



Hawkesbury City Council

Attachment 3 to item 4

Copy of relevant parts of the
submission relating to 108 Grose Vale
Road, North Richmond

date of meeting: 31 january 2012
location: council chambers
time: 6:30 p.m.

11353
29 November 2011

Mr Sam Haddad
Director General
Department of Planning & Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attention: Mr Andrew Jackson

Dear Andrew

REDBANK AT NORTH RICHMOND, LAND REVIEW SUBMISSION

We write on behalf of the North Richmond Joint Venture (NRJV) in response to the letter from the Director General dated 26 October 2011 relating to the inclusion of Redbank at North Richmond in the Land Review process currently underway by the Department of Planning & Infrastructure (DP&I).

The NRJV welcomes the Land Review process, and the recent opportunity given to brief and update the DP&I on the status of the Redbank at North Richmond project and the ability of the NRJV to deliver lots and housing to market in the short term.

Redbank at North Richmond is a 180 hectare site comprising one torrens title lot which is wholly owned by the NRJV. The site is located at the western edge of the urban township of North Richmond and forms an extension of the existing urban footprint. The site is 'bookended' by existing housing.

Construction of the first stage of development of the overall site, which comprises the delivery of 197 Independent Living Units and an 80 bed nursing home facility, was commenced by the NRJV in August 2011. The nursing home facility and the first 25 of the Independent Living Units will be completed by the end of 2012.

Detailed site environmental investigations and urban capability analysis undertaken by the NRJV has demonstrated that the remainder of the site can accommodate a further approximately 1,400 to 2,000 dwellings.

A preliminary site Concept Plan has been prepared based on the delivery of 1,400 dwellings. An overall subdivision layout for the site and detailed subdivision and engineering designs for the first stages of the development are also available and confirm the ability for this potential yield to be met.

Subject to achieving a rezoning of the site, the NRJV is in a position to deliver approximately 150 dwellings per annum commencing in 2013.

Detailed site Infrastructure Servicing Plans and an Infrastructure Delivery Schedule have been prepared identifying the staging and timing of lot production and associated infrastructure services delivery for the key required infrastructure to support the development i.e. water, sewer, power and roads.

The commencement of production and speed of delivery of housing to market will depend primarily on the timeframe taken to secure necessary planning approvals. Technical information is ready to DA level of documentation for the first stages of the development, enabling the NRJV to commit to bring a DA on line very quickly following, or even concurrently with the rezoning process.

It is intended to develop the site for a mix of housing product, with house and land packages matched to market and demographics. The general market for land in the Hawkesbury has been severely limited due to lack of supply and the demand for housing is strong. It is noted that the Defence Housing Authority has expressed ongoing interest to the NRJV in purchasing up to 300 lots over time at Redbank at North Richmond, which is located in close proximity to the existing RAAF base at Richmond.

As you are aware, the NRJV is in the process of preparing a LEP Planning Proposal seeking a rezoning of the site for urban purposes, to be submitted to Hawkesbury City Council. As part of that process, consultation has commenced with the Council and the community, as well as with Roads and Maritime Services (formerly RTA), Sydney Water, Endeavour Energy, Office of Environment & Heritage (heritage and water), the Rural Fire Service and State Emergency Services.

Water, sewer and power utilities services infrastructure is currently available to the site boundaries. Fibre Optic is also available and this would be one of the first fully serviced sites on the National Broadband Network.

There is sufficient capacity in the existing utility services infrastructure to service the initial stages of residential subdivision (approximately 409 lots) without any augmentation. Augmentation of water and sewer services beyond the initial stages can readily be provided by the developer where required and via standard commercial arrangements with Sydney Water.

It is well understood and acknowledged by the NRJV that there are significant pre-existing road and traffic issues in the North Richmond locality. The RMS is currently undertaking studies to identify short to medium term solutions to these issues. Additionally it is exploring longer term corridors for connections to the M7 freeway.

It is clear that for development of Redbank at North Richmond to proceed in the short term a road infrastructure works solution will be required to be delivered by the NRJV to ease existing traffic congestion and appropriately accommodate the traffic generated by the proposed development.

Accordingly, the NRJV is proposing to provide additional east west traffic lane capacity, as recommended by preliminary independent traffic reports, across the Grose River via a new bridge crossing at Yarramundi. The proposed location is essentially a shallow intermittent flowing section of the Grose River surrounded on both sides by large public reserves.

Preliminary studies have shown that the alternative bridge crossing would provide relief to current traffic congestion and spread the load of peak hour traffic. The alternate crossing would also provide adequate capacity to service the proposed development.

All works required to accommodate this new alternative crossing are proposed to be fully funded by the developer. The works can be delivered within existing road reservations and therefore do not require acquisition of land. Of additional benefit is that the road works do not require any services relocation, and will not affect existing traffic during construction and / or impact on existing residential areas.

Parts of the site are of State heritage significance from an historical, associative, aesthetic and technical perspective for its role as one of the first of two demonstration farms where the Keyline system was developed in the early 1950s. The NRJV has been working productively with the

NSW Heritage Council in recent months towards finalising a draft Conservation Management Plan for the site that will support the listing of elements of the site on the State Heritage Register and allow for adaptive re-use and redevelopment of the site with endorsed heritage management outcomes.

The following submission provides the NRJV's formal written response to the matters for consideration identified in the Director General's letter of 26 October 2011. Each of the matters raised by the DP&I for consideration is addressed in detail below.

In summary, this submission demonstrates that:

- There is a need to deliver 5,000 – 6,000 new homes in the Hawkesbury LGA to 2031, however there is only capacity in existing zoned areas within the LGA to accommodate approximately 600 more dwellings.
- The only other known release areas with the potential to deliver significant new housing within the Hawkesbury LGA are either on hold, substantially delayed in terms of lot production, or not due for release in the short to medium term (i.e Bligh Park 2, Pitt Town and Vineyard).
- The majority of land within the Hawkesbury LGA is highly constrained in terms of its environmental characteristics, including State and National parks and other significant vegetated areas, agricultural land values, flooding, bushfire and aircraft noise.
- By contrast, Redbank at North Richmond has been identified by the Council in its Residential Land Strategy (May 2011) as a 'High Priority Future Investigation Area' for urban release.
- Redbank is considered one of the safest sites in the LGA with respect to flood and bushfire.
- Redbank at North Richmond can provide up to approximately 30% of the Council's housing target.
- North Richmond is well located to employment opportunities including the RAAF base, Penrith Regional Centre, Rouse Hill Town Centre, Marsden Park industrial estate, Norwest Business Park, University of Western Sydney and the equestrian and agricultural industries.
- The site cannot be left in its current state, nor continue to be used for existing low intensity grazing and at the same time achieve appropriate heritage protection.
- Water, sewer, power and telecommunications infrastructure is already available at the site boundaries.
- Redevelopment of the site provides a key opportunity to improve existing stormwater drainage issues that are present in existing adjoining residential areas.
- Road infrastructure improvements will be required to support the development. The developer is offering to fund a viable road works option to assist in resolving traffic issues in the locality.

