The Hills Shire is a Local Government Area within the Greater Metropolitan Area of Sydney and forms part of the Central City District, along with the Blacktown, Cumberland and Parramatta Local Government Areas. It is unique within the district, being the only LGA that extends into the Metropolitan Rural Area (MRA). Approximately 70% of the land area of The Hills is within the MRA, with the remaining 30% spanning urban areas of varying densities and characters. For the foreseeable future, development within the Shire will be constrained to this urban area.
# Contents

## Executive Summary

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   - Renew and create great places
   - Manage travel behaviour to promote sustainable choices
   - Plan for convenient connected and accessible public transport
   - Expand and improve our active transport network
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4. Implementation, Monitoring and Review
The Hills Shire is located in North West Sydney, approximately 30 km from the Sydney CBD. Spanning approximately 38,500 hectares (386km$^2$), the LGA includes land between Baulkham Hills and West Pennant Hills in the south, to Wiseman’s Ferry in the north. In 2016, The Hills was home to approximately 162,500 residents within 55,000 households.

Growth will continue to occur within the Shire’s Release Areas (Balmoral Road Release Area, North Kellyville, Box Hill and Box Hill North Precincts). These Precincts have been subject to extensive master planning which has enabled the identification of necessary infrastructure required to meet the needs of future residents. To date, a significant amount of this infrastructure has already been delivered by State agencies as well as The Hills Shire Council.

The completion of Sydney Metro Northwest is a catalyst for a considerable portion of the Shire’s population growth. The master planning process for station precincts is identifying the amount and locations of key supporting infrastructure including traffic and transport infrastructure. Council will continue to work closely with the State government and the private sector to ensure infrastructure is provided to support new and growing communities.

Integrating land use planning with the delivery of a new and improved transport, traffic and movement network is essential to shaping the future of The Hills. Significant population growth expected to 2036 and the associated increases in density in specific locations will require concerted improvement in transport infrastructure to support these new communities and lessen the impact of growth on existing communities.

Gains in liveability and productivity require new housing to be well connected to where people need to go; equally, jobs and freight networks need to be easily accessible to allow efficient movement of people and goods to their respective markets.

The Integrated Transport and Land Use Strategy provides an overall strategic context for planning for growth and movement in The Hills. It supports the commitments contained in Hills Future Community Strategic Plan (CSP), specifically the outcomes of ‘Delivering and Maintaining Infrastructure’, ‘Shaping Growth’ and ‘Building a Vibrant Community and Prosperous Economy’. Further it supports the commitments contained in the Central City District Plan towards a vibrant, connected, efficient and sustainable Central River City.

This Strategy is based around the following Planning Priorities to guide the planning, delivery and management of our transport networks in the longer term as well as Council’s actions over the next 5 years:
- Renew and create great places;
- Plan for convenient, connected and accessible public transport;
- Manage travel behaviour to promote sustainable choices;
- Expand and improve our active transport network; and
- Plan for a safe and efficient regional road network

A number of key strategic local and regional transport infrastructure projects have been identified which will best support expected growth to 2036 and beyond including:

### Regional Public Transport Initiatives

- Early planning and delivery of the mass transit link between Norwest and Parramatta to support jobs growth in the Norwest Business park and provide The Hills with a meaningful connection to the Parramatta CBD as the nucleus of the Central River City;
- Early planning and delivery of the North South Rail link to provide Hills residents and workers with a connection to the developing Western Sydney International Airport, connect Hills workers travelling from Western Sydney and provide an alternative public transport option for Hills residents to Parramatta; and
- Identification of a public transport corridor between Box Hill and Rouse Hill to support new residents in the northern growth area to access metro services from Rouse Hill.

### Regional Road Network Initiatives

- Identification of a corridor for the Outer Sydney Orbital which will be critical in the long term success of the Box Hill Business Park and Annangrove Road Industrial Area as well as supporting freight networks for our rural and extractive industries;
- Arterial status of Annangrove Road and bypass at Round Corner, Dural. Annangrove Road has become a significant carrier of regional traffic. This role should be reflected in the status of the road and should inform upgrades to better facilitate regional traffic movements; and
- Grade Separation at the intersection of Windsor Road and Old Northern Road/ Seven Hills Road at Baulkham Hills.

### Local Initiatives

- Identified bus priority measures on local roads to assist in facilitating an effective and efficient bus network.
Introduction

Council has been well served by its Integrated Transport Direction which has helped shape Council’s response to transport challenges through policy, physical works and education since its adoption in 2010. The Direction was prepared prior to construction of the Sydney Metro Northwest. This document provides a refresh of the Integrated Transport Direction within the context of the recent Greater Sydney Region Plan, Central City District Plan and the investment in substantial transport infrastructure.

Purpose of the Strategy
The purpose of this document is to clearly establish the basis for strategic planning of the traffic, transport and movement network to 2036. The overall aim is to deliver a cohesive transport network that meets the needs of the existing and future population by providing a framework for how growth will be managed to 2036.

To shape exceptional living, working and leisure places where expected growth brings vibrancy, diversity, liveability and prosperity for The Hills.

Vision - Hills Future 2036 Local Strategic Planning Statement

To achieve the aspiration of a 30-minute City as defined in the Greater Sydney Region Plan it is critical to integrate transport, infrastructure and land-use planning. The way we move within, through and around spaces influences our experiences and travel choices. Coordinated consideration of transport, infrastructure and land-use priorities enables the creation of great places and spaces and facilitates effective movements that support residential and economic growth.
The Integrated Transport and Land Use Strategy complements the Hills Future Community Strategic Plan and will contribute to the themes of building a vibrant community and prosperous economy, shaping growth and delivering and maintaining infrastructure.

Successfully responding to anticipated growth requires a good understanding of where we are now - the characteristics of our transport network and how our residents and workers move to and through the Shire. To determine where we want to be, evaluation is needed of the strategic context, prevailing trends, likely demands on our transport network and its capacity to respond to growth and change.

In developing the strategy the following has been completed:

- A review of State Government policies including the Greater Sydney Region Plan, the Central City District Plan, and Future Transport 2056;
- An investigation of global and regional trends that impact the demand for and use of various transportation modes; and
- An analysis of demographic indicators and projections to provide insights to the current and future demands on the transport network.

