



Hawkesbury City Council

attachment 1
to
item 246

Submissions

date of meeting: 8 December 2020
location: council chambers and
by audio-visual link
time: 6:30 p.m.

From: [REDACTED]
Sent: Wed, 14 Oct 2020 12:44:29 +1100
To: Andrew Kearns
Cc: Sunehla Bala
Subject: [REDACTED] to Hawkesbury Employment Lands Strategy
Attachments: 2020-10-14 [REDACTED] to Hawkesbury Employment Land Strategy.pdf

G'day Andrew,
As promised, attached is the corrected pdf of [REDACTED] submission to the Hawkesbury Employment Lands Strategy.

Regards

[REDACTED]

[REDACTED]

[REDACTED]



OUT20/12296

Mr Andrew Kearns
Manager Strategic Planning
Hawkesbury City Council
PO Box 146
WINDSOR NSW 2756

council@hawkesbury.nsw.gov.au

Dear Mr Kearns

Draft Hawkesbury Employment Land Strategy

Thank you for the opportunity to comment on the draft Hawkesbury Employment Land Strategy (draft Strategy).

The NSW Department of Primary Industries [REDACTED] is committed to the protection and growth of agricultural industries, and the land and resources upon which these industries depend.

[REDACTED] has reviewed the draft Strategy and generally supports the strategic direction of the draft Strategy, particularly the recognition of the importance of agriculture and agribusiness to the economy of the local government area (LGA) and the opportunities for growth through targeting agribusiness industries; fresh food processing capabilities and development of tourism centred on agriculture and food.

The opportunity to support the development of educational facilities in Clarendon to strengthen the agribusiness and STEM profile of the region and develop clear career pathways for students into agriculture and agribusiness is also supported.

It is noted that the draft Strategy identifies investigation areas for long term expansion of industrial land at Mulgrave and South Windsor.

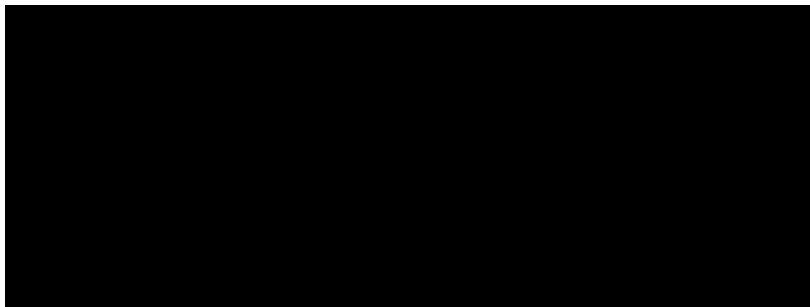
It is considered that the identified investigation areas at Mulgrave (Figure 54 in the draft Strategy) are appropriate for further investigation. The draft Strategy demonstrates the strategic advantages of the Mulgrave industrial precinct and the investigation areas would constitute infill development between the existing industrial estate and the Vineyard release area.

The investigation area at South Windsor (Figure 55 in the draft Strategy) does not appear to have the same strategic merit as it contains an established poultry farm, is bounded by urban residential purposes, contains extensive vegetation and restricted road access.

[REDACTED] suggests that the South Windsor investigation area should be omitted from the final strategy. Since the investigation areas are only identified to provide industrial land in the long term (post 2036) and the Mulgrave investigation areas amount to approximately 74 hectares, this is considered sufficient until it is understood how the development of the Western City Aerotropolis will affect demand for industrial land in Western Sydney.

Should you require clarification on any of the information contained in this response, please contact [REDACTED] or by email at [REDACTED]

Yours sincerely



From: [REDACTED]
Sent: Mon, 12 Oct 2020 17:51:41 +1100
To: Hawkesbury City Council
Cc: Andrew Kearns
Subject: Submission on Draft Local Housing Strategy & Employment Lands Strategy
Attachments: 201012_Property_Council_Hawkesbury_City_Council_d[REDACTED].pdf

Good afternoon,


On behalf of [REDACTED] please find attached the Property Council's submission on the Hawkesbury Local Housing Strategy and Employment Lands Strategy.

If you have any questions, please contact me.

Thanks

[REDACTED]

[REDACTED]




12 October 2020

Mr Peter Conroy
General Manager
Hawkesbury City Council
PO Box 146
WINDSOR NSW 2756

Email – council@hawkesbury.nsw.gov.au

Dear Mr Conroy

Draft Hawkesbury Local Housing Strategy & Draft Employment Lands Strategy


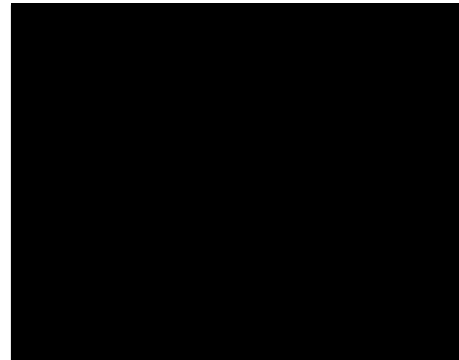
 welcomes the opportunity to provide Hawkesbury City Council (**Council**) with comments on the draft Hawkesbury Local Housing Strategy (**LHS**) and draft Employment Lands Strategy (**ELS**).

As Australia's peak representative of the property and construction industry, the Property Council's members include investors, owners, managers and developers of property across all asset classes. Please find attached our response to the exhibition of these strategies.

The actions set out in these strategies are generally welcomed and will contribute towards Council meeting its housing and employment targets set out within the *Western City District Plan*. We look forward to Council developing planning proposals to amend the provisions of *Hawkesbury Local Environmental Plan 2012* that will give effect to these strategies.

Should you have any questions regarding the content of this submission please contact 


Yours sincerely



Submission to Hawkesbury City Council

Draft Local Housing Strategy & Draft Employment Lands Strategy

12 October 2020

1.0 Draft Hawkesbury Local Housing Strategy

1.1 General Comments

We acknowledge that Hawkesbury City Council (**Council**) has prepared this draft LHS as a requirement of the Greater Sydney Regional Plan (Action 3) and the Western City District Plan (Action 17). We support the Council undertaking this work at this time ahead of its deadline to update its local environmental plan to align with the Western City District Plan.

In 2018, the Department of Planning, Industry and Environment (DPIE) issued the publication “Local Housing Strategy Guideline” to all local councils which provided a step by step process for councils developing local housing strategies. We note that Council has prepared its LHS to be consistent with the Department’s guideline.

1.2 Housing Targets

The Property Council and our members have taken the opportunity to review many draft local housing strategies that have been released for consultation in 2020. We applaud Council’s efforts to undertake the strategic planning work required to deliver more housing diversity, especially for seniors and smaller households, and strategies to improve housing affordability.

Together, this LHS and Council’s Local Strategic Planning Statement (LSPS) should identify how medium and long-term housing targets will be achieved. Council’s 6 to 10-year housing target should be informed by this LHS. We support Council accepting this role to identify its own target based on local supply factors.

Council’s draft Strategy indicates:

- Population growing at 0.7% each year between 2006 and 2016.
- DPIE expects population growth to increase to 1.6% between 2026 and 2031.
- Population in 2016 was 67,800 and will increase to 85,050 in 2036.
- Greatest increase will be in age bracket 65 to 84 years – additional 6,100 persons.
- Population aged over 85 will increase from 1,050 to 3,050.
- Households increase from 24,600 in 2015 to 32,000 in 2036.
- DPIE expects additional 8,000 dwellings will be needed in 20 years to 2036.
- This is approximately an additional 400 dwellings per year.
- Between 2016 and 2036 there will be double digit increases in couples only, single parent and multi-family and other-family households.
- Rents and mortgage payments are generally less than the Greater Sydney area.
- 10.5% of Hawkesbury LGA households are experiencing housing stress.
- 8.9% of households experiencing mortgage stress
- 30.2% of households experiencing rental stress.
- 85% of dwellings are detached dwellings
- Approximately 10,000 additional dwellings will be needed between 2016 and 2036.

Extensive parts of Hawkesbury LGA are impacted by natural hazards limiting urban expansion or intensification, including flooding and bushfire. Other significant constraints on development include biodiversity, heritage and aircraft noise from the RAAF base at Richmond. Nonetheless, theoretical capacity for new housing exists in Windsor, Richmond, North Richmond, Hobartville and Vineyard.

We support Council undertaking further work to implement this LHS once it has been endorsed by DPIE. In particular, careful consideration should be given to a supply of suitable dwellings that meet the needs of seniors, couples and other demographic groups identified in the LHS with unmet housing needs.

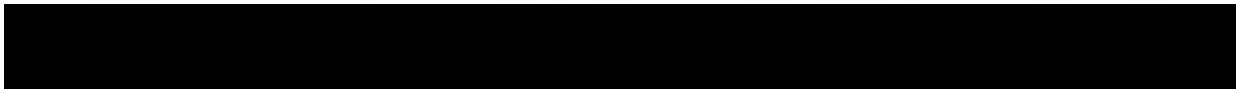
1.3 Strategies and Actions

Section 6 of the LHS sets out Council's intended strategies and actions to meet the District Plan's housing objectives.

The following table provides the Property Council's response to each of the strategies and actions.