As requested by the Land Review, this submission is accompanied by the following supporting documentation:

- Aerial Photograph of the site (**Attachment 1**);
- Aerial Photographs of Seniors Living Development under construction (**Attachment 2**);
- Layout of approved Seniors Living Development (**Attachment 3**);
- Flood Evacuation Route (**Attachment 4**);
- Hawkesbury City Council preliminary Opportunities and Constraints Analysis (**Attachment 5**);
- North Richmond Future Investigation Areas as identified in the Hawkesbury Residential Land Strategy 2011 (**Attachment 6**)
- Extract from Draft North West Subregional Strategy (**Attachment 7**);

- Hawkesbury LGA Flood Constraints Map (**Attachment 8**);
- Hawkesbury LGA Aircraft Noise Constraints Map (**Attachment 9**);
- Land Supply Data for Hawkesbury LGA (**Attachment 10**);
- Preliminary Site Concept Plan, Indicative Staging and Layout Plans (**Attachment 11**);
- Development Yield Schedule (**Attachment 12**);
- Site Infrastructure Servicing Plans (**Attachment 13**);
- Infrastructure Delivery Schedule (**Attachment 14**);
- RMS Richmond to North Richmond Corridor Study Map (**Attachment 15**);
- Proposed Access Route and Yarramundi Bridge Crossing (**Attachment 16**);
- Extract from Hawkesbury LEP 1989 Zoning Map (**Attachment 17**);
- Written request to RMS relating to scope of required traffic analysis (**Attachment 18**);
- Background information on Investment Management Australia (**Attachment 19**);
- Letter from NAB confirming the financial capacity of the NRJV to proceed with the project (**Attachment 20**); and
- Political Donations Forms (**Attachment 21**).

A number of studies have been undertaken, or are substantially underway which demonstrate that the site is capable of urban development:

- Conservation Management Plan;
- Traffic and Transport Assessment;
- Utilities and Services;
- Bushfire;
- Soil, Geotech and Contamination;
- Indigenous and non-Indigenous Archaeology;
- Agricultural Land Study;
- Flora and Fauna Assessment;
- Riparian Assessment;
- Social Impact Assessment;
- Economic Impact Assessment;
- Visual Impact Assessment;
- Community Needs Assessment; and
- Net Community Benefit Test.

Given the volume of available information, full copies of all supporting studies and investigations have not been appended to this submission. However, they can readily be made available to DP&I on request.

This submission should also be read in conjunction with the following documentation previously submitted to the DP&I:

- Land Release Application prepared by Urbis dated November 2009; and
- Letter to the Director General prepared by JBA dated 5 July.

It is understood that as part of the DP&I Land Review process, this submission, and other existing information that the DP&I has already received in the past in relation to Redbank at North Richmond is to be referred to public agencies for comment.

In this regard, please note that the consultations undertaken by the NRJV to date have involved the following specific agency representatives who have background information and knowledge of the site and may thus be in a position to assist DP&I:

- Hawkesbury City Council: Matthew Owens, Director of Planning, 4560 4444
- Roads and Maritime Services: Vijey Susindran, 02 8202 2599 / Chris Goudanis, 02 8849 2965
- Sydney Water: David Loziou and Florian Jaehne, Qalchek, SWC Water Co-ordinator, 02 47228181 / Brian Malligan, SWC, 02 8849 4113
- Office of Environmental & Heritage (Heritage): Susan Dyuker, 02 9873 8530
- Office of Environment & Heritage (Water): Greg Brady, 02 4729 8134
- Rural Fire Service: David Boverman, 02 8741 5264
- Endeavour Energy: Matthew Grimwood, 02 9853 7916

We trust that the enclosed is satisfactory and provides sufficient information to assist the DP&I in its review.

Should you have any queries about this matter, or require clarification of any information provided or further information to support the review of Redbank at North Richmond, please do not hesitate to contact me on 9956 6962 or lbull@jbaplanning.com.au.

Yours faithfully



Lesley Bull

1.0 SITE DETAILS

Redbank at North Richmond is a 181 hectare site located on the western edge of the North Richmond township and forming an extension of the existing urban footprint. The site is bounded by Grose Vale Road and Redbank Creek.

The site is located at 108 Grose Vale Road, North Richmond and is legally described as Lot 27 in DP 1042890. The site is owned by the NRJV.

The site is currently substantially cleared and used for low intensity grazing.

A dominant feature of the existing landscape is the Keyline agricultural irrigation system. The Keyline system is of State heritage value from an historical, associative, aesthetic and technical perspective for its role as one of the first of two demonstration farms where the Keyline system was developed in the early 1950s. However, the Keyline System has not operated as intended for more than 40 years, and reconstruction would be unviable.

An Aerial Photograph of the site is provided at **Attachment 1**.

2.0 SENIORS LIVING DEVELOPMENT

In August 2011, construction commenced on Stage 1 of the Seniors Living Development (SLD) (photographs of the SLD under construction are provided at **Attachment 2**).

The SLD was subject to a Site Compatibility Certificate issued by the DP&I which identified 28 hectares of the site as being urban capable for 467 dwellings plus aged care. A Development Application was subsequently approved by Council for the development of the first 15.7 hectares.

The approved facility will provide 197 Independent Living Units and an 80 bed aged care facility (refer to **Attachment 3**). Stage 1 of the SLD development, which is due for completion by the end of 2012, will deliver 25 Independent Living Units and the whole of the nursing home.

The facility will be operated by RSL Life Care, a large scale non for profit aged care provider. As well as providing much needed aged care facilities in the Hawkesbury LGA, the SLD will provide approximately 30 jobs once complete. During the first year of construction, the development will generate over 100 construction jobs.

3.0 ENVIRONMENTAL SITE CAPACITY

A number of environmental studies and site investigations have been undertaken by the NRJV to date to determine the suitability of the remainder of the site for housing. These include:

- Bushfire Assessment;
- Soil, Geotech and Contamination Report;
- Indigenous and non-Indigenous Archaeology Assessment;
- Agricultural Land Study;
- Flora and Fauna Assessment;
- Riparian Assessment; and
- Flood Study.

