facilities may include post box, public phone and public open space.

NGO  Non-government organisation.

North West Growth Centre  The North West Growth Centre, comprising sixteen precincts, is approximately 10,000 hectares and will contain about 60,000 new homes in Baulkham Hills, Blacktown and Hawkesbury Councils.

North West Subregion  The North West Subregion includes the local government areas of Baulkham Hills, Blacktown, Blue Mountains, Hawkesbury, and Penrith.\textsuperscript{x}

North West Subregional Strategy  The North West Subregion: Subregional Strategy has been prepared by the Department of Planning to translate the Metropolitan Strategy into a specialised strategy for each local government area grouping in Sydney.

NWRL  North West Rail Link.

Open space and recreation land  This includes land that is identified in a planning instrument for uses such as parks, sporting fields, and general active and passive recreation and leisure activities, and land within identified heritage conservation areas or public domain space, such as outdoor plazas and main streets in centres.

Overlay  LEPs may, where appropriate, set out additional ‘overlay’ controls as local provisions that apply to land that has particular environmental, hazard or design constraints (e.g. flood prone land, wildlife corridors and catchments).\textsuperscript{x}

Precinct  Defined area smaller than a suburb.

Principal LEP  Refers to Council’s new template LEP, known as Local Environmental Plan 2010.

Private recreation land  This includes land that contains privately owned recreation facilities, such as golf courses, sporting clubs and leisure centres.

Recreation tracks  This includes land used for walking and cycling.

Regional open space  An open space area that serves users from a wider area, usually more than one local government area.

Regionally significant riparian corridors  Areas of riparian land thought to be of regional significance due to a high level of aquatic and terrestrial ecological value.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Direction</td>
<td>One of the strategic directions that form the basis of the key directions in the Local Strategy.</td>
</tr>
<tr>
<td>Riparian land</td>
<td>Area of land adjacent to a waterway that influences or is influenced by the waterway.</td>
</tr>
<tr>
<td>RTA</td>
<td>Roads and Traffic Authority of NSW.</td>
</tr>
<tr>
<td>Rural Centre</td>
<td>Rural centres are located in rural lands on a regional road with services and public open space.</td>
</tr>
<tr>
<td>Rural lands</td>
<td>Non-urban land, located in the north of the Shire.</td>
</tr>
<tr>
<td>Section 117 Directions</td>
<td>Section 117 of the Environmental Planning and Assessment Act 1979, gives the Minister for Planning the authority to incorporate specific directions into Local Environmental Plans.</td>
</tr>
<tr>
<td>Seniors housing</td>
<td>Housing for older people, generally over 55 years of age.</td>
</tr>
<tr>
<td>SEPP</td>
<td>State Environmental Planning Policy.</td>
</tr>
<tr>
<td>SEPP Seniors Living</td>
<td>State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.</td>
</tr>
<tr>
<td>Shire</td>
<td>Means the Baulkham Hills Shire Council local government area.</td>
</tr>
<tr>
<td>Specialised Centre</td>
<td>A specialised centre includes a landscaped business park, accessed by major transport infrastructure and characterised by large office floorplates and a commercial built form.</td>
</tr>
<tr>
<td>SREP</td>
<td>Sydney Regional Environmental Plan.</td>
</tr>
<tr>
<td>Stand alone shopping centre</td>
<td>An internalised, privately owned centre located away from other commercial areas, containing many of the attributes of a Town Centre but without housing or public open space.</td>
</tr>
<tr>
<td>Stormwater Infrastructure Asset Management Plan</td>
<td>A plan setting out the methods and priorities to maintain, improve and upgrade all stormwater assets in the Shire, having regard to matters such as location, condition and performance.</td>
</tr>
<tr>
<td>Strategic Bus Corridor</td>
<td>Corridors that are designed to connect major centres across Sydney, linking to important transport, health and educational facilities and other community facilities, and integrating with local bus services.</td>
</tr>
</tbody>
</table>
Strategic centre  Castle Hill, Rouse Hill, Norwest.

Structure Plan  The Structure Plan provides a graphic representation of the Local Strategy’s written text and illustrates where growth and change will occur in the Shire.

Sustainability  Meeting the needs of the present without compromising the ability of future generations to meet their own needs.\textsuperscript{v}

SWAHS  Sydney West Area Health Service.

Sydney Orbital  Circumferential road network around Sydney. In Baulkham Hills Shire it includes the M2 and M7 Motorways.

Target site  A site identified by Council as having potential for higher density residential development.

Template LEP  Refers to the Standard Instrument (Local Environmental Plans) Order 2006, as amended.

TIDC  Transport Infrastructure Development Corporation.

Town Centre  A town centre is located at a transport node and contains local scale built form with civic amenity. It includes services and community facilities with retailing meeting weekly shopping needs.


Village  A village has low scale built form, with retailing that meets residents weekly shopping needs.

Villa housing  A villa means one of a group of 3 or more single-storey dwellings, which may or may not be attached, where each dwelling has a separate entrance accessible from an outside area and direct access to private open space at natural ground level.\textsuperscript{v}

Water Asset Management Plan  Considers all natural and constructed water assets within the Shire. It will provide guidance to the development of the Waterways Capital Works Program and water system planning.

Water re-use  The collection and use of stormwater for a range of purposes where drinking water quality is not required.

Waterways  Any natural or constructed form which serves a water quality, quantity or conveyance purpose, including but not limited to, natural watercourses, piped drainage, channels, detention basins, and wetlands.

Waterways Capital Works Program  A prioritised list of scheduled and un-scheduled water planning and management actions.

Waterways Direction  One of the strategic directions that form the basis of the key directions in the Local Strategy.
Wetlands

A natural wetland includes marshes, mangroves, backwaters, billabongs, swamps, sedgelands, wet meadows or wet heathlands that form a shallow waterbody (up to 2 metres in depth) when inundated cyclically, intermittently or permanently with fresh, brackish or salt water, and where inundation determines the type and productivity of the soils and the plant and animal communities.\textsuperscript{ix}

WSUD

Water Sensitive Urban Design is a design methodology which seeks to ensure that development is planned, designed, constructed and maintained so as to minimise impacts on the total water cycle.

Zoning

Utilising the Local Environmental Plan, zoning maps graphically depict the application of various zones to specific areas of land.

Sources:

i Disability Forum website, \texttt{www.disabilityforum.org.au}

ii Growth Centres Commission

iii North West Subregional Strategy & Department of Planning website

iv North West Subregional Strategy

v Baulkham Hills LEP 2005

vi Local Government Act 1993

vii Baulkham Hills Shire Council, Environmental Management Plan

viii Department of Environment and Climate Change

ix Standard Instrument (Local Environmental Plans) Order 2006

x Department of Planning, LEP Practice Note PN06-002.