Strategies and Actions	Property Council Response
<p><u>6.3.1 Focus new housing growth in urban release areas</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • Reviewing the Hawkesbury Growth Centres DCP to require a minimum dwelling mix of dwelling density, • Introducing incentives to encourage multi-unit dwellings near the town centre, • Targeting a proportion of one and two bedroom in multi-unit developments, and • Encouraging innovative housing types such as small lot subdivision, rear lane dual occupancies and secondary dwellings, build to rent schemes. 	<p>The Property Council generally supports these actions as they are positive initiatives that have potential to achieve their intended effect. It is important that any policy measures Council takes to encourage the supply of new housing in its urban release areas can provide an effective boost to meeting Council's housing targets.</p>
<p><u>6.3.2 Maximise the potential of existing urban lands</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • Investigate rezoning remnant R2 Low Density Residential sites in Windsor and Richmond, as outlined in section 6.3.1, • Advocate for housing on surplus government sites, • Advocate for an increase in the supply of public housing, noting the value of this as an economic stimulus, and • Review planning controls to encourage increased densities in infill development on under-utilised sites. 	<p>The Property Council supports Council taking steps to encourage infill development in existing centres such as Windsor & Richmond. The other actions identified may contribute towards additional supply, subject to appropriate sites being available. If undeveloped sites exist, it may be appropriate for Council to examine the reasons why they remain undeveloped and consider actions to overcome any obstacles.</p>
<p><u>6.3.3 Increase the supply of smaller dwellings</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • Permit low-rise apartment buildings in selected areas/sites in the R1 zone by allowing for 3-storey development with exceptions for flood management heights and examining the potential FSRs of 0.8:1 to 1:1. • Expand shop-top housing by transitioning centre-based R2 Low Density Residential zones with non-residential uses to a B1 or B2 zone. • In consultation with SES, transition R2 Low Density Residential land directly adjacent to the centres of Richmond and Windsor to R3 Medium Density Residential to enable low-rise medium density complying development, • Expand centre zoning to include neighbouring residual R2 zoned land to promote density and establish stronger boundaries. • Encourage attached dwellings adjacent to centres through mapped additional local provisions. 	<p>The Property Council generally supports Council taking steps to increase the supply of smaller dwellings, particularly in the LGA's major centres close to amenities and transport.</p>



Strategies and Actions	Property Council Response
<p><u>6.3.4 Continue to expand affordable housing options</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • The <i>Affordable Housing Policy</i> could be strengthened by confirming an expectation for: <ul style="list-style-type: none"> (a) In large scale developments, such as release areas, Council anticipates that the developer would contribute to affordable housing, through an in-kind or cash contribution; (b) Initially, affordable housing contributions would be administered via a Voluntary Planning Agreement with the rate of contribution to be determined through feasibility testing, with Council to obtain an independent peer review of the feasibility testing, (c) The rate of contributions would be determined on a case by case basis with reference to development feasibility, but Council could aim to achieve between 5% and 10% of new residential GFA as affordable housing by 2036, consistent with the GSC's <i>Western City District Plan</i>. (d) Council could monitor opportunities to capture zoning uplift for the benefit of affordable housing and if appropriate, develop an Affordable Housing Contributions Scheme consistent with the NSW Government's requirements, which sets out the areas where an affordable housing contribution is to be paid and the rate based on feasibility testing, (e) Require, on large developments, the dedication of affordable rental housing in Council ownership in perpetuity, (f) Continue to support the development of micro-apartments (boarding houses), secondary dwellings, however, carefully consider the location of boarding houses to ensure they are appropriately located near transport and amenities, (g) Investigate and adopt innovative models which achieve more affordable homes though Build-to-Rent schemes, compact layouts, shared facilities and fewer car spaces in accessible locations, (h) Dwellings contributed will be held in perpetuity as Affordable Housing and managed by a community housing provider (CHP), (i) Affordable dwellings are to be made available to households on low and moderate incomes. • Council could undertake a review of its assets to identify sites that are surplus to requirements and suited to development to meet a specific housing need such as affordable housing. 	<p>The Property Council generally supports more affordable housing and the provision of affordable rental housing for very-low and low income earners.</p> <p>Council would be aware that the Western City District Plan has established a 5 to 10% target for affordable rental housing for each LGA although it did not specify how that target would be implemented. DPIE has issued guidelines for the establishment of affordable housing contribution schemes under SEPP 70 where Council propose to initiate such a mechanism. Viability is an important consideration in this process and Council would need to ensure that viability is not impacted should it proceed down this pathway.</p> <p>The NSW Government recently exhibited a EIE for a proposed Housing Diversity SEPP. That new policy will integrate SEPP 70, the ARH SEPP, Seniors Housing SEPP and introduce new categories of housing such as Build-to-Rent, student housing and co-living housing. There may be opportunities for Council to encourage some of these other housing types and it should consider how it responds to them in its local planning controls.</p>



Strategies and Actions	Property Council Response
<p><u>6.3.5 Maintain a long-term supply of residential land</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • The Vineyard release area presents significant opportunities for housing growth. It will be important to identify future urban release areas at an early stage to allow adequate time for planning and infrastructure delivery & maintain a buffer of zoned and serviced land to allow for market fluctuations. • Council could undertake environmental investigations of sites to determine future development potential, if any. If no urban potential is found, alternative investigation areas will need to be identified. 	<p>The Property Council supports Council committing to maintaining a long-term supply of residential land. Given the environmental constraints affecting land within the Hawkesbury LGA, where suitable land exists it should be identified early and appropriate zoned to provide an incentive for long term development into the future.</p>
<p><u>6.3.6 Develop a program to monitor housing land supply and housing delivery</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • Establish a database of residential land supply disaggregated into land that is: <ul style="list-style-type: none"> a) Zoned for residential development b) Zoned and serviced for residential development c) Zoned, serviced and subdivided. • Establish a program to investigate potential new urban areas as indicated in section 6.3. 	<p>The Property Council supports Council's efforts to monitor housing supply and delivery. This information should be coordinated with DPIE which produces an annual Housing Supply Forecast for Sydney and other data on housing that may be used as a starting point for Council to develop its own database.</p>
<p><u>6.3.7 Continue to work with other levels of government, the community, local services and agencies to address homelessness</u></p> <p><i>Actions:</i></p> <ul style="list-style-type: none"> • Consider preparing an updated Homelessness Action Plan which identifies updated needs and actions, • Advocate for the needs of the LGA's homeless people seeking increased funding opportunities and • Investigate the need for additional outreach services targeted to homeless people in the LGA. 	<p>The Property Council welcomes and supports Council tasking steps to address homelessness within the Hawkesbury LGA.</p>

2.0 Draft Employment Lands Strategy

2.1 General Comments

The Property Council welcomes the opportunity to provide comments to Council on its draft Hawkesbury Employment Lands Strategy (ELS). This is an important piece of evidence to guide Council's decision-making on actions to give effect to the Western City District Plan and Council's Local Strategic Planning Statement (LSPS). We generally support the ELS and its actions.

We note that this strategy has been prepared in accordance with the *Greater Sydney Regional Plan* (Action 11) and the *Western City District Plan* (Action 51) and will contribute towards Council updating its land use plan, *Hawkesbury Local Environmental Plan 2012* to give effect to those strategic plans.

It is understood that Hawkesbury LGA currently has 3.4km² of employment land, comprising both business zones (B1, B2, B5 and B6) and industrial zones (IN1 and IN2). These employment lands are mostly located in the southern part of the LGA within the primary centres of Windsor, South Windsor, Richmond, North Richmond, Pitt Town and Mulgrave. There are no employment lands within the rural areas of the LGA.

Although action 53 of the *Western City District Plan* requires Council to "plan and manage" industrial and urban service land, Figure 19 of the Plan indicates the industrial land in Hawkesbury LGA is to be "retained and managed". We welcome consideration of opportunities to increase the amount of industrial and urban services land where appropriate.

Hawkesbury City LGA has a high employment self-containment rate. Data on workers leaving Hawkesbury City LGA for employment elsewhere mostly travel to jobs in Blacktown (3,560 workers), Penrith (2,829 workers) and The Hills (2,332 workers).

There has been a contraction of established industries traditionally associated with industrial precincts, such as manufacturing. This is reflective of a broader trend in the Greater Sydney economy. The ELS indicates this will require a strategic planning response for Hawkesbury that better aligns industrial land use with the skills of resident workers to improve industry retention or attraction.

2.2 Strategic Considerations

2.2.1 Employment Floorspace – gap analysis

Retail

The ELS has found there is a need for approximately 1,857sqm of retail floor space by 2026, which could increase to 20,237sqm by 2036. The need for additional retail floor space would largely be split between McGraths Hill, Richmond and Windsor.

The Property Council supports the identification of this need and would encourage Council to plan for an appropriate supply of zoned land for the retail uses described in the ELS.

Commercial & Industrial

Analysis presented within the ELS has found there is sufficient floorspace capacity under current planning controls to cater for future demand for commercial/retail and industrial precincts out to 2036. Projections included in the ELS indicate that industrial floorspace demand is expected to grow at around 9,082sqm per year and commercial floorspace demand at 3,372sqm per year. This amounts to about 3 years of capacity in the system for industrial floorspace and 19 years for commercial/retail.

The Property Council acknowledges the available opportunities for these land uses and encourages Council to monitor supply and demand of land for these uses and undertake to intervene where actual production of floor space is failing to keep up with demand.