These reports demonstrate that the site is relatively unconstrained by its environmental characteristics. In particular, the following is noted:

- The site is generally free from bushfire constraints. Bushfire hazard can be managed with the incorporation of APZs in accordance with the Planning for Bushfire Protection, within the boundaries of the site and predominantly along Redbank Creek. It should be noted that Council's Bushfire Prone Land Map contains several anomalies, and should be reviewed to ensure consistency with the Rural Fire Service's mapping guidelines. The site is the nominated SES emergency evacuation site in a bushfire catastrophe.
- There are no significant limitations presented to development by slope instability, contamination or acid sulphate soils. Further detailed geotechnical investigations will need to be undertaken at development application stage.
- Nine aboriginal archaeological sites and one potential archaeological deposit have been identified, located predominantly along Redbank Creek. No archaeological sites are located on sloping surfaces (which account for the majority of the land) and the presence of identified sites does not present an impediment to development of the site outside of the riparian corridor.
- The majority of the site has low conservation significance. The site does contain Cumberland Plain Woodland (CPW) and River Flat Eucalyptus Forest. CPW is now listed as a critically endangered species under both the *Threatened Species Conservation Act 1995* and the *Environmental Protection and Biodiversity Conversation Act 1999*. CPW is located in the centre of the site and on the site's western boundary, and covers approximately 2% (4 hectares) of the total site area. The removal of any CPW would require the relevant assessments and referrals to be completed.
- Redbank Creek, although substantially modified, is the most ecologically important feature on the site, providing both terrestrial and aquatic habitat. The drainage lines throughout the study area have little ecological value. The hydrology of the site has been highly modified to such an extent that the original drainage systems are not discernable, and the original riparian vegetation associated with the drainage lines has been removed.
- North Richmond township is above the Probable Maximum Flood (PMF) level and so is not directly at risk from riverine flooding, however a small area of the site along Redbank Creek (approximately 2% of the site) lies below the PMF. That section of land is within the riparian corridor and would never be developed without the relevant studies, approvals and limited fringe earthworks to ensure there are no adverse impacts upstream or downstream due to works on this section of the land. If the site were required to be evacuated due to restricted access or reduced services, a safe, flood free access route would be available at any time (refer to **Attachment 4**).
- The site has no ongoing viable agricultural value. It is a remnant grazing parcel which is essentially 'book-ended' by urban development. The site is not a viable grazing operation in its own right, nor is it a significant employment generator. The proximity of residential development also means that it cannot accommodate an intensive agricultural operation in the future due to the land use conflicts that would arise.
- Initial investigations indicate that there is adequate capacity within the site to achieve the required performance objectives for stormwater management. The proposed stormwater improvement works will see that stormwater discharges, and hence the properties along Redbank Creek, are not adversely affected by the proposed development. Importantly, the infrastructure upgrade works are expected to improve existing conditions downstream in the North Richmond township.

Hawkesbury City Council has undertaken an independent preliminary Opportunities and Constraints analysis of the site as part of the preparation of its Hawkesbury Residential Land Strategy, which was adopted by the Council in May 2011 (refer to map at **Attachment 5**).

As part of this analysis Council developed a constraints severity index, where key indicators of urban growth potential were applied across the LGA, on a grid of spatial analysis units (400m x 400m).

This enabled Council to identify those areas which are too constrained for urban development, and those with strong opportunities for future investigation for urban development.

The Council concluded that the Redbank site provides a high level of opportunity for urban development, and has accordingly included it in its Residential Land Strategy as a 'High Priority Investigation Area' for urban release (refer to **Attachment 6** and Section 5.3 for further detail).

The studies and investigations undertaken by the NRJV to date (as identified above) provide the next level of detailed investigation of the urban capacity of the land, and confirm the findings of Council's preliminary Opportunities and Constraints analysis, in determining that the site is relatively free from environmental constraints.

The NRJV is happy to provide full copies of all of the studies prepared to date, if it would assist the DP&I or any public agency in its consideration of the site.

It is noted that as part of the preparation of the current LEP Planning Proposal for the site, previous studies are currently being updated where required, to ensure the currency of assessment, and consistency with the current preliminary Concept Plan. In addition, a Visual Impact Assessment is underway.

4.0 STATE HERITAGE LISTING

As identified above, the site has high historical significance for its role as one of the first of two demonstration farms where the Keyline system was developed in the early 1950s.

The NRJV has undertaken a site visit with representatives from the Office of Environmental & Heritage and Hawkesbury City Council.

A draft Conservation Management Plan (CMP) has also been prepared for the site by Urbis and provided to the Office of Environment & Heritage for comment. The draft CMP identifies opportunities and constraints for development with respect to items of heritage. Those elements of significance within the overall site are proposed to be adaptively re-used and managed for future public benefit.

Subsequent meetings with the Office of Environment & Heritage on 28 September 2011 and 3 November 2011 have confirmed an intention to proceed with the listing of the elements of the site on the State Heritage Register.

Heritage officers also confirmed their support for the adaptive re-use of the site, and the role of the draft CMP as a sound basis for its ongoing management.

Preliminary comments on the draft CMP have been received from the Office of Environment & Heritage, and the draft CMP is currently being finalised for lodgement and formal endorsement.

The preliminary site Concept Plan (refer to Section 6) has been designed to retain key heritage features. Key heritage values will need to be retained through effective interpretation and appropriate retention of some fabric, including Keyline elements such as tree plantings and drains, in association with a selection of dams for retention.

The final interpretation strategy and site layout will be determined in consultation with the Office of Environment & Heritage. This consultation is well underway as part of the finalisation of the Conservation Management Plan.

Through this review and ongoing consultation during the development of the Concept Plan for the site, resolution of heritage issues will be an iterative part of the overall site structure planning and rezoning process.

The NRJV and their heritage consultant, Urbis, are now investigating options to present to the Heritage Council having regard to the site's opportunities and constraints, as well as examples of the types and densities of development proposed on the site.

5.0 STRATEGIC JUSTIFICATION AND RATIONALE FOR DEVELOPING THE SITE FOR HOUSING

5.1 Metropolitan Plan for Sydney 2036

The Metropolitan Plan 2036 (the Plan) projects Sydney's population to grow by 1.7 million to almost 6 million people by 2036. To support this population growth, Sydney will need an additional 770,000 homes by 2036. In addition to the housing targets, employment growth is envisioned at 760,000 jobs across the City. The Plan sets capacity targets for each subregion to facilitate housing and economic growth through providing more jobs closer to home.

The Plan anticipates the North West sub region to provide an additional 169,000 dwellings and 145,000 jobs by 2036.

5.2 Draft North West Subregional Strategy

The Draft North West Subregional Strategy, which covers the LGAs of Baulkham Hills, Blacktown, Blue Mountains, Hawkesbury and Penrith, sets the broad direction for additional dwelling and employment growth in North West Sydney. The adopted housing target for the North West is 140,000 additional dwellings and 130,000 new jobs by 2031.

The draft subregional strategy provides for the Hawkesbury LGA to accommodate an additional 5,000 dwellings in this timeframe. Within this context the draft subregional strategy acknowledges that the Hawkesbury LGA is largely constrained by the Hawkesbury Nepean flood plain, with limited capacity for additional growth to the south of the Hawkesbury River due to the risk of flooding. The draft subregional strategy identifies and assumes that the majority of future housing growth within the LGA will need to occur on land located predominantly to the north of the River, in association with existing local centres.

The Vineyard Precinct is the only part of the Hawkesbury LGA that is located within the North West Growth Centre. Whilst Vineyard has the potential to accommodate 1,000-1,500 dwellings (not all of which are in the Hawkesbury LGA), it is understood that this land is not due to be released by the State government for urban development in the short to medium term.

