

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

Organisation: Norwest Land
Name: Mr Michael Watt
Telephone: 9270 6100
Date received: 17/10/2008

16 October 2008

The Director
Beverley Duffy
General Purpose Standing Committee No. 4
Parliament House
Macquarie St
Sydney NSW 2000

Mulpha FKP Pty Limited

ABN 27 000 004 633

Level 4 FKP House

17-19 Bridge Street

Sydney NSW 2000 Australia

Telephone (02) 9270 6100

Facsimile (02) 9270 6199

Web www.norwestland.com.au

Dear Ms Duffy

SUBMISSION ON TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

I refer to the General Purpose Standing Committee No. 4 and now forward our submission to the Committee in respect to its inquiry into transport needs in Sydney's North-West Sector.

This submission has been prepared on behalf of Mulpha FKP Pty Ltd the owners and developers of Norwest Business Park. The submission takes the form of comments on the Committee's Terms of Reference and other comments where appropriate.

Norwest Business Park - located in the Shire of Baulkham Hills, in Sydney's rapidly expanding north-west sector, is widely recognised as Australia's only true, world standard business park. This 377 hectare estate has, from its inception, been at the forefront of innovative employment generation and urban development in the region.

Since Norwest Business Park's launch in 1992, over \$1 billion has been invested in the development, over 25,000 jobs have been created where people reside and a corporate campus has been established for more than 400 leading national and international companies including Wyeth Pharmaceuticals, Woolworths Limited, ResMed Inc, Hillsong and IBM Global Services Australia. Upon completion up to 35,000 jobs are expected to be provided in the Business Park.

Norwest Business Park is a living example of a considered and integrated approach to master planning combining employment, commercial, retail and residential development.

Through the Norwest Master Scheme, Baulkham Hills Shire Council working in partnership with Norwest Land ensures development standards within the Business Park attain the highest quality.

In conjunction with the release of business land, Norwest Land is developing over 2,000 residential lots integrated with the commercial development to create a truly unique environment that balances work and lifestyle. To date, more than 500 quality residences have already been developed in Norwest's executive residential estates: Bella Vista Village and Bella Vista Waters.

Norwest Business Park has contributed greatly to shaping the sustainable growth and continued prosperity of the community.

Initially all access to the business park relied upon the inadequate single lane main road formation provided by Windsor Road and Old Windsor Road. It was not until much later in the development period that these roads were upgraded to support increasing traffic demand arising from the business park and further land releases in the Kellyville Rouse Hill Release Area in the 1990's - a classic case of infrastructure following development. With the subsequent construction of the M2 Norwest is now directly accessible to the city and other parts of Sydney and has developed into an important Specialised Employment Centre as recognised in the Sydney Metropolitan Strategy.

Comments on Terms of Reference

1. *The requirements and plans for an integrated transport system in the North-West Sector, including road, rail and bus links.*

Comment:

There is a pressing need to develop an integrated land use and transport plan for North-West Sydney.

The Metropolitan Strategy provides a sound basis for making decisions on land use and transport to accommodate population growth. The North-West Sector represents one of a very few locations suitable to support this growth. If Sydney is to maintain its pre-eminent position decisions and commitments need to be made to implement and deliver infrastructure to not only support but also attracts future growth.

At present the region relies heavily on private vehicle transport and limited cross-regional bus services and in south parts city destination rail services.

An integrated land use and transport plan needs to connect expanding residential areas to the main centres, transport nodes and employment areas in the region. Transport services need to be safe, regular, reliable, efficient and cost effective if they are to attract patronage from motor vehicles.

2. *The proposed funding of an integrated transport system for the North-West Sector, including the distribution of developer and State infrastructure levies.*

Comment:

Developer levies are a discriminatory method of funding major infrastructure as they are focused on new development. These levies, in any case, are not sufficient to provide for all the cost of new infrastructure.

The State Government needs to take a leadership on this whole issue. Integrating land use and transport, providing new infrastructure, building the North-West/Metro rail link, upgrading the M2, connecting to the F3, the Epping to Parramatta rail link are all matters which have been widely discussed and debated as components of a plan for the region, if not Sydney as a whole. But still no decisions have been made on any projects to address the transport issue.

The M2, Parramatta – Rouse Hill Transitway and increased bus services from the Hills to the city represent the most recent improvements to transport in the region. These have either been funded privately or by the State Government with seemingly little reliance upon developer levies.

New methods of funding need to be developed whereby the improvements in land value and increased density as a result of rezoning and new infrastructure are captured to finance such projects. A scheme along these lines known as Tax Increment Financing used extensively in the US may be worthy of consideration.

3. *The plans and funding for the North-West Metro and the NSW Government's decision not to proceed with the North-West Rail Link, and*

Comment:

Norwest Land strongly supports the proposed underground heavy rail/metro link and believes that a decision should be made to proceed as soon as possible in order to provide much needed transport infrastructure to the rapidly growing North West Sector of Metropolitan Sydney.