2.2.2 Emerging business and industrial trends

Retail and commercial

The ELS has identified:

- online retaining,
- emergence of café culture/food centres/ experience dining,
- fine grain retail spaces, and
- coworking spaces

as economic trends that may affect the employment structure and employment lands of the Hawkesbury LGA in the future.

The Property Council supports actions that are intended to adapt to these trends and changes.

Industrial lands

The ELS has identified:

- changes in freight transportation,
- creative uses, and
- agribusiness and sustainability.

as significant issues for industrial precincts.

The Property Council supports actions that are intended to help the Hawkesbury LGA adapt to these emerging and high-growth industrial uses.

Tourism

The ELS has identified the visitor economy as a major economic opportunity for the Hawkesbury LGA.

The Property Council supports actions that are intended to support further growth in the region's tourism sector, including accommodation, tourism destinations and related services such as cafes, restaurants and cellar door premises.

Innovation Precincts

The ELS has identified innovation precincts as a key driver to business productivity growth which translates into economic growth. It suggests that Clarendon contains the Western Sydney University, a research anchor, which is one of the key elements for an innovation precinct.

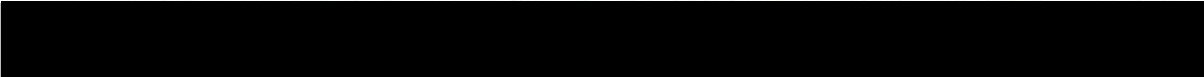
The Property Council supports Council working with the precinct's stakeholders to build collaboration in relation to agribusiness and STEM and also investigating whether an innovation precinct is feasible

2.3 Place based planning recommendations and implementation

Section 5.4 of the ELS provides 25 recommendations and actions.

The following table provides comments in respect of each of the planning recommendations or actions identified for the locations identified in the ELS.

Planning Recommendations	Response
<p>Richmond operates as a provider of essential services to the local population and a key hub of the LGA as part of the Richmond-Windsor Strategic Centre. Richmond should continue to strengthen this role in line with the <i>Western City District Plan</i> directives. The role of Richmond, as the primary provider of essential services, will become even more important as the needs of the local population change and as the population ages.</p>	
<p><i>Recommended Actions:</i> R1 – Develop a social program that is inclusive of the whole community and visitors to the LGA. R2 – Plan for a small increase in retail floor space in the medium to long-term. R3 – Plan for a small addition of commercial floor space (relevant for a local centre) towards 2036. R4 – Encourage small scale health service provision in the centre. R5 – Investigate the applicability of an urban, forum space in the centre. R6 – Improve amenity, safety-by-design and connectivity to and around the rail station.</p>	<p>The Property Council generally supports Council taking action to implement these actions in respect of Richmond. We look forward to Council releasing further information and proposals regarding how it will strengthen the vibrancy and economic role of Richmond.</p>
<p>Windsor – As part of the combined Strategic Centre, Windsor will have to overcome some character and amenity issues and will need a coordinated strategy to maintain activity along the expansive George Street stretch from the rail station and high street to the river. There may be potential for Windsor to expand its small-scale commercial and tourism roles.</p>	
<p><i>Recommended Actions:</i> R7 – Investigate precinct planning to develop the Windsor Station as a ‘gateway’ to the Hawkesbury region. R8 – Monitor activity between Windsor station and Hawkesbury Valley Way as the ‘gateway’ is developed. Investigate and consider up-zoning the B1 zone around Windsor station to allow for more commercial activity. Consider expansion of the B1 zone to align with some of the current uses in the area. Consider carefully, the timing of land release for B zones, so that it meets demand and generates momentum. R9 – Investigate and develop character areas. R10 – Plan for a small addition of retail floor space in the medium to long-term. R11 - Plan for a small addition of commercial floorspace (relevant to a local centre) towards 2036, dependent on the outcome of R8. R12 – Support the establishment of a high quality co-working space and the allowance for pop-up businesses in vacancies. R13 – Build the tourism industry, using Windsor as the primary, first hub.</p>	<p>The Property Council generally supports Council taking action to implement these actions in respect of Windsor. We look forward to Council releasing further information and proposals regarding how it will strengthen the vibrancy and economic role of Windsor. We welcome changes to land use zonings within Windsor to support its economic and employment growth.</p>



Planning Recommendations	Response
<p>Clarendon will become a key agri-business and STEM hub within Greater Sydney. There is growing activity and momentum between Clarendon stakeholders to build the agri-business capabilities in the region (the education entities), the STEM capabilities in the region (RAAF), and the career pathway opportunities for students. Council can support growth of these industries and facilities collaboration between stakeholders.</p>	
<p><i>Recommended Actions:</i> R14 – Support greater collaboration and dialogue between the Clarendon stakeholders and support industry linkages. R15 – Support the development of the RAAF heritage museum, R16 – Leverage the activity in the precinct for agri-business, food systems and STEM and link it to tourism opportunities, R17 – Encourage and synergise land uses in the Clarendon Precinct,</p>	<p>The Property Council welcomes and supports Council implementing these recommendations regarding the Clarendon precinct. We look forward to receiving updates from Council on progress with these recommendations.</p>
<p>Mulgrave contributes valuable industrial and urban services land to the Hawkesbury LGA and Greater Sydney. The value of this contribution should be recognised and a ‘retain and manage’ approach applied to these lands. Mulgrave is the preferred industrial precinct in the LGA due to the quality of the built form, transport accessibility and general character. Council should continue to monitor this precinct over time, to assess whether any expansion would be required in the lead up to 2036 and beyond.</p>	
<p>R18 – Monitor the performance of the industrial precinct over time and nominate an area as ‘future industrial’ for the expansion of the industrial precinct. R19 – Facilitate and monitor the growth of fresh produce processing and align industrial land use capacity as relevant. R20 – Maintain buffers between industrial and residential/commercial land uses. R21 – Consider industrial land operational needs alongside employment generation.</p>	<p>The Property Council supports these recommendations to support the economic development of the Mulgrave precinct. Steps should be taken to progress recommendation R18 to provide for future expansion of the precinct. Council is encouraged to speak with industrial landowners and businesses regarding R21.</p>
<p>South Windsor can reposition its industrial offering, providing smaller lots to meet the demand of local operators, while smaller changes to the public domain and retailing can generated increased vitality in the neighbourhood centre.</p>	
<p>R22 – Improve retail activation and linkages R23 – Consider the addition of smaller lots in the industrial precinct and update DCP to support. R24 – Consider industrial land operational need, not just employment generation.</p>	<p>The Property Council supports these recommendations regarding South Windsor.</p>
<p>Smaller Centres – The focus for smaller centres in the LGA will be to ensure floorspace, urban design and amenity meets the needs of the local population and visitors to the LGA.</p>	
<p>R25 – Plan for small additions to retail and commercial floorspace relevant in the smaller centres in the medium to long-term.</p>	<p>The Property Council supports recommendation R25 and encourages Council to take steps to provide for incremental growth of these centres to meet future demand.</p>



From: [REDACTED]
Sent: Mon, 12 Oct 2020 12:00:24 +1100
To: Hawkesbury City Council
Cc: [REDACTED]
Subject: Planning Submission to Draft Hawkesbury Employment Lands Strategy 2020 -
For [REDACTED]
Attachments: Planning Submission Hawkesbury Draft [REDACTED]
[REDACTED]

Dear Strategic Planning Staff.

Please find attached a submission prepared for the [REDACTED]. Site photographs are also attached.

We wish to support the allocation of the subject site as future employment lands. This site is identified in Figure 54 of the draft HELS as an area for investigation/future zoning.

This request is considered to align with relevant strategic studies and local and metropolitan planning objectives, as detailed within this submission.

Thank you for your consideration and we look forward to more information.

Please be in contact if we can provide assistance or answer any questions.

Regards,

[REDACTED]

[REDACTED]



12 October 2020

The General Manager
Hawkesbury City Council
Attention: Strategic Planning Staff


Dear Strategic Planning Staff,

**Draft Hawkesbury Employment Lands Strategy August 2020
Planning Submission**



Request for the Re-zoning of this Strategically Identified Site as Employment Land

Introduction

This submission has been prepared for  of the abovementioned properties (identified with a star in the following map extract). and is based on a review of the site and area, the *Draft Hawkesbury Local Strategic Planning Statement (2019)*, the *Western City District Plan (2018)*, *A Plan for Growing Sydney (2018)*, *The Draft Hawkesbury Employment Lands Strategy (2020 by SGS Planning and Economics)* and *The Draft Hawkesbury Housing Strategy (2020 by Hills PDA)*.

Summary

The *Draft Hawkesbury Employment Lands Strategy 2020* ('draft HELS') identifies the subject site for inclusion as additional employment land for the Mulgrave precinct. The site is directly opposite existing IN1 land and the railway, is well accessed and is relatively level, not problematic in terms of flooding, vegetation or bushfire issues and is not currently utilised for rural production. This area is well separated from any residential zone.

The Mulgrave employment precinct is noted in the draft HELS as a preferred industrial precinct given the close location to existing roads and rail and planning infrastructure such as the Outer Sydney Orbital and Aerotropolis. This area has an attractive character and high quality built form. The different zones in the precinct (IN1, IN2, B5 and B6) offers a variety of land uses which create opportunities for a wide range of employment and business activities. This area is close to burgeoning populations in Vineyard and McGraths Hill and this planned increase would assist in allowing these communities opportunities to develop businesses and workplaces within the desired '30 minutes' from home.