An extract from the Draft North West Subregional Strategy detailing existing housing densities and key housing actions is provided at **Attachment 7**.

5.3 Hawkesbury Residential Land Strategy

In May 2011, Hawkesbury City Council adopted the Hawkesbury Residential Land Strategy. The Strategy is an overarching document to guide future residential development within the LGA, with the aim of accommodating between 5,000 and 6,000 new dwellings by 2031.

The Residential Land Strategy identifies that existing centres (capacity of existing zoned land) within the Hawkesbury only have the potential to accommodate approximately 600 of the total 5,000 – 6,000 required new dwellings for the LGA.

The remaining 5,400 dwellings need to be provided from greenfield sites / extension of the footprint of existing urban villages.

As identified at Section 3 above and as shown at **Attachment 5**, the Council has undertaken an Opportunities and Constraints analysis at a strategic level for all land within the LGA to identify where future urban growth and development may potentially occur.

As part of this process, the Residential Land Strategy has identified the Redbank at North Richmond site as a 'High Priority Future Investigation Area' for urban release.

The Residential Land Strategy recognises that urban growth in the Hawkesbury is severely limited by environmental constraints such as State and national parks, agricultural land values, flooding issues, noise constraints and limited development capacity within the existing centres. By contrast the Council's own preliminary Opportunities and Constraints analysis indicates that the site is relatively free from constraints.

As demonstrated by the flooding and aircraft noise maps at **Attachments 8 and 9**, the Redbank site is unconstrained by these factors.

The Hawkesbury Residential Land Strategy provides that the future development of the site is subject to the resolution of detailed site investigations, and to demonstrating the provision of shops, transport infrastructure, community infrastructure and services outside the catchment. Key environmental and servicing issues identified (for all investigation areas) as requiring resolution are:

- road access, traffic and transport issues;
- investigation into bushfire prone areas;
- detailed structure planning of the village and investigation areas; and
- provision of an increased range of services and facilities.

As detailed in Section 3, the NRJV has already undertaken the majority of studies required to address these matters, and has considered these issues in developing the preliminary Concept Plan. Finalisation of supporting studies and investigations is underway to support the submission of the LEP Planning Proposal.

5.4 Contribution of Redbank at North Richmond to Subregional Housing Supply

The Redbank at North Richmond site presents the opportunity to provide over 1,400 residential dwellings within the timeframe of the Metropolitan Plan and draft Subregional Strategy.

Once fully realised, the Redbank at North Richmond site would contribute approximately 32% of the housing target that has been set for the Hawkesbury LGA by the State government.

The table at **Attachment 10** shows land supply data for the Hawkesbury region. The table identifies information relating to lot and dwelling production (actual and forecast) from the most recently published Metropolitan Development Program (MDP) 2008/09 Report. The lot and dwelling production (actual and forecast) figures have been adjusted to reflect more recent information documented in Council's recently adopted Residential Land Strategy, and known market activity.

The table shows that the MDP lot production forecasts since 2008 / 09 have not been met, and there is little likelihood that the lot production forecasts can be met in the short to medium term. As is clearly illustrated, land supply and housing production in the Hawkesbury LGA is severely limited.

The Redbank at North Richmond site provides an opportunity to make a significant contribution to the delivery of housing in the short to medium term (to 2017/18).

With other release areas such as Vineyard in the North West Growth Centre not due for release in the short term, and other significant Greenfield release areas within the Hawkesbury LGA such as Bligh Park 2 on-hold with no known timeframe for commencement of lot production, the development of the Redbank at North Richmond site is much needed.

The development of the site for housing is consistent with the State and local strategic planning framework, and has the potential to make a significant contribution to the Hawkesbury LGA's housing targets in the short to medium term without detracting from the future housing supply to come from other sites in the North West Growth Centre, nor from other land identified on the MDP.

5.5 Housing Market and Positioning of Redbank at North Richmond

Due to the location of the site, and the style of development proposed, the Redbank site will cater for a different submarket to other MDP listed sites.

The general market for land in the Hawkesbury has been severely limited due to lack of supply. The most recent sales have been in the Pitt Town "Vermont Living" estate. Prices have ranged from \$330,000 to \$440,000 for land sizes ranging from 750m² to 1300m².

Within North Richmond only 5 recent vacant land sales have been recorded since 2010, achieving \$300,000 to \$320,000 for sloping 600m² to 900m² lots.

The indicative price range for Redbank is \$280,000 to \$350,000 for the majority of lots. Lot sizes will range from 450 to 1,200m² on average. Larger lots of 2,000m² to 4,000m² that are likely to be provided in one small section of the site (for environmental reasons) would be in the order of \$450,000 to \$550,000 per lot.

An opportunity arises to create smaller clusters of integrated low maintenance housing and reduce house land package prices into the \$400,000 to \$500,000 price range. These would appeal to the growing numbers of lone households, couples with no children and first home buyers in the local demographic submarket.

In comparison a 450m² lot in "The Pond" Kellyville achieves \$320,000 on average and up to \$410,000 for land in North Kellyville.

A unique requirement for housing is also generated by the Defense Housing Authority (DHA). Due to the proximity of the Richmond RAAF base to the site, the DHA has advised the site is the most suitable location for additional housing stock. Additional stock is required to meet the demands of existing and projected personnel at the base and to dispose of redundant older housing that does not meet current DHA standards.

The DHA have indicated a potential need for 20 to 30 dwellings per annum for 10 years, or up to 300 dwellings.

Richmond RAAF is one of the largest employers in the Hawkesbury LGA maintaining considerable local employment opportunities. Additional DHA housing would bolster the local economy.

5.6 Jobs and Employment

Under the draft North-West Subregional Strategy 3,000 jobs are to be accommodated in the Hawkesbury LGA by 2031. As detailed above, the Seniors Living Development is already generating employment on the site. The Economic Impact Assessment currently being prepared by the NRJV will determine the number of jobs generated by the residential development.

With regards to the availability of jobs in the locality, Hawkesbury Council's Employment Lands Strategy identifies the following employment characteristics:

- A high proportion of residents (greater than 50%) work within the LGA. This compares with a figure of approximately 30% for the Penrith LGA. Only 3% of the workforce travels to Sydney CBD.
- Key industries include the RAAF base, mushroom farming, the University of Western Sydney, the equestrian industry and agriculture. There is also a high level of self-employment.
- The LGA has a strong network of villages and town centres. North Richmond and Richmond are typified by retail and industrial uses.

North Richmond is well located to employment opportunities in the north-west region and western Sydney more broadly. The site:

- Is within a 30 minute drive to the Penrith Regional Centres;
- Is within a 30 minute drive of the Rouse Hill Town Centre and the new Marsden Park industrial estate at M7;
- Is within 40 minutes of the Norwest Business Park; and
- Has rail links to Blacktown and Parramatta via the North-West Growth Centre.

The site is also within close proximity to the Sydney Business Park in Blacktown LGA. Once complete, the business park will accommodate approximately 1,425,000m² of bulky goods, industrial and commercial floor space, offering many employment opportunities for future residents.

