



Hawkesbury City Council

Attachment 4 to item 4

Copy of relevant part of the
submission relating to Box Hill North

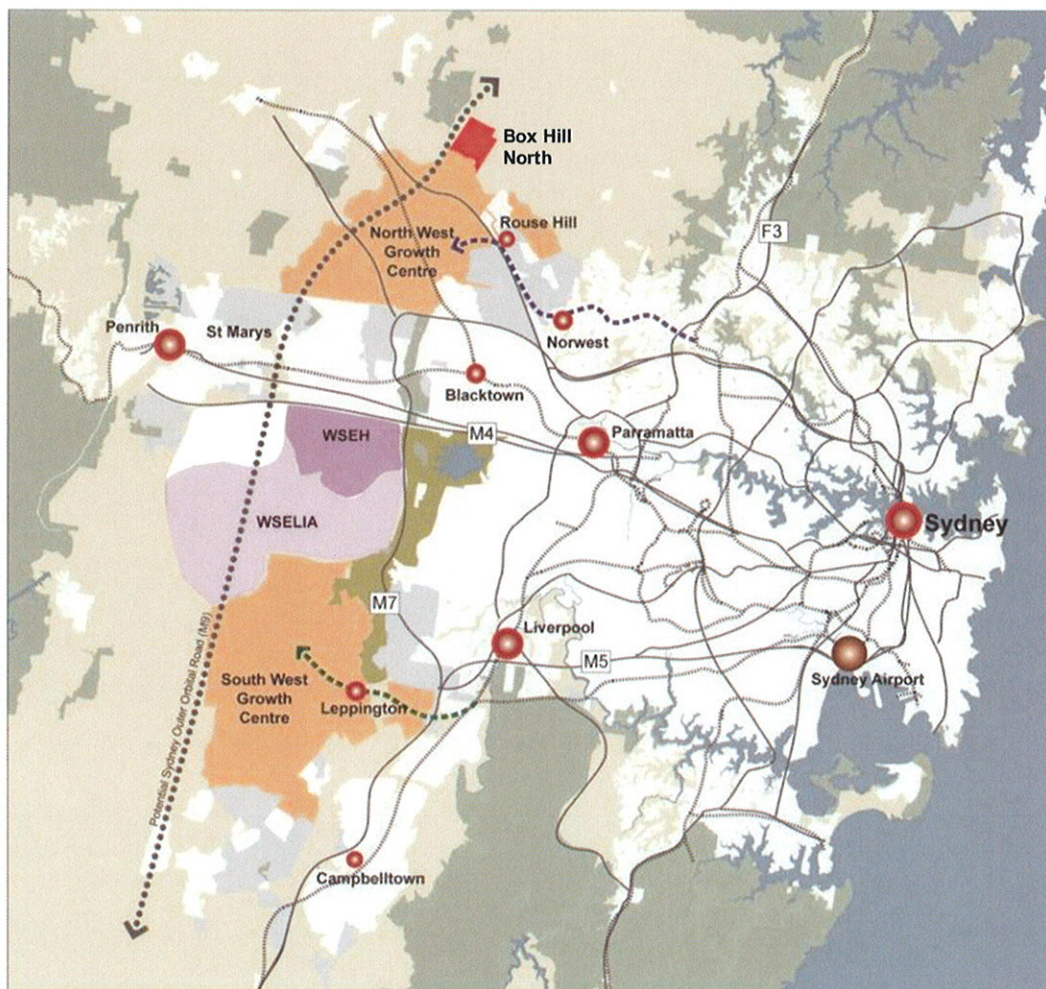
date of meeting: 31 january 2012
location: council chambers
time: 6:30 p.m.

Executive Summary

The landowners in an area known as Box Hill North recently made an approach to the NSW Government for consideration of their land as a potential future residential area to contribute to the supply of new housing blocks in Sydney.

The location of Box Hill North in the context of the Sydney region is shown on Figure 1.

Figure 1 Location of Box Hill North



On 26 October, the Director-General of the Department of Planning & Infrastructure wrote to the landowners requesting the following additional information to assist with the Government's review of the landowners' submission:

- Reasons for developing the land for housing - demand and supply of housing in the area and locational advantages
- Details of the subject land including lot and DP numbers, land owners, size and existing uses
- A preliminary indicative layout
- Details of proposed housing including residential density, housing mix and total yield
- Availability of enabling infrastructure such as water, sewer, power and access roads, if known

- Additional infrastructure and services required including schools, emergency services and health facilities, if known
- A delivery plan for the housing including steps leading up to dwelling production, the time involved and responsible parties

The landowners commissioned AECOM to compile information to address these issues.