We wish to support the allocation of the subject, western side of Railway Road South which is identified in Figure 54 of the draft HELS as future employment lands. We request the rezoning

of the site from RU1 (Primary Production) to an industrial or business zoning as part of the next review of local planning controls, in the short to medium term.

This would allow the development of this large, relatively unconstrained, strategically planned landholding to support the community, use well connected land in a sustainable way and to accord with the relevant strategic planning documents. This would meet the aims of rebalancing the city and increasing jobs close to home for the Hawkesbury, increasing economic development in the right locations, to build on the advantages provided in the area in terms of existing development, natural features and location close to roads and transport.

To summarise the key points of this submission, the zoning of the investigation land would support:

- The inclusion of the land as planned, would be consistent with the directions for 'Productivity' in the *Western City District Plan*. Jobs and economic growth, to support communities, with jobs in the right locations, creating a well-connected city, increasing the range and diversity of skills and increasing economic diversity.
- Zoning of this land for employment use would accord with the relevant strategic documents which aim to maintain employment opportunity within the Hawkesbury LGA and maintain and improve the current level of self-sufficiency. To increase industry and work force options and to develop strategically identified land to maximise on land use/transport integration and build internationally competitive industry sectors.
- The re-zoning of this land is consistent with the intention of this land to be considered for 'employment lands' and business expansion promoted by the original SGS report, *Hawkesbury Employment Lands Strategy 2008* and the draft HELS of 2020. The subject property is marked in both versions of the HELS for investigation and inclusion.
- The site is within an area already zoned and developed for a range of business/industrial/employment services. It is a popular and successful area, offering a range of businesses, with good prospects and overall popularity due to the accessibility and character. There is good opportunity for expansion with additional ranging options (to cater for the typologies suggested in the current draft).
- This location close to current roads and transport and is currently well accessed even without the planned infrastructure. The South-Windsor and Windsor Centres and the proposed Outer Sydney Orbital road and freight rail network and Aerotropolis provides accessibility and benefits in terms of the success of local industry and employment and the expansion of freight and logistics, office/work hubs, agribusiness/processing operations, support services and tourism related business.
- The reporting indicates that additional floor space is desirable and sites which would accommodate flexible floor space and premise sizes. The subject site is large and cleared with a wide frontage for good access and possibility of providing a range of large or small double height spaces.
- The managed increase of employment land in accordance with the draft HELS recommendations would support the North West growth plans to expand and develop McGraths Hill and Vineyard. The additional land could promote employment diversity to attract a younger and differently skilled workforce. Additional businesses could be attracted and a range of industry types within this accessible area.
- The proposal will provide more opportunities for working close to home in line with local and metropolitan planning objectives (potential 30 minutes home to work travel time).
- Flooding and bushfire have been considered and are not considered to constrain development. It is understood from flood reporting that the subject side of Railway Road South is less affected by flooding (adjacent to the train line).

- The site is level, cleared and is not unduly constrained in terms of space or natural features. The land is topographically suitable and undulates to the west which provides a buffer towards the adjoining rural lands.
- The site has not been used historically for productive agricultural uses. Given the direct interface with industrial uses and the site characteristics, the site is not considered particularly suitable for agricultural purposes. The site is well separated from residential zones.
- The proposal represents the efficient use of land, sustainable development and would promote the protection of other more sensitive land.
- A business or industrial zoning would allow a logical extension of attractive and viable employment lands area in line with the draft HELS, to enable a compatible balance of uses, in line with the Council and metropolitan objectives of expanding economic and employment activities in the district.

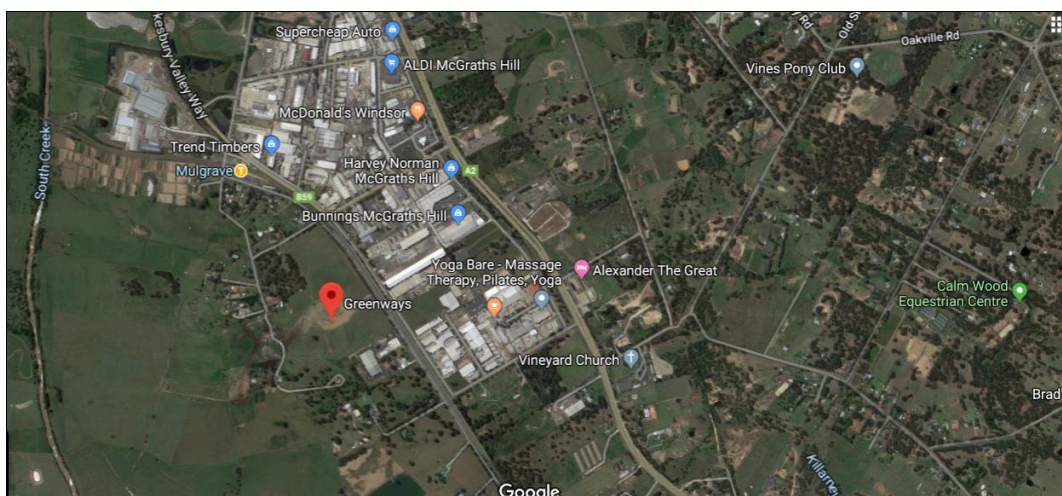
The Site and Mulgrave Context

The request for rezoning applies to a collection of lots which are legally described as Lot 187/DP752061, Lot 191/DP752061, Lot 189/DP752061, Lot 192/DP752061, Lot 190/DP752061, Lot 194/DP752061 ('the site') and otherwise known as Lots 181 Mulgrave Road, Mulgrave.

The consolidated property is unusual in shape and has a varying depth and very wide frontage to Railway Road South. The dimensions provide space for development and the total site area is around 109.5 hectares.

The site is essentially level (with some undulation to the rear) and currently displays a rural/rural-residential character with most of the property being cleared and grassed. A limited number of trees exist on the site, generally around the perimeter/site boundaries. The site is directly opposite the railway line and directly opposite and close to the existing industrial area at Mulgrave (aerial photograph below). Mulgrave railway station is within walking distance.

The attached photographs show the area character and location.



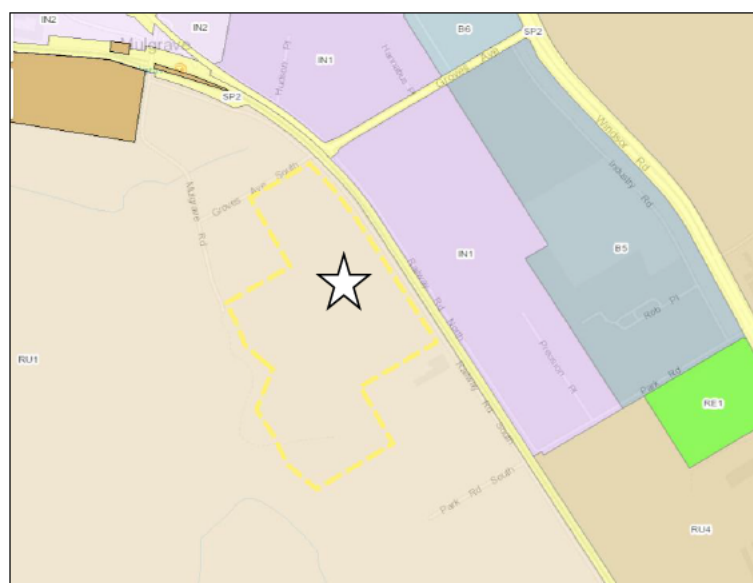
Site Aerial Photograph of [REDACTED]
Source: Google Maps

The site is currently zoned RU1 (Primary Production). Land directly opposite, and over the other side of Railway Road South comprises industrial and business uses zoned IN1 (Light

Industrial, B5 (Business Development) and B6 (Enterprise Corridor). These zones allow for a wide range of business and employment activities. Some of the other Hawkesbury employment zones do not have such a range of zonings (to support a range of businesses).

The previous aerial map extract indicates an example of the range of uses including light industrial, storage, business and some retail (eg. Bunnings and Harvey Norman). A yoga school, McDonalds food outlet and Vineyard Church are located in proximity, indicative of the range of uses provided in the locality. The draft HELS notes that area provides 1 of the existing food and manufacturing processing businesses which operate in the Hawkesbury, within the B5 (Business Development) zoned area.

The zoning extract below shows the range of zonings. This extract also shows the roads, railway line and how close Mulgrave Station is to the site.



Zoning Extract HLEP 2012 showing the subject site ☆

The site is accessible, being located close to Windsor Road and Mulgrave Railway Station. The McGraths Hill residential area is located to the north east and the northern tip of the North West Growth Centres region is located to the south of Mulgrave. As noted within the Draft HELS, this location and access provides considerable advantages in terms of including the site for commercial expansion, to support these growing residential areas and planned additional freight and infrastructure improvements.

The mapping of the site indicates that the property is Bushfire Prone (Vegetation Category 3) and also has some mapped vegetation (refer to the following map).