These characteristics demonstrate that the site has good access to employment opportunities in the Hawkesbury LGA, and western and north-western Sydney generally.

5.7 Access to Services and Facilities

The following studies have been engaged and are currently being prepared to inform the LEP Planning Proposal:

- Social Impact Assessment;
- Economic Impact Assessment;
- Community Needs Assessment; and
- Net Community Benefit Test.

The Social Impact Assessment and Community Needs Assessment have been engaged to assess at a detailed planning level the social implications of the development, and the level of services required to support the proposal.

Preliminary research indicates that existing services will be able to meet the needs of residents of the initial stages of the development. In particular, the site will accommodate new aged care facilities, and there is capacity in local public schools to accommodate the additional population.

With respect to open space, the site will accommodate considerably more open space than other developments of this scale. The preliminary concept extends upon the existing park, Peel Park, to create a network of passive open space not only for the site but also the existing community. The indicative Concept Plan and site layout also facilitates the retention of the site's significant vegetation, with the Redbank Creek riparian corridor being preserved and maintained.

Peel Park was dedicated to council in the 1990s and was part of the subject site. Council at the time provided an open space section 94 credit for 1,226 dwellings and 100 dwellings were initially developed in the early 1990s, excised from this land holding.

It is the intention of the NRJV to enter into a Voluntary Planning Agreement with Hawkesbury Council for the provision of local community infrastructure.

The DP&I has requested that particular consideration be given to the provision of emergency and health services.

In this regard, it is considered that North Richmond is well provided for, with the following infrastructure available:

- Emergency Services:
 - a new Police station opened in Windsor in 2010;
 - an Ambulance station is located in Richmond;
 - Fire stations are located in Richmond and Windsor; and
 - the Rural Fire Services is located in Grose Vale and Kurrajong.

It is also important to note that the site is identified as a designated flood / bushfire evacuation area by the State Emergency Service.

- Health Services:
 - new aged care facilities are provided on the site;
 - Hawkesbury Hospital is a public and private hospital with 150 beds, an emergency department and allied health services;
 - Nepean Hospital has 490 beds with extensive allied health services. The emergency department is currently being expanded and modernised;
 - Nepean Private Hospital opened in 2000 with 121 beds; and
 - Norwest Private Hospital opened in 2009 with 171 beds and modern facilities.

It should be noted that it may be up to 12 years before the site is fully developed, providing the opportunity for services to be provided incrementally on an as-needs basis.

The development should also be seen as an opportunity for improved services to be provided on the northern side of the Hawkesbury River.

5.8 Alternative Land Uses

A detailed Agricultural Land Study is being undertaken to determine the agricultural value of the land and the viability of continuing agricultural uses on the site. Preliminary results indicate that the agricultural use is no longer viable, primarily due to the size of the site and the presence of residential development directly to the east and west.

The land is classified by the Department of Primary Industries as class 3 agricultural land. Due to the slope of the land and classification the types of suitable agriculture are grazing and stone fruit orchards. Both of these uses are not economically viable.

The existing and large number of residences immediately adjoining the site also provides further constraints in terms of stone fruit locations, spraying, fertilisers etc all conflict with adjoining residential land uses.

In light of this, the redevelopment of the site for urban purposes is the most appropriate outcome. The redevelopment will not only make a significant contribution to the Hawkesbury's housing targets, but will also enable a heritage conservation outcome that could not otherwise be achieved.

Without the redevelopment and on-going management of the site, the heritage fabric on the site would gradually degrade and the heritage significance would be lost.

6.0 THE PROJECT

6.1 Indicative Layout

A preliminary Concept Plan as well as a series of indicative layout plans are provided at **Attachment 11**.

These plans provide a hierarchy of detail, and include:

- a preliminary Concept Plan showing the location of general residential, large lot residential, ridges, view corridors and open space;
- a masterplan showing the indicative staging and superlot subdivision;
- an indicative layout plan for the whole of the site; and
- a layout plan showing the capacity to provide 124 lots in the first stage of development (Stage 3A).

The proposed Concept Plan and indicative layouts respond to the opportunities and constraints presented by the site.

The preliminary Stage 3A layouts also demonstrate the ability to provide over 100 new dwellings as part of the first stage of development, which could be constructed within 12 months of works commencing on the site.

Notwithstanding the indicative layouts that have been prepared, the final layout and yield will need to be the result of consultation with the Heritage Branch to ensure that the heritage fabric is managed and preserved in an appropriate manner.

During consultation to date (refer to Section 4), the Heritage Branch has expressed a desire to see more medium density development on the site, to enable the retention of more heritage fabric, and a larger open space network.

6.2 Development Yield

The schedule at **Attachment 12** outlines the indicative yield for the site.

The residential site has a net developable area of 111 hectares, providing 54 hectares of roads and open space.

The indicative yield suggests that the site will accommodate 1,399 dwellings.

This represents a yield of 13 dwellings per net hectare across the residential development. The gross yield is 8 dwellings per hectare. This is generally consistent with the yield requirements for the Growth Centres, and is appropriate given the limitations presented by the site's heritage fabric.

7.0 AVAILABILITY OF ENABLING INFRASTRUCTURE

J. Wyndham Prince has prepared a series of Infrastructure Site Servicing Plans for the site (refer to **Attachments 13**) to determine the availability of enabling infrastructure, and the works required to service each stage of the development.

An Infrastructure Delivery Schedule has also been prepared to demonstrate when various infrastructure works will be provided (refer to **Attachment 14**).

J. Wyndham Prince has also undertaken preliminary traffic modelling to determine the viability of the proposed alternative east-west river crossing.

7.1 Water and Sewer

Several meetings have been held to date between the NRJV and Sydney Water between 2008 to the present to discuss the delivery of water and sewer infrastructure to the site.

Augmentation to potable water and sewerage specific infrastructure points to support later stages of the project can readily occur, and will be an ongoing commercial agreement with Sydney Water.

Modelling using Sydney Water's network analysis systems for both waste water (sewer) and potable water has confirmed that there is existing capacity to service the first stage (Stage 3A) of the residential development, without the need for any infrastructure upgrades.

The Servicing Plans demonstrate the works that will be required to service each subsequent stage of the development, including the provision of new potable water mains and sewer infrastructure.

The primary piece of infrastructure required to service the development is a new water reservoir.

The water reservoir will be constructed with the third stage of development (Stage 3B), but become operational with Stage 1B. Stage 3B will be serviced for water pressure by a booster pump set required to support the new supply carrier and mains when completed. The new reservoir will be located in the western corner of the site, with the provision to zone the reservoir SP2 Infrastructure.

The proposed surface reservoir may also improve existing water pressure deficiencies for current North Richmond township, dependent upon detailed design.

There is the requirement to support both Stage 2 and 5 with the provision of a Sewer Pump Station and Rising Main in order to convey waste water to the reticulation connection to Stage 3A.