Additional documents supporting this strategy and Council’s Local Strategic Planning Statement may be found on Council’s website [www.thehills.nsw.gov.au](http://www.thehills.nsw.gov.au)
Structure Plan

**Strategic Bus Corridors**
1. Rouse Hill to Parramatta T-Way
2. Blacktown to Castle Hill T-Way
3. Castle Hill to Hornsby
4. Castle Hill to City (Via Macquarie)
5. Parramatta to Castle Hill
6. Parramatta to Hornsby

**Green Grid Urban Connectivity Priorities**
1. Caddies Creek Trail
2. Greenway Link
3. Small Creek Trail

**KEY**
- LGA Boundary
- Urban Growth Boundary
- Metropolitan Rural Area
- Employment Areas

**INFRASTRUCTURE**
- Strategic Bus Corridors
- Bus Priority Measures
- Hospitals
- Education

**REGIONAL TRANSPORT PRIORITIES**
- Outer Sydney Orbital
- Annangrove Road Arterial and By-pass
- Norwest to Parramatta Link
- Box Hill to Rouse Hill Transit Corridor
- North South Rail Link

**ENVIRONMENT & OPEN SPACE**
- Rural Green Grid
- Urban Green Grid Priorities
- National, State and Regional Parks
- Local Parks

**CENTRES**
- Strategic Centres
- Town Centres
- Transit Centres
- Rural Villages
Transport in The Hills

Trends influencing transport
The way we move in and around urban environments is influenced by global and regional trends. Such trends can affect where and how we chose to live, work and play.

**KEY TRENDS**

- Changing *metropolitan structure* provides opportunity for improved connectivity towards the realisation of the 30 minute city.

- *Innovation and technology* in the private vehicle market, influencing sustainable fuel choices in the short term and changing the way we move in the long term.

- *Disrupters and the sharing economy* placing pressure on traditional transport models and influencing demand for private vehicle ownership.

- *Increase in online and digital interactions* highlights the need for key transport connections and flexibility for local distribution facilities to support the role of freight logistics.

Growth in The Hills
Our urban area has seen rapid growth and population change, particularly in the southern portion of the Shire, over a relatively short timeframe.
Note: Population adjustment in 2016 & beyond relate to LGA boundary changes around Carlingford.

Figure 2: Population growth & forecast 1947-2036

This growth has seen areas of the Shire once dominated by farms, orchards and bushland become more urbanised with the most significant change occurring since the 1980’s due to urban release programs.

The continued development of the North West Growth Area, and the Balmoral Road and Box Hill North Urban Release Areas, along with urban renewal around the future Metro stations will result in the population of The Hills increasing by an expected 79% by 2036. The Hills is expected to grow by around 128,000 people, to approximately 290,000 people by 2036, equivalent to a 2.1% annual growth rate. The majority (55%) of new households will comprise family groups.

The expected population growth in The Hills represents 23% of all growth expected across the Central City District, and 7% of the expected growth across Greater Sydney.

Housing Growth Locations

Whilst there is capacity across the urban area of the Shire for 62,400 extra dwellings, The Hills is expecting to deliver an additional 38,000 dwellings between 2016 and 2036. Remaining capacity will service growth beyond 2036.
The majority of housing growth to 2036 is expected to occur within Sydney Metro Northwest station precincts (69%) and new release areas within the North West Growth Area (29%). The majority of new dwellings will be in high density areas, with good access to public transport options.

**Car Ownership**
The Hills has long had high levels of car ownership; currently, there are approximately 100,000 registered motor vehicles across the Shire, at an average of 2.1 per household. Compared to Greater Sydney, The Hills has fewer people who do not own a car, and more people who own 2 or more cars.

Between 2011 and 2016, the number of households with three or more cars increased by nearly 2%. This may reflect a number of demographic trends including increasing household incomes, increasing household size and changing household structure including adult children living at home for longer. High levels of car ownership are also reflective of our family dominant demographic. Whilst families are generally smaller, with an average of 1.8 children per household in The Hills, increasingly more families are consisting of two or more working parents who own at least two cars. Trip generators such as the journey to school, which traditionally would have been...
undertaken by active or public transport, are being incorporated into commutes to work. Car travel is generally perceived to be more convenient as well as perhaps safer, particularly for younger school children (Active Healthy Kids Australia 2015).

Mode Share
Nearly 80% of all trips originating in The Hills are made by private vehicle either as passenger or driver. Recent increases in bus numbers and changes to routes and timetables have seen an increase in patronage on bus services. This has been particularly evident around Castle Hill where higher density close to a major bus interchange has allowed for convenient access to public transport.

It is anticipated that the Sydney Metro Northwest will influence the travel behaviour of residents and encourage a further shift to train travel as people living within the inner (400m) and outer (800m) catchments of the metro stations take advantage of the convenient service to the Sydney CBD. Further gains are likely to be made once corridor-serving bus services and active transport networks are improved and integrated into the metro corridor.

![Mode Share Chart](Source: Transport for NSW - Household Travel Survey 2016)

**Figure 5:** Mode share – The Hills Shire

**Achieving Mode Shift**
There are many factors which influence travel behaviour, including, but not limited to, the following:
Creating an environment which encourages people to change the way they travel requires a collaborative effort between Councils, State Government and transport providers. The level of control that Council has over projects that may change travel behaviours lessens as the size of the transport project increases. In these instances greater control rests with State and/or Federal governments.

Council still plays an important role in these projects; however that role is one of advocacy for good outcomes and influencing state government/agency decisions by providing accurate information. Examples of areas of control and influence for Council are described below.
Areas of Control | Areas of Influence
--- | ---
**Parking Costs**
Council may enforce parking costs in public car parks to manage parking demand. | **State Government**
Council has a role to play in lobbying State Government for improvements to public transport provision and State road infrastructure as well as seeking grant opportunities and partnerships for local projects.

**Availability of Parking**
Council has a direct role to play in the provision of car parking through the enforcement of car parking rates through Development Control Plans for new development as well as the provision of additional on and off-street public parking. | **Transport Providers**
Council has an opportunity to continue to build relationships with transport providers to advocate for improvements to routes and service provision.