Our findings in respect of each of the matters requested by the Department are outlined in this submission, and are summarised as follows:

- The land is contiguous with an existing release area/ precinct for which planning has been completed, and for which services can be co-ordinated;
- Development of the land could help complement and facilitate development in the adjacent North West Growth Centre;
- The land is suitable for development, comprising predominantly flat land with no physical constraints to development;
- It could yield in the order of 7,000 dwellings with a population of around 20,000 people;
- The land is physically capable of development for a mix of housing types;
- While the land has few utility services at present, services can be readily provided to the land;
- The land is close to planned heavy rail services to Rouse Hill via the North-West Rail Link;
- With the completion of the NWRL in 2018 it will be within convenient public transport trip times to major employment centres beyond Rouse Hill, such as Norwest, Macquarie Park and Chatswood;
- A suitable Government-managed process is available to advance the planning of Box Hill North, with the aim of accelerating the potential delivery of additional housing for the Sydney market.

1.0 Reasons for developing the land for housing - demand and supply of housing in the area and locational advantages

1.1 Land supply and demand

It is widely recognised that in recent years the supply of land and housing in Sydney has lagged behind demand. This has had an effect on the ability for the population to be provided adequate levels of housing to meet the needs of a growing city, and changing demographic characteristics. It has also affected the affordability of Sydney's housing.

Research carried out for the Property Council of Australia (PCA) (*Australian Land Supply Study 2007*) indicates that Sydney is producing only around 3,500 lots per annum compared with underlying demand for 7,600 lots.

The cost of land as a proportion of the total cost of house and land packages in Sydney is now estimated to be 60%, having increased from 32% since the early 2000s.

The PCA report estimates that by 2016 the shortfall for Sydney could be in the order of 33,000 lots, increasing to a shortfall of 35,000 for the next 20 years. This will further exacerbate the affordability of Sydney's housing.

The release of land at Box Hill North has the capacity to address the underlying supply challenges that are facing the Sydney community.

1.2 Box Hill North locational advantages

Box Hill North is located within the same general locality as Box Hill and Box Hill Industrial, for which a draft Indicative Layout Plan (ILP) has recently been prepared and exhibited.

Box Hill North shares a major boundary with the Box Hill Precinct.

The approximately 600 hectares of land in Box Hill North is in 67 separate allotments, owned by 63 land owners who are prepared for development (see Figure 2 showing the existing lot pattern, and Table 1 which lists each property).

The lack of ownership fragmentation reduces the potential delays to development, improves development financing and reduces the amount of development co-ordination.

The Box Hill North area is significantly less fragmented than the Box Hill Precinct.

The level of investment in the properties is modest and does not preclude redevelopment for residential purposes – unlike areas such as Balmoral Road (the "hole in the donut") where significant rural-residential investment created a very high floor price for the land, reducing its attractiveness for residential development.

1.3 Proximity to jobs and public transport

The site is immediately adjacent to the Box Hill Precinct which includes an extensive business park/employment area of 120 hectares which will provide significant job opportunities (16,700 estimated jobs) close to the future community at Box Hill North.

Box Hill North is located approximately 4kms west of the Rouse Hill Regional Centre which is undergoing major expansion of its retail capacity. As the Regional Centre, Rouse Hill also provides significant job opportunities (additional 9,000 jobs by 2031) in close proximity to Box Hill North. The site is also only 12kms from the Norwest Business Park a specialised centre with the capacity for around 25,000 additional jobs by 2031 (see Figure 3).

The North-West Rail Link (NWRL) which is scheduled to open in 2018 will bring frequent heavy rail services to Rouse Hill, providing the future community at Box Hill North with a high standard of public transport linking to jobs at Norwest, Macquarie Park, Chatswood and Sydney CBD/ North Sydney.

In addition, the Sydney Metropolitan Plan 2036 identifies the potential for an outer Sydney Orbital Road (referred to as the future M9) in close proximity to the Box Hill/ Box Hill North areas (see Figure 4). This would give the site ready access to Sydney's arterial road network.

Figure 2 Box Hill North area and existing lots, topography, vegetation and drainage