Norwest Land also supports the provision of two rail stations in the business park, one near Norwest Shopping Centre and the second adjacent to Woolworths Corporate Office, as this will encourage public transport use and greatly improve the accessibility of employment opportunities provided in the business park.

The State Government needs to investigate all available funding sources including State, Commonwealth and private sector for this major project which will have significant benefits to the whole community in future.

4. Any other related matters.

(a) Balmoral Road Transit Centre

Norwest Land also owns land within the Balmoral Road Release Area along the alignment of the proposed metro link north of the Norwest Business Park. Part of the company's activities, in the last two years months, has centred on planning for the Balmoral Road Transit Station around the proposed site of the Burns Road station. Covering an area of approximately 15 hectares the site was identified in the Local Environmental Plan for the Balmoral Road Release Area as a transit centre and Baulkham Hills Council required a site specific development control plan to be developed for this site prior to development proceeding.

Following consultation with land owners, Council, the Rouse Hill Infrastructure Consortium, Transport Infrastructure Development Corporation, Railcorp, Department of Planning, Department of Natural Resources and the Roads and Traffic Authority, the company submitted a rezoning request and site specific development control plan to Council setting out the short and long term development of the transit centre in November 2006.

At its meeting on 19 June, 2007 Council resolved to prepare and exhibit a draft local environmental plan amendment for the transit centre.

The vision for this site is to develop an integrated, transit oriented, urban centre which creates opportunities for employment, retail and commercial development, medium to high density housing, public transport facilities and community infrastructure to support growth in the local area, neighbourhood and sub-region.

This vision is documented in the DCP structure plan which illustrates the desired future character, defining development outcomes, design principles and built environment precinct controls. Importantly these plans demonstrate how the metro link can be integrated into the transit centre.

Planning to date has shown the transit centre (Transit Oriented Development – TOD) to have the following potential:-

- Medium to high density housing for up to 2,500 residents;
- Retail development and related services centred on a main street linking to the proposed station and release area in the order of 10,000 – 12,000 square metres;
- Commercial office and employment development ranging from 97,000 square metres to 169,000 square metres providing 3,200 – 7,980 jobs;
- Inter-connected bus transit and metro station;
- Community facilities and open space;
- Pedestrian and cycleway links to the release area; and
- Commuter car parking for 1,000-1,200 cars.

As the major land owner of 7.5 hectares our company is uniquely positioned to drive the development of the transit centre and looks forward to an ongoing involvement and working the State Government on this exciting development opportunity.

The uncertainty surrounding this link however, is a major setback to the TOD development and that of the release area.

(b) Baulkham Hills Shire Council

With respect to correspondence received from the former Mayor of Baulkham Hills Council dated 18 September 2008 concerning this inquiry, Norwest Land indicates its support for the following items:-

- "The provision of a heavy rail or metro rail service to Castle Hill by 2015 and Rouse Hill by 2017;

- The siting of works depots in the north-east corridor for construction of a rail link with the CBD, and the proposed stabling area;
- The protection of developer levies (Section 94) for future community services provision within Baulkham Hills Shire;
- The proposed distribution of State infrastructure levies through the Growth Centres Commission to the North-West Sector, as compared with their overall expenditure proposals, and the adequacy of the provisions intended;
- A second crossing over the Hawkesbury River allowing a link between Kariong and the M7 at Dean Park to relieve pressure on Pennant Hills Road and the Pacific Highway;
- Underground road link between the F3 terminus at Wahroonga and the M2 at North Rocks by constructing a tunnel under Pennant Hills Road dedicated road reserve;
- Completion of the North-West bus T-Way from Blacktown to Castle Hill;
- Creation of an underpass at the junction of Old Windsor Road, Windsor Road and Seven Hills Road, at Baulkham Hills;
- Upgrade and widening Burns Road and Memorial Avenue linking Windsor and Old Windsor Roads at Kellyville;
- Widening and upgrade of Showground Road from Castle Hill to Carrington Road at Castle Hill;
- Connection of the west facing M2 ramps at Windsor Road interchange at Baulkham Hills;
- Upgrade of the following major intersections along Seven Hills Road and Old Northern Road –
 - Baulkham Hills Road and Seven Hills Road, Baulkham Hills;
 - Cropley Drive and Seven Hills Road, Baulkham Hills
 - Arthur Street and Seven Hills Road, Baulkham Hills;
 - Adequacy of lights proposed for Hastings Road and Old Northern Road, Glenhaven;
 - Galston Road and Old Northern Road, Dural;
 - Kenthurst Road and Old Northern Road, Dural;
 - Glenhaven Road and Old Northern Road, Glenhaven.
- A proposal for Baulkham Hills Shire Council to take over Seven Hills Road from RTA control, provided the west facing ramps on the M2 were connected and traffic lights were installed at the intersections of Arthur Street and Baulkham Hills Road. In return, RTA would assume responsibility for Norwest Boulevard. This proposal was submitted to the State and Regional Roads Reclassification Review Panel which finalised its work in 2004." Baulkham Hills Shire Council, 18 September 2008.