**Accessibility**
Council has a direct role in influencing people’s travel choices for short trips under 5km. Ensuring footpaths and cycleways are well-integrated within the wider travel network, accessible, safe and easy to identify presents active travel as a more attractive transport choice. | **Education**
Council has an important role to play in educating residents on alternative transport modes and benefits.

Table 1: Areas of control and influence for Council

Over the past decade, investment in public transport infrastructure has resulted in significant changes in mode share in The Hills. The introduction of the T-way in 2007 saw a rapid shift towards buses and a decrease in private vehicle usage in the north-west urban areas of The Hills. However, as release areas in North Kellyville, Rouse Hill and Box Hill started to develop and the number of households increased in areas not yet fully serviced by the bus network, a gradual increase in vehicle use is evident. However, bus patronage continues to increase with small fluctuations.

Following the introduction of additional buses and improved servicing in Castle Hill and Baulkham Hills in 2014, a significant shift from private vehicles towards buses has occurred. This trend has been assisted by increased higher density dwellings close to the Baulkham Hills and Castle Hill Town Centres.

**Journey to Work**
39% of The Hills local work force lives within the Shire, however nearly 70% of our working residents work outside of The Hills. Understanding where our residents choose to work and where our workers live helps to understand travel choices and infrastructure requirements. This contributes to the fulfilment of the 30 minute city vision.
The Sydney CBD and Parramatta are the primary drawers of our residents for work. The types of highly skilled and technical jobs available in these locations align with the levels of education seen in our resident population. Our local workforce, which has a higher proportion of lower skilled jobs than our resident labour force, draws primarily from The Hills and Blacktown, with significant contributions from Parramatta and Hornsby.

![Figure 7: Journey to Work Mode Share](source: ABS Census Data 2016)

Over the last twenty years, whilst the number of people commuting to work via private vehicle has increased, significant gains in bus patronage have seen the overall percentage of trips made by private vehicle decline. Whilst significant improvements in active transport usage have yet to be realised, there is significant potential to make improvements through the renewal of station precincts based on Transport Oriented Design (TOD) principles allowing better access to jobs and services within a walkable catchment from residential areas. This will require Council to actively target industries which complement our residents’ skill sets, in particular knowledge based industries including health, education, finance and professional and scientific services.
Figure 8: Residents place of work and workers place of residence

(Source: ABS Census Data 2016)
Figure 9: Job Types of our Resident Workers & Local Workers (top 8 locations)
Road Network Structure

The Hills road network is supported by major State controlled roads on the eastern, western and southern boundaries including Old Northern Road, Windsor Road, Old Windsor Road, the M7 and M2 motorways. Part of Windsor Rd transects the urban area of the Shire from north to south supporting local and regional traffic movements and providing our key connection to the Parramatta CBD.

Other arterial roads including Memorial Ave, Old Northern Road, Showground Road and Norwest Boulevarde provide essential East/West connections and feed traffic to higher volume roads.

The regional road network is experiencing serious congestion which is likely to continue in line with current and future growth to 2036. Without significant investment in regional road infrastructure, traffic congestion will remain a barrier to the development necessary to meet District Plan housing and jobs targets.

Figure 10: The Hills Road Network Structure
Public Transport
The Hills is serviced by the newly opened Sydney Metro Northwest as well as by an established bus network. The Metro will facilitate high speed mass transit between Tallawong and Chatswood taking in Hills suburbs of Rouse Hill, Kellyville, Bella Vista, Norwest, Castle Hill and Cherrybrook.

The bus network will remain vital to supporting movement of residents and workers to and from The Hills from areas including Blacktown and Parramatta, as well as facilitating ongoing services from areas of The Hills without direct access to the Metro. Services and routes have been amended to support the growth of the Metro, including the implementation of on-demand bus services around Bella Vista, Norwest and Hills Showground stations.

Figure 11: On demand bus operation area (blue)
**Active Transport**

Council provides an extensive network of footpaths and on and off-road cycleways. Barriers to use of these facilities include topography, wayfinding and gaps in connection to major trip attractors such as schools and shops. Increasing the use of the active transport network, especially for short trips of under 5 minutes, will benefit the health and wellbeing of residents as well as reducing traffic congestion.
The Integrated Transport and Land Use Strategy is framed around five key planning priorities contained in the Local Strategic Planning Statement (LSPS) that respond to priorities and actions in the Central City District Plan. The five planning priorities outlined in this chapter are as follows:

<table>
<thead>
<tr>
<th>Planning Priority</th>
<th>Description</th>
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<tbody>
<tr>
<td>Renew &amp; Create Great Places</td>
<td>Plan for convenient, connected &amp; accessible public transport</td>
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<tr>
<td></td>
<td>LSPS Priority 9</td>
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<tr>
<td></td>
<td>District Plan Priorities C6 &amp; C15</td>
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<tr>
<td>Plan for convenient, connected &amp; accessible public transport</td>
<td>Manage travel behaviour to promote sustainable choices</td>
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<td></td>
<td>LSPS Priority 11</td>
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<tr>
<td></td>
<td>District Plan Priorities C1 &amp; C9</td>
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<tr>
<td>Manage travel behaviour to promote sustainable choices</td>
<td>Expand and improve our active transport network</td>
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<td></td>
<td>LSPS Priority 12</td>
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<td>District Plan Priorities C1 &amp; C9</td>
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<td>Expand and improve our active transport network</td>
<td>Plan for a safe and efficient regional road network</td>
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<td>LSPS Priority 13</td>
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<td>District Plan Priorities C1 &amp; C9</td>
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<tr>
<td>Plan for a safe and efficient regional road network</td>
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<td></td>
<td>LSPS Priority 14</td>
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<td></td>
<td>District Plan Priorities C1 &amp; C9</td>
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</tbody>
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Renew and Create Great Places
This section relates to PP9 in The Hills Local Strategic Planning Statement

Context
This section discusses key priorities relating to the coordination and planning for transport, infrastructure and land use to shape and support population growth in The Hills, allowing residents to benefit from the 30 minute city and creating a network of great places.

The integration of transport, infrastructure and land-use planning is critical to achieving the vision of the 30 minute city. The way that we move to and through a place influences our interactions, perceptions, choices and general enjoyment of the places we live and work. Achieving the right balance between the need to move people and goods and the need to create vibrant, liveable communities is often difficult. Particularly in a ‘car dominant’ area such as The Hills, where there is a general expectation and travel by private vehicle should be available for most trips and should be convenient and expedient.