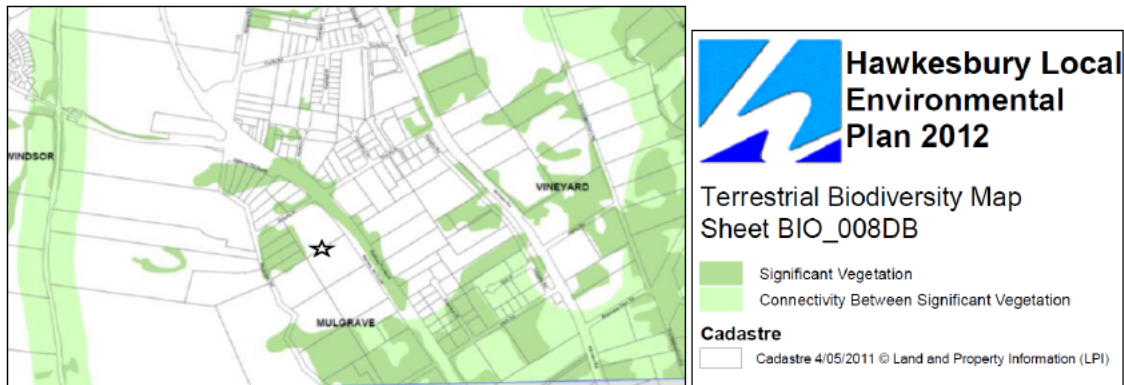
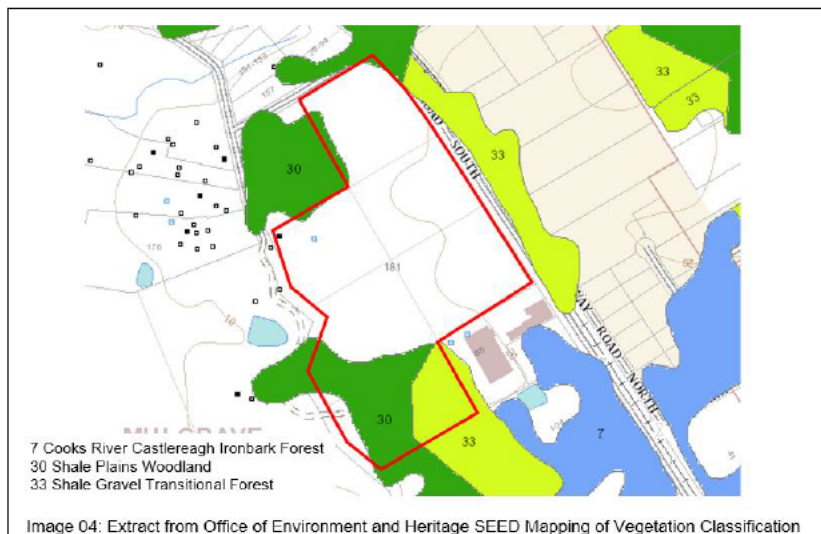


Figure 8: Biodiversity Map Extract and Key - HLEP 2012, showing the subject site ☆

This above map suggests that biodiversity is concentrated around the periphery of the site and there are scattered trees and 'connectivity' around the edges of the subject site, without any sections within the main part of the site. It is noted that the subject site is largely cleared of significant vegetation (as can be seen in the site photographs).

The Office of Environment and Heritage SEED map below clearly details that the vegetation is around the boundaries and in away from a large portion of the site which could accommodate development. Based on this preliminary desktop assessment, this vegetation is suggested to be Shale Plains Woodland and Shale Gravel Transitional Forest.



The site has been assessed in terms of bushfire rating for employment lands purposes. The bushfire advice indicates that in line with current policy the site can support business/industrial development in terms of hazard, asset protection, water supply and access.

The bushfire assessment also accounts for the protection of vegetation and the following comment has been made in this regard:

'Parts of the site are mapped as containing Biodiversity Values and areas of Endangered Ecological Communities (EEC). Areas you will rely upon for asset protection zones require tree canopy to be no more than 15% cover and ongoing management of the mid-storey and ground fuel layers.'

The areas currently mapped as biodiversity or EEC may be excluded from being compatible with an asset protection zone. The site is of sufficient size that these vegetated areas could be retained and conserved, and asset protection zones applied outside of this vegetation to avoid any impact in the environment. There are still large areas available for potential future IN1 uses.

Initial Bushfire Advice has been provided to ascertain where an APZ can be approved and areas where proposed APZs may be included or excluded. The site has enough developable area near the road and on the higher portion, with a wide street frontage to accommodate building away from vegetation.

The site is not mapped as being classified for acquisition or reservation, is not heritage affected and has a Class 5 Acid Sulfate Soil rating (not a significant constraint).

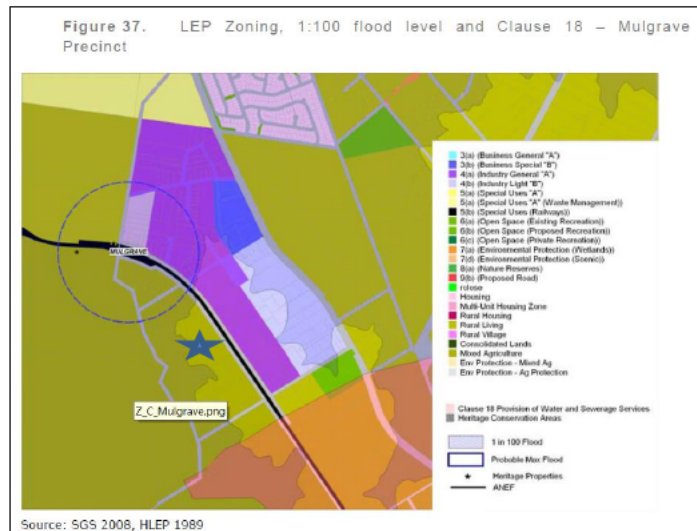
The site is not affected by a wetland and is not considered to be significantly affected by flooding.

In terms of flooding, the 2008 HELS classified the subject site is not particularly constrained and is considered capable of employment land development. As detailed below, rated not constrained or not substantially affected.

	Within Centre	Direct access to major road	Direct or proximate access to freeway/motorway	1:100 Flood	PMF	Proximity to rail (with 800m)	Bushfire prone land	ANEF <30	ANEF <40	Heritage Items	Proximity to NWGC (within 800m)
North of River											
North Richmond Industrial	Green	Green	Red	Red	Red	Red	Green	Green	Green	Orange	Red
North Richmond centre	Green	Green	Red	Red	Red	Red	Green	Green	Green	Orange	Red
Wilberforce (Industrial)	Red	Green	Red	Red	Red	Red	Red	Green	Green	Orange	Red
Wilberforce (Stand alone NC)	Green	Green	Red	Red	Red	Red	Green	Green	Green	Orange	Red
South of River											
Windsor Centre	Green	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Windsor Station	Red	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
South Windsor (Centre)	Green	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
South Windsor (Industrial)	Green	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Richmond (Centre)	Green	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Richmond (Industrial)	Green	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Mulgrave	Green	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Bligh Park (Stand alone NC)	Red	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Mc Grath's Hill (Stand Alone NC)	Red	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Pitt Town (Stand Alone NC)	Red	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
RAAF	Red	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
UWS	Red	Green	Red	Red	Red	Red	Green	Red	Orange	Red	Red
Yes / not affected ■ Partly ■ No / Substantially affected ■ Minimally affected ■											

Constraints (SGS Report 2008, page 93)

The following map is provided from the 2008 HELS shows the zoning of the area (industrial area and the site) overlaid with the 'flood prone' land as shown in the map above. This shows that a large developable portion the subject site (marked with a star), is outside the flood mapped area. The subject site is generally outside the high risk flooding area.

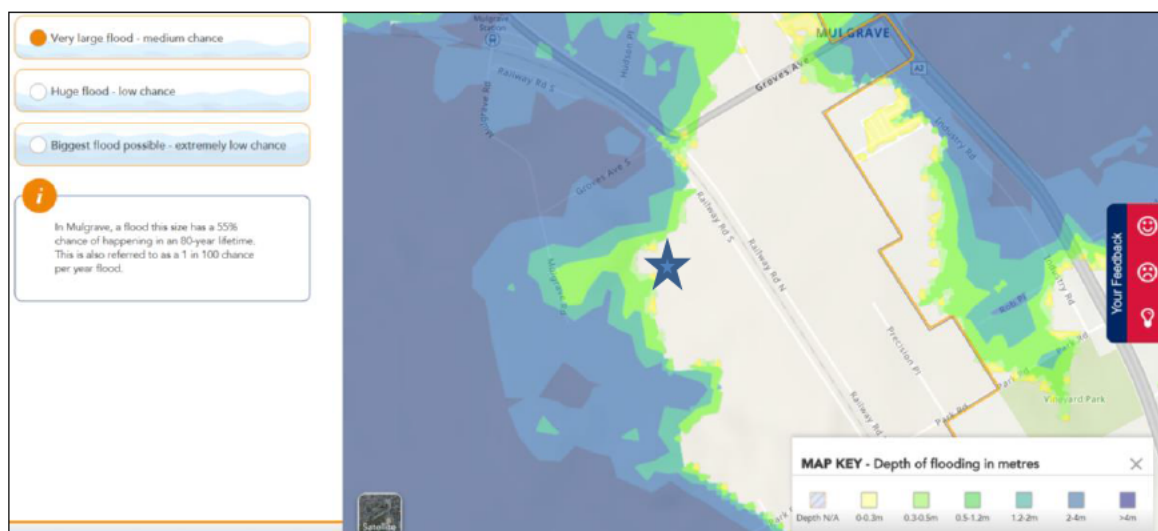


Flood Level and Zoning for Mulgrave (SGS Report)