It is noted that consultations with Sydney Water have confirmed that there is existing capacity to service the whole development, without limiting the provision of water and sewer infrastructure in the North-West Growth Centre or elsewhere.

7.2 Power and Telecommunications

There is sufficient capacity to supply power to the whole of the development, without the need to augment existing infrastructure. The infrastructure and staging plans set out the indicative locations for new substations within each stage of the development.

In addition, the site will be serviced by fibre optic cabling, and will be one of the first fully serviced sites on the National Broadband Network. This will provide opportunities for residents to work from home, reducing travel and increasing daytime activity in the area.

As above, there is sufficient capacity to service the site without limiting the provision of power and telecommunications infrastructure in the North-West Growth Centre or elsewhere.

7.3 Roads

The NRJV is committed to ensuring that the proposal does not unduly impact on existing road infrastructure.

The NRJV is already undertaking the road upgrade works that are required to be delivered as part of the conditions of approval of the SLD that is currently under construction.

These approved works include works to upgrade the intersection of Bells Line of Road / Grose Vale Road which are due to commence in February 2012, and will be complete at the end of 2012 when the first stage of the SLD is finished.

As detailed previously, there are significant pre-existing road and traffic issues in the area. The RMS has advised that it is currently undertaking several studies to identify short to medium term solutions to these problems / congestion issues. These studies include the Bells Line of Road Corridor Study and the Richmond Bridge and Approaches Congestion Study (refer to the Richmond to RMS North Richmond Corridor Study Map at **Attachment 15**). The RMS is also exploring future corridor locations for long term planning.

It is widely acknowledged that an additional east-west crossing of the Hawkesbury River would help to improve these issues, however the RMS has indicated that State government funding is not available to undertake the works required.

In light of this the NRJV is consulting with both the Council and the RMS to determine an appropriate alternative river crossing to accommodate the additional traffic generated by the proposal, and to alleviate pre-existing traffic issues.

The NRJV met with the RMS, DP&I and Hawkesbury City Council on 18 October 2011 to discuss the proposed development, and the opportunity it presents to contribute to the resolution of the existing road infrastructure capacity issues in the Hawkesbury.

The alternative crossing utilises the existing Yarramundi Bridge to the south of the site, and will require the construction of a new simple concrete span bridge near Springwood Road (refer to plans of the proposed access route at **Attachments 16**). The land required to construct the bridge is owned by the crown, and is not zoned under Hawkesbury LEP 1989 (refer to zoning extract at **Attachment 17**).

Preliminary traffic studies indicate that existing traffic congestion on the western side of the Hawkesbury River is centred on the intersection of Bells Line of Road / Grose Vale Road. Data suggests that of the 1,400 vehicles that pass through this intersection every hour during the morning peak period, approximately 700-800 travel south or south-west once they have crossed the river. An additional crossing at Yarramundi would relieve pressure on this intersection, and would free the existing bridge crossing for commuters travelling east.

At this stage, the Infrastructure Delivery Schedule (**Attachment 14**) identifies the new bridge as the proposed alternative crossing, would be opened following completion of the 459th dwelling on the site (i.e. at the completion of the second stage, Stage 3B).

As detailed below, the new bridge and other road upgrade works associated with the proposed alternative crossing would be fully funded by the NRJV.

The RMS and Hawkesbury City Council have both agreed to provide the NRJV with the scope of the traffic analysis that is required to be submitted with the LEP Planning Proposal, in order for an assessment of this proposed road infrastructure solution to occur. A copy of the letter sent to the RMS by the NRJV requesting that this information be provided, is located at **Attachment 18**. To date, no response has been received.

8.0 WILLINGNESS AND CAPACITY TO FINANCE PLANNING AND INFRASTRUCTURE

The property was acquired in 2007 by the North Richmond Joint Venture, which comprises a Builddev entity and entities associated with Investment Management Australia Pty Ltd (IMA). An information sheet about IMA and their projects is provided at **Attachment 19**. IMA has a history of involvement in major land developments in Queensland and NSW.

The NRJV is committed to funding all water, sewer, power and road infrastructure required to service the development that is identified on the Infrastructure Delivery Schedule (**Attachment 14**).

The NRJV will also enter into a VPA with Council for the provision of local community infrastructure. It is noted that Peel Park was dedicated to Council in the 1990s and was part of the subject site. Council at the time provided an open space section 94 credit for 1,226 dwellings and 100 dwellings were initially developed in the early 1990s, excised from this land holding.

Since acquisition, the NRJV has continued to fund planning and consultancy services as well as Bank Debt, through a significant equity contribution. The partners are committed to the long term development of the project.

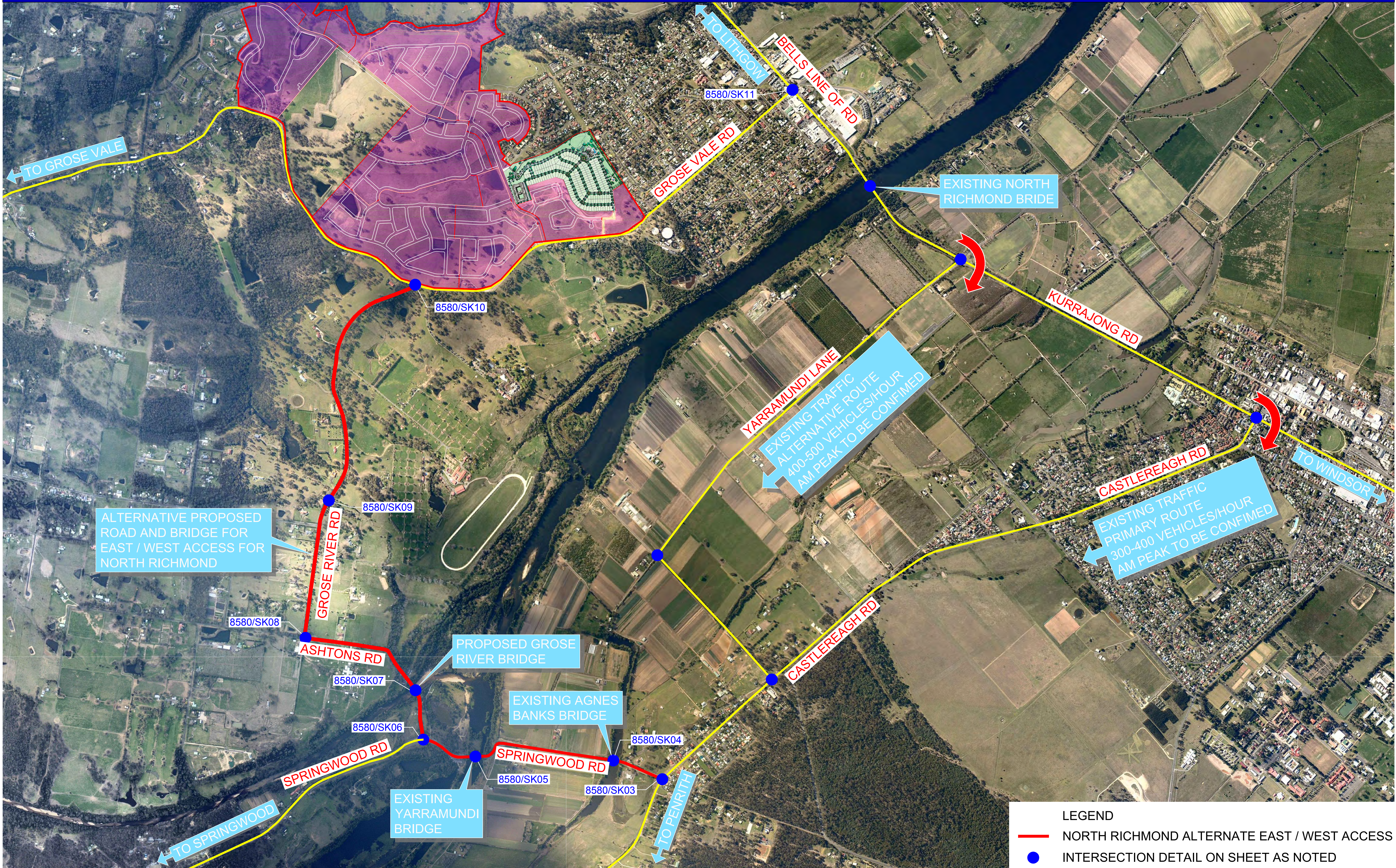
A letter from the NAB confirming their support for the project and the North Richmond Joint Venture is provided at **Attachment 20**.