Future Transport 2056 adopts a ‘Movement and Place’ framework which is intended to guide decision making in regards to appropriate transport options to ensure they align with relevant place goals.

Our Approach
The Shire’s current road network is classified within a hierarchy based on the levels of service each road provides within the network. The hierarchy system takes into account service requirements such as traffic volumes, speed and load limits, ride quality and pavement durability.

This hierarchy also aims to reflect the preferred movement of vehicles throughout the network and gives guidance to road managers, road users and land developers as to Council’s intended road network objectives. The design of a roads’ physical attributes such as width, pavement strength, surfacing and other design elements are determined by its road classification. The road hierarchy complements the Movement and Place Framework and will support the preparation of public domain plans for areas experiencing significant change and renewal.
### Primary Arterial
- Long distance with limited access
- Supports through traffic and regional connections
- Primary freight routes
- Generally supports over 15,000 vehicles per day
- Speed limits up to 90 km/h
- Example: Windsor Road

### Arterial
- Moderate to long distance with limited access
- Supports through traffic and regional connections
- Generally supports over 15,000 vehicles per day
- Speed limits of 60-70 km/h
- Example: Old Northern Road

### Sub Arterial
- Moderate to long distance. Connects arterial roads to areas of development or carries traffic directly from one part of a region to another.
- Generally carries between 6,000 to 20,000 vehicles per day including heavy vehicles.
- Speed limit of 60 km/h
- Example: Showground Road

### Major Collector
- Connects the Sub Arterial roads to the local road system in developed areas.
- Typically carries between 5,000 to 10,000 vehicles per day
- Speed limit of 50-60 km/h
- Example: Gilbert Road

### Minor Collector
- Links local roads to major collector roads.
- Route discourages through traffic.
- Generally carries less than 4,000 vehicles per day
- Speed limit of up to 50 km/h
- Example: Tuckwell Road

### Local
- Provide access to individual properties.
- Generally carry less than 1,500 to 2,000 vehicles per day
- Speed limit of 50 km/h or less
Transit Oriented Development
Transit Oriented Development seeks to create liveable, vibrant and sustainable communities through the creation of compact, walkable, mixed use developments centred around mass rapid transport. Higher densities of residential, commercial and retail development are located closest to the transit point in fine grain walkable patterns with graduation to lower densities on the periphery of a walkable catchment of approximately 800m. Roads, cycleways and walking trails provide for connectivity and permeability promoting active and public transport as a mode of choice and shortening commutes (Yang & Pojani 2017).

Transit oriented developments have been central to urban renewal and densification in many areas around Australia. The Hills Corridor Strategy employs transit oriented development principles as a key feature of the renewal of established areas around station precincts.

Figure 13: Transit Oriented Development Framework

Master planning for station precincts will focus on connectivity, locating denser housing in areas that have the greatest potential for change, in easy walking distance to retail centres and stations.
Urban Renewal and Transformation

Integrating transport considerations when planning for major new developments is critical to ensuring the right balance between form, function and place. Delivering the 30 minute city requires the provision of movement corridors to transport people and goods between centres, but it also requires planning for vibrant local centres and streets which provide opportunities and encouragement for people to live, work and play within close proximity.

When planning for new or revitalised centres, communities and places, transport choices should be a key consideration of place making. The intended function of the centre, community or place should influence transport planning decisions. Public and active transport are integral to creating vibrant, healthy, liveable places and neighbourhoods and should be prioritised in centres and residential areas. In order to best plan for new places and spaces, it is necessary to understand existing and future transport needs. Master planning should therefore consider existing and forecast demand for transport, and how transport infrastructure and urban design may manage or reduce demand in order to strike the right balance between movement and place based on the priorities and intended function of specific areas. Council is preparing a Public Domain Strategy which will provide an overall vision for the public domain in The Hills and guide the preparation of individual public domain plans which respond to the unique place characteristics of master planned areas.

The Public Domain Strategy will provide overall guidance on place principles and public domain elements which should be uniform across the Shire. This will help inform the master planning process including decisions regarding appropriate transport provisions in and around centres and areas of significant urban change.

In order to best prepare master plans for the station precincts it is important to understand the existing status of the transport network, its shortcomings and pinch-points and apply appropriate modelling to measure potential impacts. Whilst initial work has been undertaken, further detailed traffic studies are
required to refine the information available and ensure master planning is based on accurate evidence.

**Council will:**
- Prioritise place making in new and transitioning neighbourhoods to ensure a quality living environment that is attractive, safe and connected, with a strong sense of community.
- Refer to the Movement and Place Framework when undertaking master planning for areas of significant change and renewal.

**Actions**
- Prepare a Public Domain Strategy.
- Prepare traffic studies for Station Precincts.

**Managing Travel Behaviour to Promote Sustainable Choices**

*This section relates to PP12 in The Hills Local Strategic Planning Statement*

**Context**
This section discusses Council’s approach to managing parking demand in order to influence sustainable travel choices. Car ownership levels in The Hills are typically high at approximately 2.1 vehicles per household and nearly 80% of trips are made by private vehicle. The majority of people travel as either driver or passenger in a private vehicle, whether out of necessity or preference.

As population increases, so too will the numbers of cars that will be using the existing road network, as well as the demand for car parking. Based on existing levels of car ownership, it could reasonably be expected that an additional 72,000 vehicles could be located in The Hills by 2030. Future Transport 2056 does not identify any major new road connections to or through The Hills within the next 20 years. As a result, any additional vehicles will be added to the existing road network, increasing the need to address issues of congestion and mode share to ensure that Hills residents can get to where they need to go safely and efficiently.

The availability and location of car parking influences our travel choices, from where and when we shop, where we recreate and how we travel to and from work. The majority of our local workforce comes from outside the shire and most travel here by car. As long as car ownership and reliance remain high, it will be necessary to provide parking facilities at key trip generators and destinations.