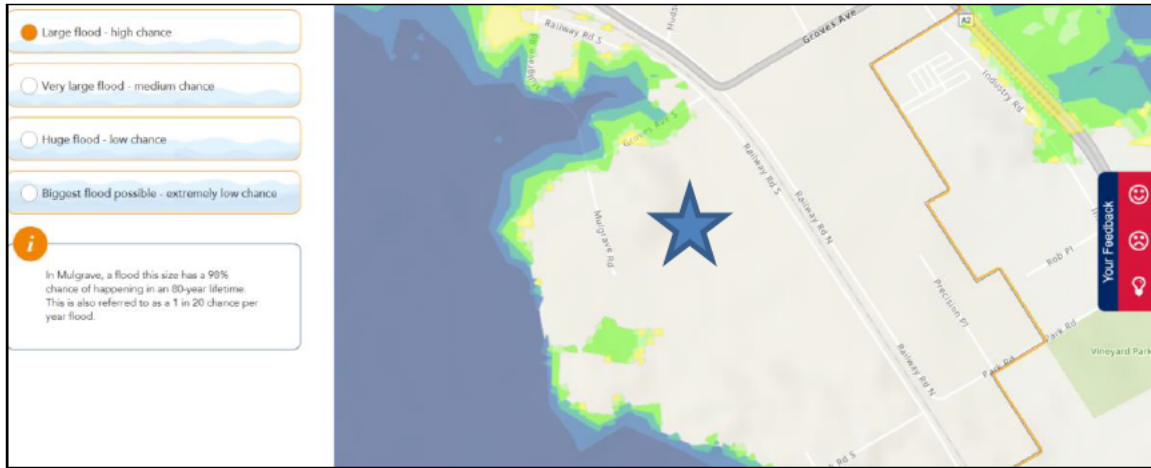
The proposed industrial/employment/business zoning of the site could allow for the erection of industrial/employment use buildings, without providing risk to safety in terms of flooding/water management. Future development could be appropriately designed and conditioned. Flood risk is not considered to pose a constraint to the proposed rezoning.

In terms of a contemporary review into this aspect, the site has a less than 0.1% chance of the biggest flood possible within an 80 year lifetime.

The SES Hawkesbury/Nepean Flood Mapping system also indicates that this site would have only a medium prospect of a 'very large flood' and the affectation would not be significant as indicated on the mapping extract. This is due to the site being at a high point, particularly where development would occur which would be closer to the road (readily accommodated by the width).

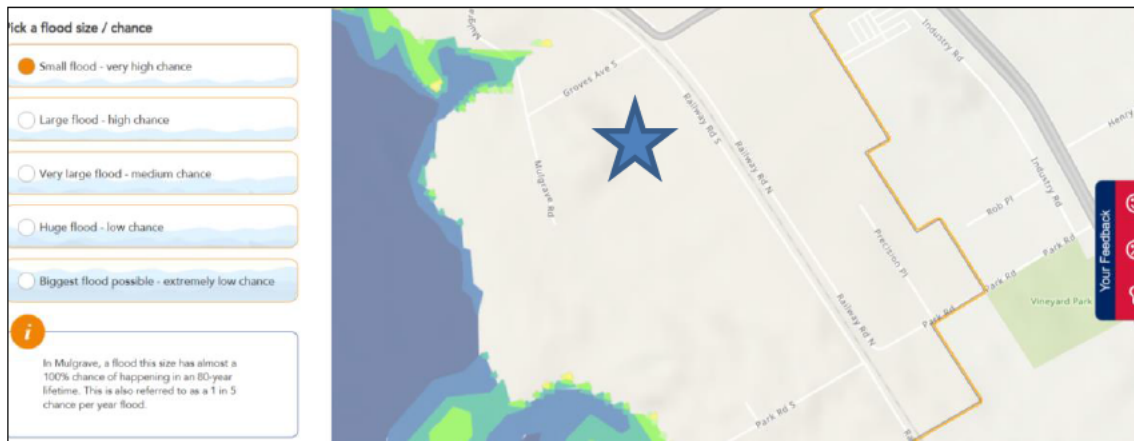


Similarly, the site would be essentially clear of any issue around a 'large flood' (98% of happening in an 80 year lifetime, also known as a 1 in 20 chance of flood. Most of the site would be capable of development.



The site does not have any issue around a 'small flood' (100% of happening in an 80 year lifetime), also known as a 1 in 5 chance flood, as detailed in the SES map below.

We submit that in terms of the potential investigation areas shown Figure 54 of the draft HELS, this subject/area represents less of a flood constraint than some of the other areas.



Source SES Flood Risk Mapping <https://www.ses.nsw.gov.au/hawkesbury-nepean-floods/>
5 October 2020

Strategic Planning Discussion

Greater Sydney Region Plan – Greater Sydney Region Plan 'A Metropolis of 3 Cities' (Greater Sydney Commission)

The plan prioritises Sydney people being within 30 minutes of their jobs and divides the Metropolitan Area into 3 'Cities': The Western Sydney Parkland City, Central River City and the Eastern Harbour City.

The plan seeks to re-balance growth across the city to allow residents connections and to increase efficiency and liveability. It is planned to rebalance Sydney and place housing, jobs, infrastructure and services within 'easier reach' to where you live. 3 'cities' with supporting strategic centres with workers close to knowledge-based jobs, city scale infrastructure,

entertainment and cultural facilities within liveable, place based urban design and green communities.

The Western Sydney City Deal is a mechanism by which development and planning of the western area will be co-ordinated between government levels to ensure delivery. Increased employment, business and industry investment are to be established in connection with the Western Sydney Airport and the Badgery's Creek Aerotropolis.

The North West Growth Area, including Vineyard Stage 1 (and future Stage 2) which are located within close proximity to Mulgrave will create new neighbourhoods and urban service areas. The Greater Sydney Commission projects an increase in 1,150 dwellings between 2016 and 2021. Development of this growth area will contribute a large component of the planned increase in the local housing for the Hawkesbury. This is also likely to attract a younger and working population who will be in need of supportive business sites and workplaces.

This plan is focussed on maximising business opportunities, creating liveable and connected residential and employment areas, supporting and improving 'centres', strengthening the ability for locals to work 30 minutes from home, greening neighbourhoods, boosting sustainability and protecting heritage and constrained and rural land. The plan seeks to attract businesses to centres and to plan for and manage employment land.

In relation to 'productivity', traditionally the eastern area has attracted job types such as population supportive and manufacturing. Western Sydney has been remote from certain types of knowledge and technology-based industries, meaning larger travel distances. External travel could be reduced with an increase in local opportunities in these sectors.

In this regard, the plan looks to maintaining a sufficient supply of land. The plan suggests a review of industrial land adjacent to train stations, in areas which are part of large intact industrial precincts or directly linked to the freight rail network are highly valuable industrial land – and not suitable for conversion to residential. This land adjoins the rail line.

In land release areas, there is a goal to consider future wider employment activities in relation to the population increase. A need to develop land for local industrial and urban services.

'The Western Sydney Employment Area, in the Western Parkland City, is a Greater Sydney resource providing land for economic activities and employment for the region as a whole. Strategic plans have identified over 6,000 hectares of additional land for future industrial activity yet to be zoned or serviced, which will support the investment and business opportunities created by the Western Sydney Airport and the potential transport infrastructure identified for the Western Parkland City. This significant long-term metropolitan resource, while substantial, may not serve the local urban services needs of the Western Parkland City which stretches across a 54 kilometre corridor from Wilton to Marsden Park.' (page 30 of the plan).

There is a recognised need to look at and expand employment opportunities to serve the community. Strategies 23.1 and 23.2 seek to increase local employment opportunities and to consider office development in industrial areas where this does not compromise the industrial or urban services focus.

The plan notes that there are strategically planned locations within the western area. This aligns with the draft HELS (discussed below). It is suggested that as part of planning reviews, Councils will be required to undertake a strategic review of industrial and employment activities

across their local government areas, to include more innovative and diverse approaches in relation to the mix of office and industrial spaces.

The proposed allocation of this large strategically identified site as employment land, would fast track the delivery of suitable and viable employment land within well accessed areas, close to strategic centres, and increase the range of accessible local opportunities.

Western City District Plan

This plan delivers the objectives of the above objectives and the importance of delivering infrastructure and promoting connections to reduce travel times and to increase liveability and self sufficiency of neighbourhoods (without needing to travel long distances for work).

Rural/resource industry areas should be protected from 'inappropriate dispersal' and alignment against incompatible urban uses. Areas of unique environmental qualities are to be retained and protected under the sustainability objective.

Retail and commercial floor space will be required and is recommended to be located within Strategic Centres to support other uses.

Developing a more accessible and walkable city and more jobs for the city. Jobs and skills for the city and creating conditions for a stronger economy.

The proposed inclusion of the subject site as employment land is consistent with the following priorities of this plan:

Planning Priority W7 focusses on 'Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City'.

Planning Priority W8 'Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis'.

Planning Priority W9 'Growing and strengthening the metropolitan cluster'

Planning Priority W10 'Maximising freight and logistics opportunities and planning and managing industrial and urban services land'

Planning Priority W11 'Growing investment, business opportunities and jobs in strategic centres'

The re-zoning of the site to employment land would be consistent with the 10 'Directions' of the plan which seek to: integrate land use with transport, increase the self-sufficiency of the area, create a more liveable area, provide more diverse economic opportunities, reduce the impact on the environment of travelling out of the area and to mitigate against impact on more sensitive and hazardous areas which are less appropriate for urban development.