Figure 3 Box Hill North location relative to Norwest, Rouse Hill and NWRL

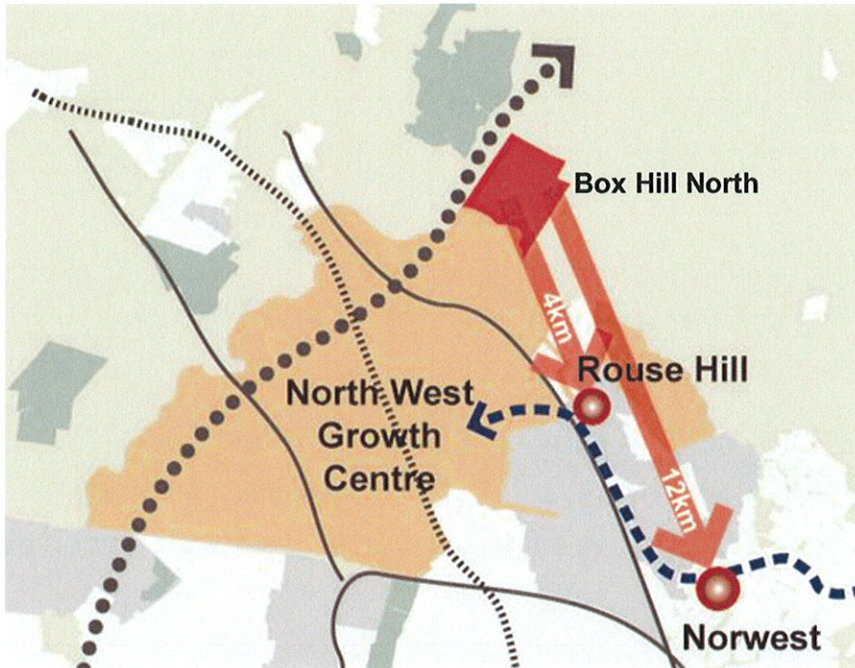
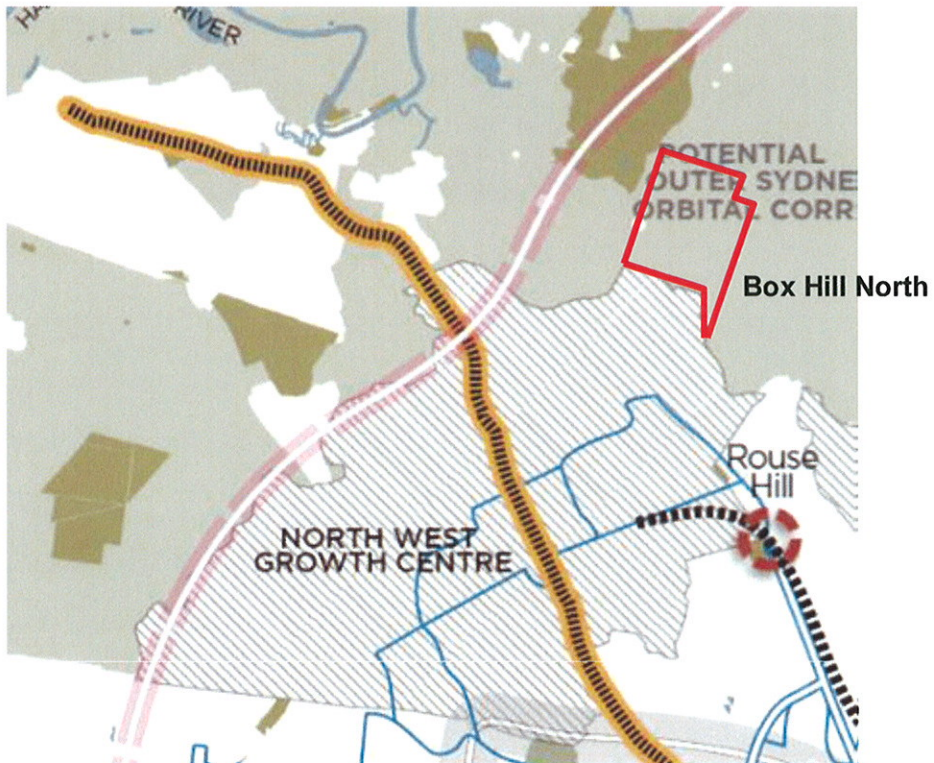


Figure 4 Sydney Metropolitan Plan 2036 and proximity of Box Hill North to the arterial road network and rail



The proximity of Box Hill North to Box Hill allows the proposed bus routes in Box Hill to be extended into Box Hill North.

1.4 NSW 2021 State Plan Goals

The inclusion of Box Hill North as an urban development precinct will satisfy four key Goals established under the NSW 2021 State Plan, namely:

- **Goal 5 – Place downward pressure on the cost of living** - by improving housing availability and affordability – inclusion of the subject land will assist with facilitating the delivery of 25,000 new dwellings per year in Sydney, increase the available greenfield zoned and trunk serviced lots so that they number more than 50,000, and assist with the target of 10,000 blocks of land to be released by Landcom over the next 4 years to make it easier for home buyers to afford a home.
- **Goal 7 – Reduce travel times** – the proximity of Box Hill North to major established employment areas combined with the imminent delivery of train services will assist with increasing the range of options for travel to job centres, and potentially reducing travel times
- **Goal 8 – Grow patronage on public transport by making it a more attractive choice** – the potential linkage of Box Hill North into public transport services for Box Hill and the imminence of the NWRL will assist with growing public transport patronage. The potential exists for the delivery of dwellings at Box Hill North to closely coincide with the commencement of services on the NWRL. This is expected to reduce dependence on cars as a means for getting to work, as the public transport is available at an early stage in the release area development process.
- **Goal 20 – Build liveable centres** – the availability of jobs in major centres within convenient travel times of Box Hill North – Rouse Hill, Norwest and Macquarie Park – will directly support the achievement of this Goal.