**Our Approach**
Managing travel behaviour through control of parking cost and availability is one key way in which Council can influence peoples travel choices and effect meaningful mode shift. This doesn’t mean that car users are penalised for their travel choices, rather that the environment is managed in such a way that encourages more alternative travel choices by making them convenient and attractive while still ensuring that private vehicle travel is accommodated and supported appropriately.
Managing vehicle movements is as much about influencing behaviour as it is about physical infrastructure. The Hills Corridor Strategy addresses how growth will be managed in station precincts, through the adoption of a transit oriented development model. Locating high densities and a mix of uses within close proximity of Metro stations is hoped to reduce dependence on private vehicles and encourage public transport use. As can be seen in Figure 14 above, in LGAs where there is easier access to mass, rapid public transport, the average number of cars per household is significantly lower. Within The Hills car ownership levels vary dependant on location, with the lowest levels seen in Castle Hill where significant investment in bus infrastructure, alongside concentration of high density residential within close proximity to the bus interchange, has led to an increase in bus patronage and lower levels of car ownership.

Opportunities exist for reconsideration of existing car parking rates for residential and commercial developments in close proximity to public transport, where car ownership levels are typically lower. Reducing parking opportunities at both origin and destination will influence travel choices.

Reducing required car parking rates also has the potential to reduce construction costs - for example, the average construction cost of a basement car parking space is approximately $50,000. Reducing required car parking rates therefore has the potential to increasing development viability, in turn putting downward pressure on housing prices.
Commuter Car Parking
The most significant factor likely to influence traffic congestion and parking demand is the introduction of the Sydney Metro Northwest and the associated residential and commercial growth which is expected to follow.

Availability of commuter car parking is increasingly causing concern in the local community. Concerns range from insufficient number of car spaces, use of local streets, impacts on streetscape, loss of amenity and convenience.

Current locations of commuter car parking facilities include:

- Samantha Riley Drive T-Way car park (147 spaces and 60 spaces on access road);
- Memorial Avenue T-Way car park (150 spaces and 20 spaces on access road); and
- Torrs Street (224 spaces and 100 on-street spaces).
- Cherrybrook – 400 spaces;
- Showground – 600 spaces;
- Bella Vista – 800 spaces;
- Kellyville 1,360 spaces (plus an additional 160 T-way spots); and
- Tallawong (in Blacktown LGA) – 1,000 spaces.

Council has endorsed the Sydney Metro parking management strategy which manages demand through enforcing parking restrictions in key areas within a 400m radius of new metro stations. Recommended restrictions vary from 2-4 hour limits to no parking and no stopping zones. The strategy was developed in close consultation with Council and affected landowners. As a result of consultation some changes were made to the recommended restriction zones which were adopted by Council.

Whilst the Sydney Metro parking strategy makes recommendations within 400m of stations, research suggests that train patrons are likely to walk up to and beyond 800m to access train services, therefore consideration needs to be given to management of parking demand beyond a 400m radius. Subject to monitoring of parking conditions around Sydney Metro Northwest stations, potential strategies to manage car parking demand include:

- Marginal expansion of off-street commuter car parking capacity at strategic sites;
- Integration of digital technology to provide commuters with real-time parking information;
- Operation of ‘pop-up’ commuter car parks utilising existing infrastructure in locations outside the walkable catchment of stations, with the support of a dedicated shuttle bus service;
- Possible expansion of a pilot program for demand-responsive local minibuses to provide an alternative to commuter car parking in areas that are not well served by existing bus services.
Paid Parking
Demand for on-street parking within close proximity to rail stations and centres is likely to continue to increase. The availability of convenient, accessible, safe and well-located short-stay parking for visitors and customers is essential to the economy of individual businesses and centres.

Due to its economic importance, high priority use of public parking in centres should be for short stay parking and loading purposes. This is evident at Carmen Drive shops (formerly in The Hills, now under City of Parramatta LGA) located near a prominent bus stop on the M2, where timed parking restrictions are vital to local business economy.

The availability and cost of long-stay parking influences decisions on the mode of transport used for the trip to work. Improving active and public transport quality, limiting the available long-stay parking and including paid short term parking in appropriate locations, will encourage a change in travel behaviour and enhance the effectiveness of the public transport system and support the economic vitality of businesses in the area.

Initial areas for investigation include:
- Baulkham Hills Town Centre;
- Castle Hill Strategic Centre;
- Norwest Service; and
- Box Hill Town Centre.

Car Sharing
Car sharing is a convenient, affordable and sustainable transport option for residents and businesses located in close proximity to public transport. Car sharing enables more sustainable travel habits and helps keep businesses and residents connected. It is an efficient use of parking space, allowing a single vehicle to be used by a large number of people. This reduces congestion and the competition for parking spaces, which ultimately benefits all road users.

Encouraging car sharing in high density residential and commercial areas within close proximity to transport hubs may be supported through targeted development controls. These could include:
- Reduced car parking rates for developments incorporating shared parking facilities in station precincts;
- Requirements for dedicated car sharing spaces for new developments; or
- Provision of dedicated on-street parking for shared vehicles.

Council will:
- Seek to influence travel behaviour through careful management of parking demand.
- Encourage car sharing in areas of higher residential and commercial density close to transport hubs.
Actions

- Review car parking rates for centres.
- Investigate and implement car parking controls for provision of car sharing spaces for large scale commercial and residential development.
- Investigate the introduction of metered short term parking in key locations to manage parking demand and support business.

Plan for convenient, connected and accessible public transport

*This section relates to PP11 in The Hills Local Strategic Planning Statement*

Context

An effective and efficient public transport network will be critical in shaping and supporting growth. The Sydney Metro Northwest is a significant transport investment which will have a transformative effect through provision of fast efficient connections within and through the Shire.

Whilst the Metro will be directly accessible to a large number of new and future residents, supporting bus networks remain critical to ensuring equitable access to public transport options and supporting the operation of the Metro. The shire is traversed by seven strategic bus corridors. These corridors act as carriers of people to and from key employment areas within the region. They must be supported by permeable local routes throughout The Hills Shire to decrease the need for commuter car parking.

Significant investment in the bus network including additional services, bus priority measures and supporting infrastructure has seen a steady rise in bus patronage and a small but significant mode shift away from private vehicle use. Continued investment in bus infrastructure will support developing growth in bus patronage as well as support the operation of the Sydney Metro Northwest.

Our Approach

Council has identified a number of key public transport priorities which will be essential to supporting long term growth in The Hills. These include city serving and city shaping infrastructure identified in Future Transport 2056 as well as local and regional bus priority measures to support growing bus patronage.