Hawkesbury Employment Lands Strategy 2008 by SGS Economics and Planning & 2019 Synopsis ('the 2008 HELS')

In 2008, Council adopted the *Hawkesbury Employment Lands Strategy* with the objective of auditing existing employment land, developing the existing employment base and meeting metropolitan targets for higher local employment.

The strategy associated an increased demand for 'a range of activities including local light industry and urban support and urban services which need to be accommodated in employment land areas' with population growth.

It was considered vital to promote, 'high quality' jobs in Western Sydney to boost income levels. To address inequality and re-balance 'high quality jobs challenge'.

As noted, the report contained a table setting out the 'constraints' and opportunities. Part of the reason that the subject land was considered as an area for expansion was the lack of constraints in terms of fire, flooding and vegetation.

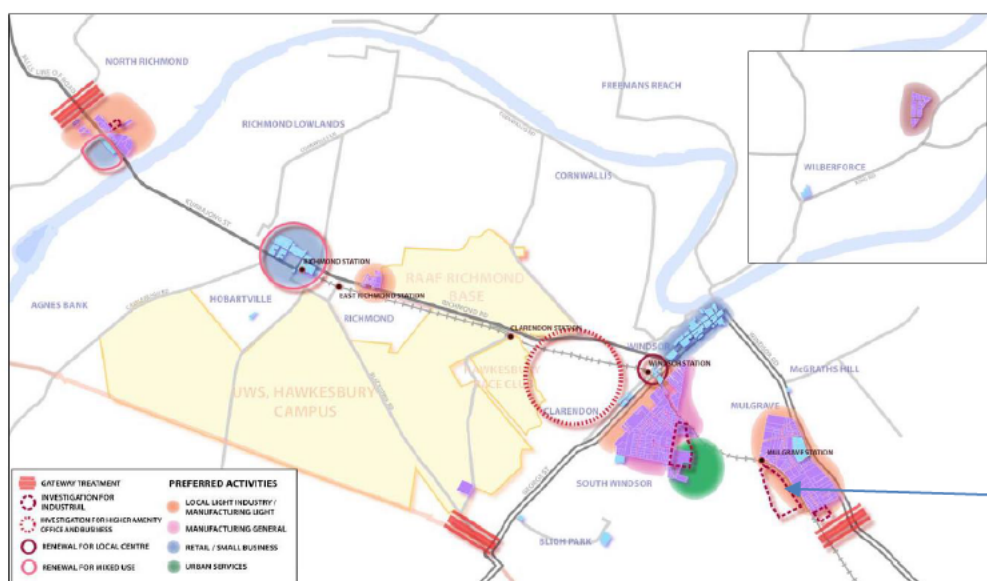
Section 7.1 of the report indicated a 'Land Supply and Demand Analysis' based on the types and numbers of jobs predicted to exist in 2031 and the floor space which would be required. Additional floor space and the 'rural industries' sector were considered worthy of investigation.

Section 8.2 of the report 'Recommended Strategies' indicated that Council should investigate 'additional industrial land supply' south of Park Road in Mulgrave and on the western side of the railway line (the subject land – mapped below). This was suggested to be within 5-10 years, along with the investigation as to a range of employment types.



Mulgrave Investigation Area showing the site, marked with an arrow (SGS Report 2008, page 119)

The subject site is shown in a red box named 'investigation area'. At this time, the subject site was earmarked for short term investigation and zoning. The opportunity presents now to activate this strategic objective which is further re-enforced by Figure 54 of the 2020 draft HELS.



'Strategy Map' (SGS Report 2008, pages 9 and 128)

The further 2019 'Synopsis' of this report mentions the increasing Vineyard population and re-iterates the imperative of retaining and managing industrial land. It re-iterates that the Mulgrave area has less flood constraint/risk and that there are fewer industrial vacancies in Mulgrave than South Windsor which we submit infers a preference for industrial/employment in Mulgrave. There is a comment on the need for 'post-industrial' 'new generation' employment uses, picking up on the need to provide varied work opportunities.

We submit that the subject site is well-located, strategically planned and is capable of being zoned and developed to cater for these desired opportunities. Also, given the incoming population, this would be best achieved within the short term.

Draft Local Strategic Planning Statement for the Hawkesbury ('LSPS') 2019

Page 58 of the LSPS indicates that *'to strengthen productivity in the Hawkesbury, key industrial and employment opportunities will be investigated through ongoing strategic studies. Council will explore and support innovative, smart –technological industries and knowledge intensive jobs that will have the capacity to flow its benefits into health and education, retail, hospitality and industrial sectors that will leverage Hawkesbury's economy to a global standard.'*

There is recognition that to perform in a competitive global economy, *'access to knowledge and creativity are central to abilities of businesses and other economic sectors to deliver new cost savings, or add value through product differentiation. Highly skilled workers will become the new drivers for economic prosperity.'* Increasing knowledge and these related industries brings a high economic wealth, being adaptable, flexible and with 'transferable skillsets'.

The study indicates that Council will explore the hybridisation of industries such as 'Technology', 'Creative Sector', and 'Customised Manufacturing' to meet the global standards and future mega trends. The study recommendations include to enhance and foster industries, implement the SGS report, support urban design and the public domain and foster retail in villages.

Planning Priority 1 (for *'Infrastructure and Collaboration'*) indicates that Council should: *'Investigate and provide adequate serviced employment lands at Mulgrave and Windsor South locations to support the future growth.'*

The focal points of the study and the relationship to the existing planning strategies in relation to employment and industrial land are outlined in the extract from the Draft Hawkesbury LSPS below. The subject site is put forward for inclusion in meeting these objectives.

Draft Hawkesbury Housing Strategy 2020 ('draft housing strategy')

The Draft HELS and *Draft Hawkesbury Housing Strategy* (draft housing strategy) outline the ratio of the working population, and the need for a variety of workplaces and skills.

The housing strategy indicates that 46.4% of the Hawkesbury population could be considered 'working age' (12.4% 25-34 year old, 20.1% 'parents and homemakers' and 13.9% 'older workers'). The population is ageing requiring health and other support. The maps of the population within the draft housing strategy indicate large populations around McGraths Hill, Bligh Park and South Windsor which are proximate to Mulgrave.

As noted, the Vineyard residential areas will accommodate for a large contribution of housing and there are additional housing investigation areas in Kurmond and Kurrajong.

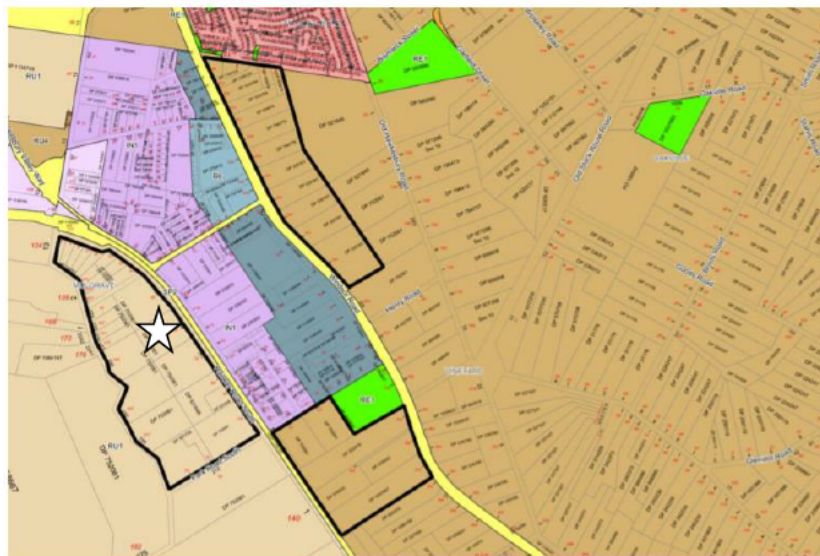
Unemployment is slightly greater than in greater Sydney and the construction industry, agriculture, mining, and manufacturing are much higher than greater Sydney. Manufacturing is indicated to be in decline.

With consideration of the increase in housing and the need to cater for a younger population (to maintain 'working close to home', strengthen local industries and build opportunity) the difference in available industry and workplace opportunities is identified in the draft HELS as needing to be addressed.

Draft Hawkesbury Employment Lands Strategy ('draft HELS')

The subject land is earmarked within the updated draft as an investigation area for expansion:

FIGURE 54: POTENTIAL FUTURE INDUSTRIAL LAND FOR EXPANSION, MULGRAVE FOR INVESTIGATION (RECOMMENDATION 18)



Source: Hawkesbury city council

Figure 54, Draft HELS 2020 (SGS Planning)

The key points taken from the 2020 draft HELS and are relevant to the inclusion of the subject land include:

- The managed expansion of strategically earmarked land is consistent with strategic plans such as the Greater Sydney Plan, the Western Sydney Deal and the National Innovation and Science Agenda which all support innovation and the expansion of commercial opportunities and businesses to support the residential population.
- Further to the original 'constraints' mapping and discussion raised in the 2008 HELS, the land has been reviewed as attractive and viable for industrial development and can be serviced.
- The land is level and development would not be constrained by flooding, bushfire or ecology.
- The land adjoins an IN1 zone (and B5 zone) and the railway and is considered to be a logical extension of existing zoned land.