Political Donations forms for both Joint Venture partners are provided at **Attachment 21**.

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT

ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK02



NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT
ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK03



EXISTING INTERSECTION OF SPRINGWOOD RD
AND CASTLEREAGH ROAD

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED ROAD & INTERSECTION TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT

ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK04



EXISTING AGNES BANKS BRIDGE

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED BRIDGE & ROAD TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT
ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK05



SPRINGWOOD ROAD

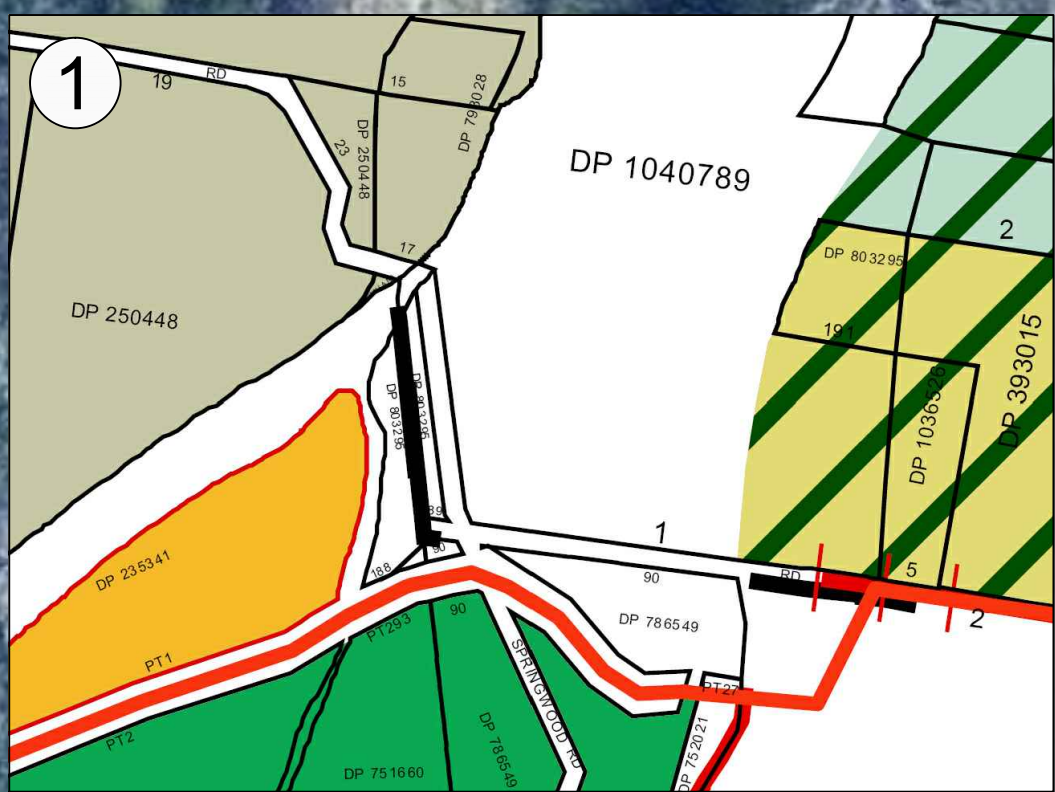
EXISTING YARRAMUNDI BRIDGE

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED BRIDGE & ROAD TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT

ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK06



LEP SHOWING EXISTING ROAD RESERVE AND ADJACENT VACANT PROPERTY WHICH COULD BE CONSOLIDATED TO CONTAIN ROAD EXTENSION TO AND BRIDGE CROSSING OF GROSE RIVER