**Norwest to Parramatta Mass Transit Link**

Future Transport 2056 nominates a city shaping link between Norwest and Parramatta. This link is nominated as a 20 year visionary project with no firm commitment to planning at this stage.

By 2036 The Hills is expected to have a population of 290,900 people, approximately 13-15,000 of whom will live in Norwest. Norwest is a strategic centre which will be central to jobs growth and has the highest jobs targets of any strategic centre in the Central City District outside of Greater
Parramatta. The success of Norwest as an employment centre of district significance will rely on establishing good connections to people and places as part of delivering the 30 minute city. Establishing a mass transit link between Norwest and Parramatta will secure the long term viability of the Norwest business park and provide opportunities to support the growth of the Greater Parramatta and Olympic Peninsula (GPOP) economic corridor, cementing Parramatta’s role as the Central City CBD.

All major connections between The Hills and Parramatta are by road, and these are frequently congested at peak times. Whilst the Sydney Metro Northwest may relieve some of this congestion in the short term, given that nearly 12% of our residents work in Parramatta, and 10% of our workforce comes from Parramatta and Cumberland, pressure on the existing road network will remain and increase as our population grows.

Figure 16: City Shaping Corridor – Parramatta to Norwest

Establishing this link is a matter of priority and the specified timeframe is not reflective of the strategic importance of this corridor to the Central City District. The estimated timeframe for investigation of 20+ years will not deliver this link in sufficient time to ensure that it supports jobs growth in both Norwest and Parramatta. Reducing the timeframe for planning and delivery of this link will assist in attracting a diversity of jobs to Norwest to meet current and future employment demand. It will also
ease pressure on the existing road network which currently struggles to accommodate high traffic levels arising from the large numbers of people travelling between Parramatta and The Hills and Blacktown LGAs.

Baulkham Hills is the only local centre identified in the long term plan for a mass transit link. Assuming the link is likely to be a metro system, identification of a station box location in Baulkham Hills would reaffirm a commitment to delivery of the link and provide an opportunity to develop a bus interchange which would assist in servicing this important route whilst planning and delivery of a mass transit link is underway.

This should be supported by improvements to bus priority measures including extension of a bus lane north of Rembrandt Drive in Baulkham Hills to Norwest. Possible locations for a future metro box include Crown land around the Baulkham Hills library or alternatively behind the Bull and Bush site. The library site is considered to be the optimal location with good access to Windsor Road and Old Northern Road and the ability to integrate with any future grade separation at Windsor Road and Seven Hills Road.

**North South Rail Link**

The extension of the North South Rail link from Tallawong Station to St Marys is critical in providing access for Hills residents to the Western Sydney International Airport as well as serving the nearly 30% of our current workforce who travel to The Hills from Western Sydney and who will not immediately benefit from the opening of the Sydney Metro Northwest.

The city shaping connection should be prioritised to facilitate connection to the developing Western City and to provide faster commutes to Parramatta via the T1 Western rail line. This would provide an interim solution pending the delivery of the identified mass transit link between Parramatta and Norwest via Baulkham Hills.

**Local and Regional Bus Priority Measures**

Bus travel has become an increasingly important travel mode for The Hills. We have some of the highest levels of bus patronage in the district comparative to our population.
Figure 17: Mode Split 2018

The proportion of bus patronage in The Hills is greater than the proportion of rail patronage as a percentage of total trips in adjoining LGA’s. Whilst the introduction of rail is expected to result in changes to mode share in The Hills, bus services will still play an important role. The shift towards bus services should continue to be supported with improved infrastructure to support commuters travelling to destinations not serviced by rail including Parramatta and Western Sydney.

The following bus priority measures have been identified for Arterial and local roads:

<table>
<thead>
<tr>
<th>Bus Priority Measures – Arterial Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Showground Road from Old Northern Road to Carrington Road.</td>
</tr>
<tr>
<td>• Norwest Boulevarde – Full length.</td>
</tr>
<tr>
<td>• Green Road – from St Pauls Avenue to Showground Road.</td>
</tr>
<tr>
<td>• Memorial Avenue – Full length.</td>
</tr>
<tr>
<td>• Old Northern Road – Castle Hill to Baulkham Hills.</td>
</tr>
<tr>
<td>• Windsor Road – Norwest Boulevarde to Rembrandt Drive</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bus Priority Measures – Local Roads</th>
</tr>
</thead>
<tbody>
<tr>
<td>• West Pennant Hills – Highs Road, Taylor Street and Aiken Road (from Taylor Street to Oakes Road). In the longer term this bus lane would be extended to Castle Hill with a bus only bridge link over Excelsior Creek).</td>
</tr>
<tr>
<td>• North Kellyville – Bridge from Ross Street to Edwards Road.</td>
</tr>
<tr>
<td>• Railway Station Precincts.</td>
</tr>
</tbody>
</table>

Table 2: Bus priority measures for arterial & local roads
Box Hill to Rouse Hill Public Transport Corridor

Whilst station precincts will be responsible for delivering a high level of residential growth, a significant proportion of growth is already occurring and will continue to occur in our release areas, particularly in Box Hill and Box Hill North, which will not be directly serviced by rail services. To better connect people to both rail and T-way services, a link is required between Box Hill and Rouse Hill. Council has already preserved a public transport corridor in Rouse Hill between Annangrove Road and Commercial Road. Investigations are required to identify the best continuation of the corridor and highest and best use, whether that be light rail or bus, to maximise opportunities for residents in the North West Growth Area to access fast, reliable public transport.

Figure 18: Public Transport Corridor identification

Council will:
- Collaborate with Transport for NSW to identify and preserve a public transport corridor between Rouse Hill and Box Hill, and determine the most appropriate transport mode.
- Monitor the effectiveness of the Government’s Sydney Metro parking management strategy and seek to identify improvements or appropriate extensions to its area of operation.
Actions

- Identify preliminary corridor and station box options and advocate for the earlier planning for a mass transit link between Norwest and Parramatta.
- Seek State Government commitment to the early planning and delivery of the North South Rail Link between Tallawong Station and St Marys.
- Plan for and advocate to Transport for NSW when appropriate for local bus priority measures as identified in the Integrated Transport and Land Use Strategy 2019.
- Commence a pilot program of ‘pop-up’ commuter car parking.