In addition to these proposals consideration should be given to widening the M2 to accommodate the growing traffic flow using the road.

In summary, Norwest Land strongly supports the need for an integrated transport plan building upon the Metropolitan Strategy leading to implementation of much needed transport in Sydney's North-West. This is an imperative for the future pre-eminence of Sydney. Should the need arise we would be pleased to discuss any aspect of this submission.

Yours faithfully



MICHAEL WATT
Development and Planning Manager
Norwest Land
Attachments: Balmoral Road Transit Centre



BALMORAL ROAD TRANSIT CENTRE

BALMORAL ROAD TRANSIT CENTRE

A vibrant, urban place blending diverse residential, commercial employment vitality, public transport opportunities, and pedestrian friendly public spaces.



BALMORAL ROAD TRANSIT CENTRE

STRUCTURE PLAN



BALMORAL ROAD TRANSIT CENTRE

EXISTING AND PROPOSED ZONING

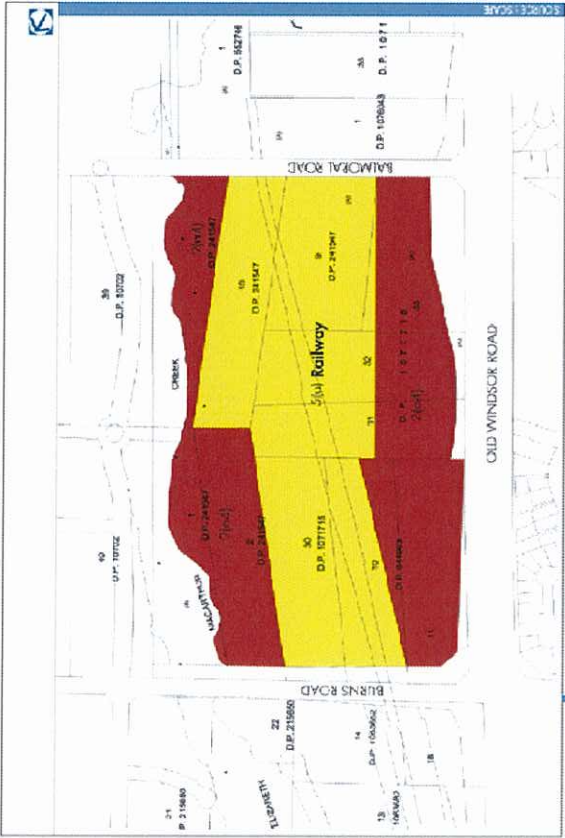


FIGURE 6
SCALE: 1:10,000
EXISTING ZONING PLAN

Existing Zoning	Existing Area
Residential 2(a4)	7.1 ha
Business 3(a)	Nil
Special Uses 5(a) Rail	7.9 ha
Employment 10(a)	Nil
TOTAL	15 ha

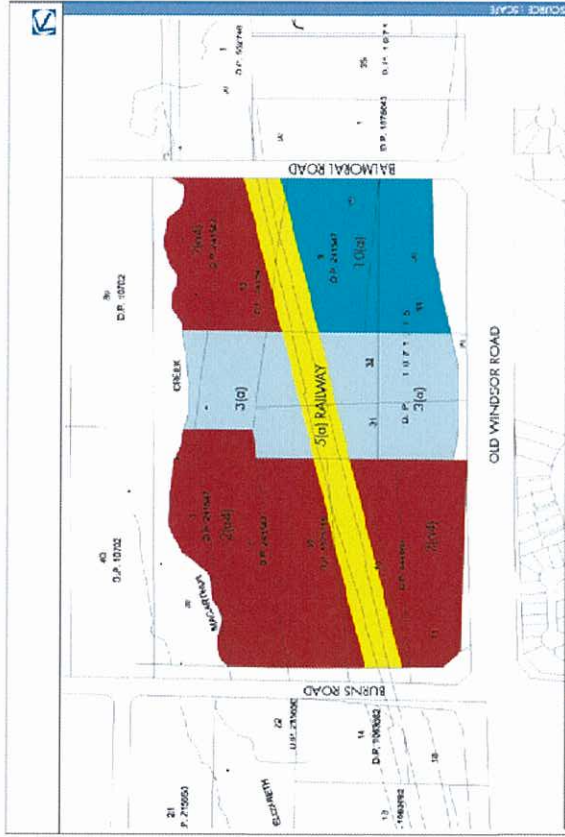


FIGURE 15
SCALE: 1:10,000
PROPOSED ZONING

Proposed Zoning	Proposed Area
Residential 2(a4)	7.2 ha
Business 3(a)	3.3 ha
Special Uses 5(a) Rail	2.1 ha
Employment 10(a)	2.4 ha
TOTAL	15 ha