VACANT PROPERTY IDENTIFIED AS ADJACENT TO EXISTING ROAD RESERVE



VACANT PROPERTY DIMENSIONS

PROPOSED TO
NORTH RICHMOND

PROPOSED ASHTONS
ROAD EXTENSION

SPRINGWOOD ROAD

TO SPRINGWOOD

TO RICHMOND
& PENRITH

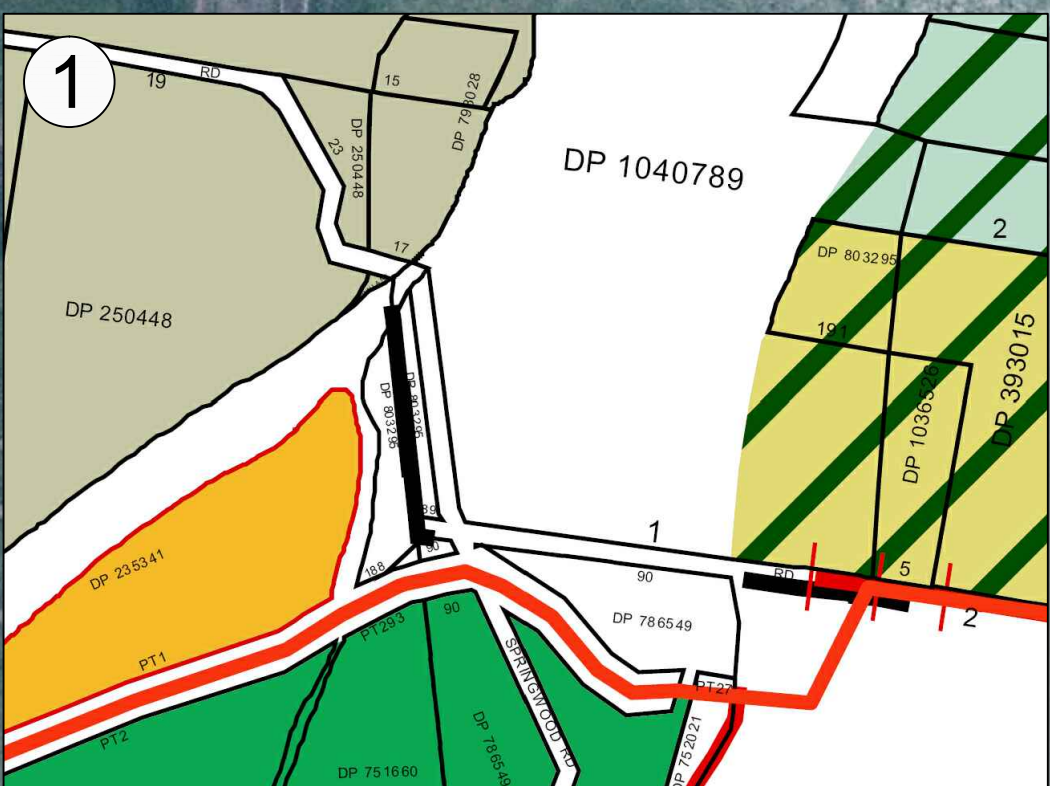
INTERSECTION OF SPRINGWOOD ROAD & PROPOSED EXTENSION OF ASHTONS ROAD

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED INTERSECTION TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT

ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK07



LEP SHOWING EXISTING ROAD RESERVE AND ADJACENT VACANT PROPERTY WHICH COULD BE CONSOLIDATED TO CONTAIN ROAD EXTENSION TO AND BRIDGE CROSSING OF GROSE RIVER



VACANT PROPERTY IDENTIFIED AS ADJACENT TO EXISTING ROAD RESERVE



VACANT PROPERTY DIMENSIONS

PROPOSED GROSE RIVER ROAD EXTENSION AND NEW BRIDGE ON GROSE RIVER

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED BRIDGE & ROAD TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW



NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT
ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK08



EXISTING INTERSECTION OF GROSE RIVER ROAD AND ASHTONS ROAD

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED ROAD & INTERSECTION TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT
ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK09

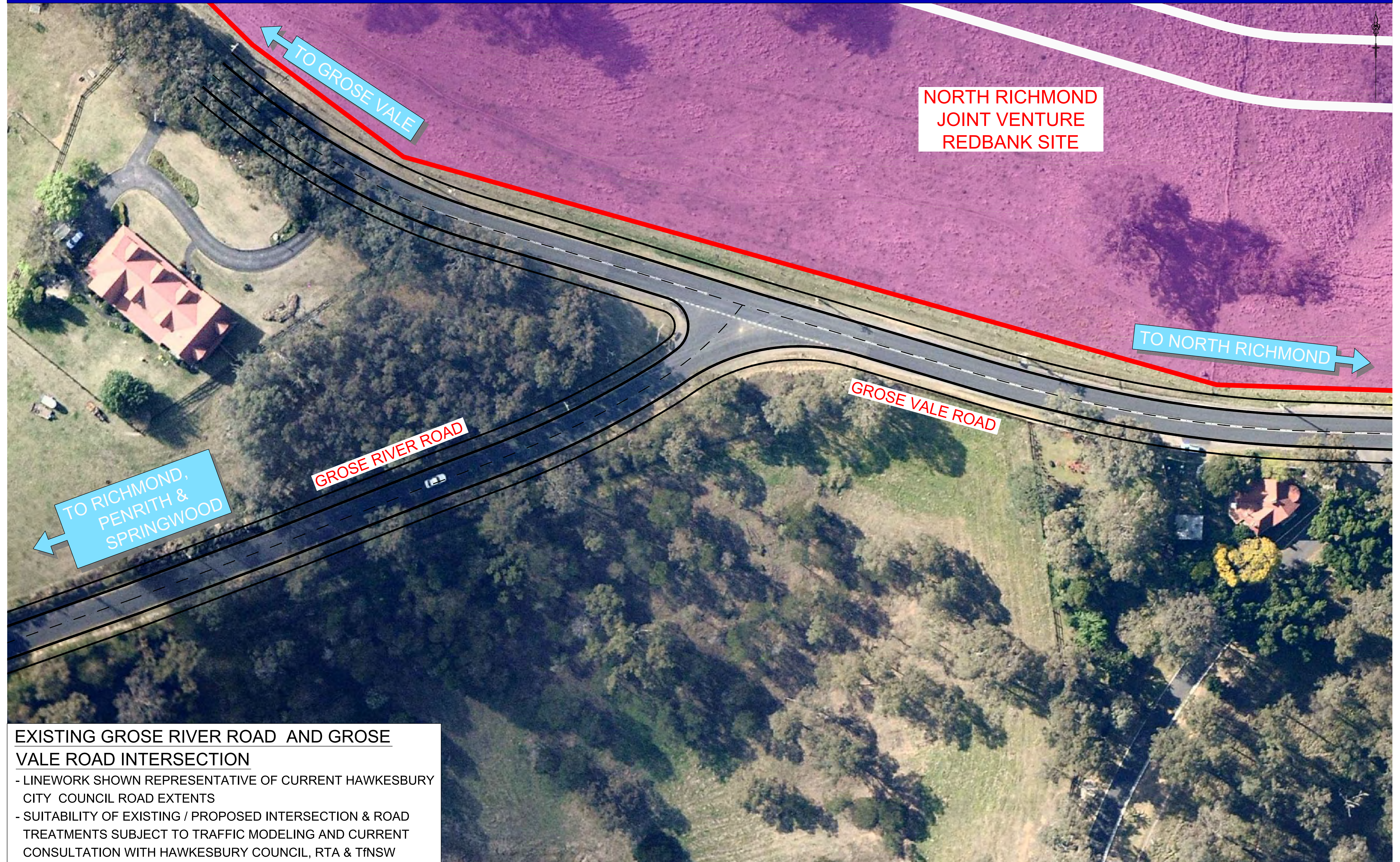


EXISTING GROSE RIVER ROAD CULVERT
- LINEWORK SHOWN REPRESENTATIVE OF CURRENT
HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED CULVERT & ROAD
TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT
CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW

NORTH RICHMOND JOINT VENTURE - REDBANK PROJECT

ALTERNATE ACCESS EAST / WEST FOR NORTH RICHMOND

PRELIMINARY CONCEPT
8580/SK10



EXISTING GROSE RIVER ROAD AND GROSE VALE ROAD INTERSECTION

- LINEWORK SHOWN REPRESENTATIVE OF CURRENT HAWKESBURY CITY COUNCIL ROAD EXTENTS
- SUITABILITY OF EXISTING / PROPOSED INTERSECTION & ROAD TREATMENTS SUBJECT TO TRAFFIC MODELING AND CURRENT CONSULTATION WITH HAWKESBURY COUNCIL, RTA & TfNSW