Expand and improve our active transport network

*This section relates to PP13 in The Hills Local Strategic Planning Statement*

Context

Walking is an important travel mode in journeys, and is often associated with trips which also involve travel by bus, rail or car. Communities and town centres with walking and cycling at the forefront of design provide attractive, liveable areas with high levels of street activity, improved safety and a high quality public environment. Walkable and cycle friendly environments contribute to greater public transport use and contribute to healthier communities by encouraging physical activity.

Traffic congestion generated by short trips under 5kms could be reduced by shifting towards walking or cycling instead of undertaking these trips by car. Council’s current pathway network includes 523km of footpaths and 82km of cycleways. Council’s adopted Footpath Strategy identifies the proposed level of service for the provision of footpaths in the Shire.

Walking and cycling currently account for approximately 10% of trips made in The Hills. Despite a drop in walking in 2011, both walking and cycling are increasing in popularity as an option for commuting to work. This speaks to improvements in Council’s active transport network as well as to improvements in the availability of employment options within close proximity to residential areas.
Increasing cycling numbers has coincided with an increase in accidents involving cyclists in The Hills. Further improvements to the off-road cycling network may assist in reversing this trend.

Figure 19: Walking and Cycling to work

Figure 20: Accidents involving cyclists
Whilst improvements to walking and cycling are encouraging, there are a number of barriers which may inhibit significant increases in the choice of active transport including:

- Topography
- Wayfinding
- Safe and convenient crossing points on major roads

**Our Approach**

Council’s Bike Plan was last reviewed in 2009 and requires further review in light of recent and expected growth. The Bike Plan shows regional, sub-regional and local links and identifies missing links which could increase patronage and safety. The Bike Plan gives consideration to topographical challenges and seeks to identify routes which are as direct as possible and work with the local topography to ensure routes are as accessible as possible.

As part of the development of the Sydney Metro Northwest, a pedestrian and cycle strategy was developed which identified preliminary options for improvements to on and off-road cycle and pedestrian networks. Some of these improvements were to be provided by Sydney Metro Northwest, with others to be provided by other bodies including Council. Development of fine grain public domain plans around new station precincts will give further detailed consideration to any new on and off-road cycle and pedestrian links and these will be incorporated into Council’s Bike Plan review.

**Figure 21:** Excerpt from Council's Bike Plan
Work has commenced on identifying trip generators outside of station precincts, overlayed with existing and proposed cycleway improvements. This work will continue as part of the Bike Plan review with a view to identifying gaps and opportunities to improve connectivity.

Insufficient way finding has been identified as a key concern which may influence mode choice. To maximise patronage, active transport networks need to be direct and legible. Inability to identify access points to active transport networks may discourage their use. The Bike Plan review will include recommendations in regards to improving wayfinding within the active transport network.

Council will:

- Progressively identify and fill the gaps in our network of off road cycleways and footpaths.
- Support the health and wellbeing of our residents by prioritising active transport links in centres and residential areas.

Actions

- Review and update the Bike Plan.
- Improve wayfinding on existing and proposed cycleways.

Plan for a safe and efficient regional road network

*This section relates to PP14 in The Hills Local Strategic Planning Statement*

Context

This section discusses key priorities relating to the movement of people and goods around and through the Shire. Most of this movement happens within the framework of our existing local and regional road network. Traffic congestion is a source of frustration for Hills residents and contributes to a negative view of growth and change. Whilst improvements to public transport will assist in alleviating some congestion in the short term and localised improvements are important in supporting efficiencies in the regional network, a focus on improving the level of service on arterial and regional roads is necessary to support population growth and facilitate an effective freight network.
TrafficCongestion

Traffic counts within The Hills and adjoining LGA’s speak to the large volumes of traffic movements being made to and through area on a daily basis. South bound and east bound movements are particularly important for residents of both The Hills and adjoining LGA’s travelling to work in locations including Parramatta, Hornsby, Ryde and the Sydney CBD. South bound traffic travelling through Baulkham Hills Town Centre towards Parramatta is of particular concern. Over 30,000 vehicles may travel through the intersection of Windsor Road, Old Northern Road and Seven Hills road on a daily basis. A portion of these vehicles may then enter the M2 southbound, however the majority are likely to continue on to Parramatta, reflecting the high number of residents who work in the Parramatta CBD. Despite variable lane directions (tidal flow) on Windsor Road and improved bus services, this route continues to be subject to significant congestion.

East/west bound movements across The Hills facilitate the movement of workers in and out of Blacktown and Hornsby as well as serving as an alternative route for people travelling both northbound towards the M1 and south bound along Pennant Hills Road and towards the north shore and Sydney CBD. Annangrove Road has become increasingly important in facilitating East/West movements, capturing residents from The Hills and Blacktown, particularly from the developing north
west growth area precincts where limited direct access to metro services will likely result in continued high vehicle traffic use.

Figure 23: East bound traffic movements – Annangrove Road

Whilst most sections of Annangrove Road are currently operating at a satisfactory level of service (levels A-C), some including between Bannerman Road, Sedger Road and Angus Road are nearing capacity (level D) with up to 970 vehicles passing through during the morning and afternoon peak, equivalent to volumes expected on regional, rather than local roads. With Box Hill and Box Hill North currently only a third complete, traffic volumes accessing Annangrove Road are only expected to increase in the near future. Initial analysis suggests that the current configuration of Annangrove Road is unlikely to be able to support the projected traffic demand to 2036 with the eastern most sections of Annangrove Road estimated to reach an F level of service where delays are extreme and unsatisfactory. Suggested improvements to accommodate growth include:

- Widening to form a dual land divided carriageway separated by a central median;
- Traffic signals at intersections with Withers Road and The Water Lane; and
- Roundabouts at strategic locations including intersections with Edwards Road and Bannerman Road
Freight

Efficient freight links are an essential element of the road network and facilitate smooth and effective movement of goods, assisting in productivity by allowing supply chains to function smoothly as well as potentially opening up new markets. Currently, Hills businesses are somewhat limited in the freight routes they can access; in the absence of heavy rail, freight must move via the road network.

Freight movements originating in the Shire’s urban area (shown in red) travel north to the Central Coast, east to the Sydney CBD and south and west towards Port Botany and heavy rail at Blacktown. Freight movements originating in the north of the Shire around extractive industry sites at Maroota (shown in brown) predominantly travel to markets to the south, however the majority of these materials are sold locally within Sydney.