- Given the proximity to employment land, the station and major roads, the property is considered to be best suited to an employment use.
- Retaining and managing existing industrial and urban land is consistent with sustainability objectives in terms of types of businesses which might maintain employment self-sufficiency for the Hawkesbury, protect and work with rural areas, provide a transition or buffer such as fresh food processing, agribusiness and food based tourism, experience dining etc. This would protect areas which are currently used extensively for agriculture (which is not the case with the subject land). This will assist in managing and protecting rural resources.
- The Community Strategic Plan supports the increase of tourism related industries which build on the strengths of the Hawkesbury. The subject land could promote this.
- There has been a contraction of traditional industrial uses. The area of Mulgrave provides an employment centre offering diversity in zonings (IN1, IN2, B5 and B6) which promotes diversity of business and which offers a good opportunity to expand on these business related and supportive offerings, in line with the imperative to increase business and work environments.
- Mulgrave provides a strong population serving industry and attracts these uses, being stronger performing than the other employment precincts. Local real estate agents have also testified as to the popularity of this area. The draft HELS suggests that there is an area for growth. Potentially also for increased knowledge intensive jobs and commercial spaces which 'support local tradies'.
- There is reported to be a higher proportion of the local population who work from home, and this is likely to have been re-enforced by the Covid 19 situation this year. Consequently, the idea of flexible business premises and working hubs to support small and home-based business and co-working spaces may assist in the re-balancing of business environments.
- With the expansion of online shopping and logistics/dispatch industries (even more now with cultural changes stimulated by the Covid 19 Pandemic). The subject site would provide an accessible, easily developable, cleared, large and unconstrained lot of land, which would provide a large format building with effective space and dimensions and double height units for a range of industry and business types.
- The development of the subject land could support the desired increase in STEM and knowledge-based industries, work hubs/commercial uses, creative, food-based tourism, small health outlets, bulk goods retail, small business/commercial, hospitality and agribusiness industries.
- The use of 181 Mulgrave Road could accommodate these in the 'right area'. This land is already earmarked, is within an established and popular employment area and is well-connected with centres and roads/transport.
- In relation to the discussion of rural lands, the area could be developed to support agribusiness. To provide a buffer between the existing employment land and rural land.
- The subject area could support fresh food processing/circular economy, tourism or 'experience dining' ventures which would utilise the improved connection and freight network which will be provided by the orbital and the Aerotropolis.
- It would create sustainable business, provide diversification and promote area appropriate tourism. The draft HELS suggests that Mulgrave provides an 'opportunity area' in this regard.

- The draft HELS indicates that the Hawkesbury employment areas have the 'building blocks' to grow and leverage further activity. This means that the more sensitive elements and environments of the LGA can be 'retained and celebrated'.
- The *Hawkesbury Rural Lands Strategy* has also been developed and this informs the vision for business precincts. This site is not used as productive agricultural land.
- The draft HELS section on Mulgrave indicates that the area is well accessed, and that this 'high level of connectivity means the site is valuable for business and the transportation of goods, but also, is highly accessible for local residents to access employment opportunities – supporting the '30-minute city concept'. The discussion indicates that Mulgrave is commercially desirable due to the higher quality built form, transport, access and character. 'Given these strong attributes, consideration should be given to the expansion of the Mulgrave precinct should demand continue in line with projections.' The report also indicates a projected need for additional floor space in Mulgrave.

Conclusion/Summary

- This submission endorses the inclusion of the subject site as employment land and as recommended by the draft HELS.
- The site is a cleared, well accessed, 109.5 hectare property, with a wide frontage to Railway Road South. It is not constrained by flooding, bushfire, vegetation, heritage or biodiversity.
- The site has been historically earmarked for investigation for the expansion of employment land in the 2008 and 2020 HELS reports, being directly opposite existing employment land at Mulgrave, well accessed and not environmentally constrained.
- The site is easily accessible by road and rail which is identified as a beneficial factor and reason to expand employment uses.
- The site is not considered suitable for productive agricultural purposes given the interface with industrial uses opposite and surrounding and the site presentation.
- In accordance with the relevant planning policies, inclusion of the site as employment land in the short term would: allow for the sustainable expansion of business/industrial uses in line with state and local strategies, encourage a range of jobs close to home, promote a connected city, sustainably use strategically identified land and utilise road and rail infrastructure.
- The area is attractive to businesses and investors. The site is a large landholding with a wide frontage for good access and able to provide a large development. Developable space exists to create a sustainable, sympathetic, aesthetically appropriate development.
- Future developers can finance necessary servicing. The site has the potential to support a sustainable and well-designed development/future use with appropriate floor levels, infrastructure improvements, access, supportive of landscaping/biodiversity protection, fire/APZs and water management).
- Rezoning of the site presents the opportunity to provide for a range of permissible uses to enhance employment potential within proximity of expanding residential communities and create diverse jobs close to home. The expansion would be consistent with the objectives of the Western City District Plan.
- The proposal is in keeping with Council's employment lands, zoning and environmental objectives and provides a balance between desired employment generating and rural uses.
- Inclusion of the subject land as a business or industrial zone is considered to represent the efficient use of land in keeping with metropolitan development objectives.

- It allows the sustainable use of suitable land, providing for the orderly and economic use of land in accordance with Section 5 of the *Environmental Planning and Assessment Act, 1979* and the *Hawkesbury Local Environmental Plan, 2012*.

We look forward to receiving more information about strategic planning in the Hawkesbury.

Please be in contact with the undersigned on [REDACTED]
[REDACTED] should you require any further information or to discuss this submission further.

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]

Attached: Site Photographs

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front boundary looking north



Site



Site



Site



Railway



Railway and industrial area opposite

From: [REDACTED]
Sent: Fri, 9 Oct 2020 15:02:11 +1100
To: Hawkesbury City Council
Subject: Draft Hawkesbury Employment Lands Strategy
Attachments: Submission draft Hawkesbury Employment Lands Strategy [REDACTED].docx

Please find attached my comments on the above.

[REDACTED]

Submission – Draft Hawkesbury Employment Lands Strategy

This is just a thumbnail sketch regarding my background. My family has operated [REDACTED] Our roadside stall and tourist facility has been operating for about twenty years.

I was a foundation member of Hawkesbury Harvest and was active for over ten years. Our object in Hawkesbury Harvest was to encourage agriculture, agri-business and tourism. Although we lost the battle as far as the Sydney metropolitan area was concerned, opportunities still exist in Sydney's peri-urban fringe. However, the opportunity to develop this area as originally envisaged by Hawkesbury Harvest is unlimited.

The Greater Sydney Commission has laid the groundwork. The Commission has designated three areas as city development, namely Parramatta, Liverpool and Penrith. The Hawkesbury has been designated "open space".

It is obvious that the framers of the plan understand the need for the inhabitants of metropolitan Sydney to enjoy some rural land and open space.

Any development needs to be in sympathy with the three principles viz:

- Agriculture
- Agri-business
- Tourism.

A prime example is the development of Bilpin and the large crowds it now attracts. We need to plan to cater for this demand as open spaces continue to disappear under housing development.

Since Covid-19 farms that have been fallow are now being developed. Also other farms are now selling direct to customers to satisfy a growing demand, a demand which can only increase to cater to the many housing estates which are springing up and edging closer to the Hawkesbury.

Years ago this area was described as having the potential of "the Tuscany of the South Pacific". If we grasp that thinking and act on it we could attract international tourism on a large scale.

A large property on Terrace Road has been sold for \$60 million. If subdivided, ten-acre lots should be the minimum. Most agricultural farms in the Hawkesbury only need an area of ten acres. For example, vineyards with access to customers can operate on that acreage.

Developers and environmentalists need to understand the potential attraction of the Hawkesbury. They need to work in sympathy with that vision, always keeping in mind the common good.

That common good not only encompasses the local population but also the population of Sydney, many of whom crave an agricultural and open space experience.

Finally I wish to touch on the concept of a “freight network”. The building of the Badgery’s Creek airport opens an opportunity for the Hawkesbury. It is planned to airfreight fresh agricultural produce into South East Asia via the new airport. Most of this produce will logically come from the Central West from towns such as Orange, Bathurst and Mudgee. However, there is no reason why the Hawkesbury can’t contribute.

The question of an upgraded route to the Central West needs to be dealt with. Unquestionably there is a need for that product. The logical direct route between the airport and the Central West is a detailed plan that is south of and parallel to the Great Western Highway. I have the details.

A freight network which includes the Hawkesbury will need to take into consideration a route that joins the Central West and the airport.

In conclusion, we of the Hawkesbury are blessed with a jewel of nature. It is our responsibility to keep and develop it sympathetically in concert with its gifts of nature.

The area is not just for us to enjoy but to share its beauty with those who desire to share that experience. This can be a wonderful and meaningful journey.

Addenda:

- (a) [REDACTED] “What people are going to want to do is get out of the house, especially as more people are working from home. Those with means are going to need a change in scenery and environment and they won’t necessarily get on aeroplanes or go to big cities or crowded hotel districts, but they will get in their cars and go to smaller towns, smaller cities and travel outdoors.”
- (b) A Bilpin orchardist is preparing to plant 7,000 cherry trees.

[REDACTED]