(Source – Transport for NSW – Strategic Freight model)

Figure 24: Freight movements
Our Approach
Reducing traffic congestion requires holistic consideration of the entire transport network, not just road capacity. Infrastructure and policy associated with adjustments to parking supply, public transport, walking and cycling and land use can all contribute to and can potentially make better use of available road capacity.

Council has identified a number of key strategic improvements to the regional road network which would facilitate the improved movement of people and goods. These include:

**Outer Sydney Orbital**
Investment in motorways and orbitals is essential for a connected, efficient, productive Sydney. Rapid growth means that identifying and securing corridors to aid new construction is essential. Recent consultation on the proposed corridor preservation for the Outer Sydney Orbital resulted in the extent of the identified corridor being reduced to end at Richmond Road. Future Transport 2056 identifies the extension of the road as a 20 year visionary project.

Identifying this corridor early will be of great importance to planning for growth in The Hills and surrounding LGA’s, for both population and employment. The developing business park and industrial estate at Box Hill will rely on the orbital to provide connection to the Western Sydney International Airport and to The Hills primary freight destination of the Central Coast. Failure to identify a corridor and commit to construction of the orbital may compromise the success of the fledgling business park and industrial areas and may restrict the long term viability of freight routes servicing existing industries and extractive industries in the north of the Shire, as well as the wider area.

**Annangrove Road Arterial and Bypass**
The Annangrove Road bypass is an important regional transport link which whilst previously identified as a priority has not been identified in the Region or District plans. Annangrove Road currently serves as a connector between Windsor Road and Pennant Hills Road via New Line and Boundary Roads at Dural. As the population in Council’s growth centres to the north increases, so too will the pressure on Annangrove Road to accommodate commuters travelling through the north of the Shire towards Hornsby and beyond. As a consequence of additional housing being provided in the northern growth areas, Annangrove Road is failing to deliver an acceptable level of service.

Amending the status of Annangrove Road to arterial will assist in securing the appropriate funding required for upgrades to reflect its expected usage and role in facilitating regional traffic movements. In conjunction with this, a bypass of Kenthurst Road to connect directly with New Line Road could significantly ease congestion around Dural and Round Corner.

**Grade Separation at Windsor Road and Seven Hills Road**
Residents who live in and around Baulkham Hills are subject to significant traffic congestion and delays on a daily basis. Council has prepared concept plans for either a partial or full grade separation of Windsor and Seven Hills Road and has long advocated for grade separation to improve
the intersection capacity and the through traffic speed. This approach to resolving the traffic congestion in this locality has not been supported by State Government or Roads and Maritime Services to date. As these are regional roads and the majority of traffic is through traffic, it is the responsibility of the State Government to resolve this issue.

In the longer term Future Transport 2056, the Greater Sydney Region Plan and Central City District Plan identify a ‘city shaping corridor’ between Greater Parramatta and Norwest via Baulkham Hills as a ‘visionary’ initiative intended to provide high capacity turn up and go services. However there is no certainty regarding the funding, timing and delivery of this infrastructure. Serious consideration is needed in the short term of the grade separation at this intersection and how it could potentially work together with the delivery of the identified ‘city shaping corridor’.

**Freight Logistics**

One of Council’s largest freight tasks is in the transfer of waste for disposal at distant facilities. As population increases it is important to approach waste from both a reduction and logistics standpoint. The Environment Strategy details Council’s approach to reducing the waste burden through improved separation and potential for on-site organics processing in high density areas as well as investigation into planning controls to facilitate more efficient waste collection.

The changing nature of retail trade with an increased reliance on on-line shopping and delivery is changing the nature of urban freight logistics. The introduction of local distribution premises as a land use term in the LEP seeks to facilitate this emerging logistics task by permitting smaller distribution centres, close to populated areas to facilitate more efficient last mile freight which can be achieved using vehicles more appropriate within an urban environment. Presently, local distribution centres are permissible with consent in the following zones:

- B5 Business Development;
- B6 Enterprise Corridor;
- B7 Business Park;
- IN1 General Industrial; and
- IN2 Light Industrial.

Based on the above zones, it is technically possible to locate local distribution premises within five kilometres of most populated urban areas of the Shire. Council will monitor uptake of this development type to better understand demand and any barriers to success. Should existing zoned land be insufficient or unviable, Council may investigate alternate locations suitable for local distribution premises and determine whether the use should be extended to other zones.

**Council will:**

- Advocate for regional road projects that will benefit the Shire as well as Greater Sydney.
- Monitor traffic levels on key regional roads to pinpoint timing for necessary upgrades.
Monitor uptake of ‘local distribution centres’ and consider if the use is appropriate in additional zones to improve the efficiency of the freight network.

**Actions**

- Work with State Government to revise the status of Annangrove Road to an arterial road to recognise its increasing role in facilitating regional traffic movements.
- Plan for and seek State Government support for grade separation at the intersection of Old Northern Road/Seven Hills Road and Windsor Road, Baulkham Hills.
Implementation, Monitoring & Review

Implementation and Delivery
The actions contained within this Strategy are to be implemented in accordance with the Implementation Plan supporting the Local Strategic Planning Statement.

Stakeholders
Beyond this, there are a number stakeholders who will assist in the delivery of the needed transport infrastructure, including:

- Residents;
- State Agencies including the Greater Sydney Commission, Department of Planning, Industry and Environment and Transport for NSW; and
- Development Industry.

Planning Instrument
This strategy outlines a number of potential changes to planning controls following further investigations and master planning work. It is anticipated that these master plans and subsequent planning proposals will be completed by the next 5 year review.

Proposed amendments that do not warrant detailed master planning or further investigations will be included in the pending review of Local Environmental Plan 2012, intended to be completed before June 2020.

Monitoring and Review
The Integrated Transport and Land Use Strategy will be monitored annually and reported to Council to inform future review programs. It is anticipated that the Integrated Transport and Land Use Strategy will be reviewed, exhibited and re-adopted on a five yearly basis to ensure transport networks and services meet the needs, and lifestyles of The Hills community.
References


The Integrated Transport and Land Use Strategy was adopted by Council on xxxxxxx Minute No.xxx.

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