

Cudgegong Road (Area 20 Station Precinct) Finalisation Report



JUNE 2015



Planning &
Environment



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Department of Planning and Environment

Printed April 2015

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1. Introduction

Amendments to State Environmental Planning Policy (Sydney Regional Growth Centres) 2006 (“Growth Centres SEPP”) relevant to the Area 20 Precinct Plan were exhibited in late 2014. The changes proposed sought to address two key issues that were progressed since the Area 20 Precinct Plan was finalised in October 2011:

- Confirmation of the corridor and alignment for the North West Rail Link (NWRL) through the Precinct and the design of the Cudgegong Road Station and Town Centre; and
- A Government decision in July 2013 to remove Sydney Water as the responsible acquisition authority for trunk drainage land throughout the Rouse Hill Development Area within the Area 20 Precinct.

26 submissions were received from landowners, the public, Government agencies and local councils. One drop-in session was held on Wednesday 26 November, 2014 at the Vinegar Hill Community Centre at Rouse Hill Town Centre. 12 landowners and one additional person who wasn’t a landowner attended seeking clarification on the proposed changes.

This report outlines the precinct planning outcomes following investigation of issues raised in public submissions, and details the final precinct planning package for the Area 20 Precinct. Amendments to the package have been made following exhibition, specifically to:

- State Environmental Planning Policy (Sydney Region Growth Centres) 2006 - Schedule 4 Area 20 Precinct Plan (Growth Centres SEPP),
- Relevant SEPP maps,
- the Indicative Layout Plan (ILP), and
- Schedule 4 of the Blacktown Growth Centre Precincts Development Control Plan 2014 (DCP).

The final ILP for the Area 20 Precinct is shown in Figure 1.

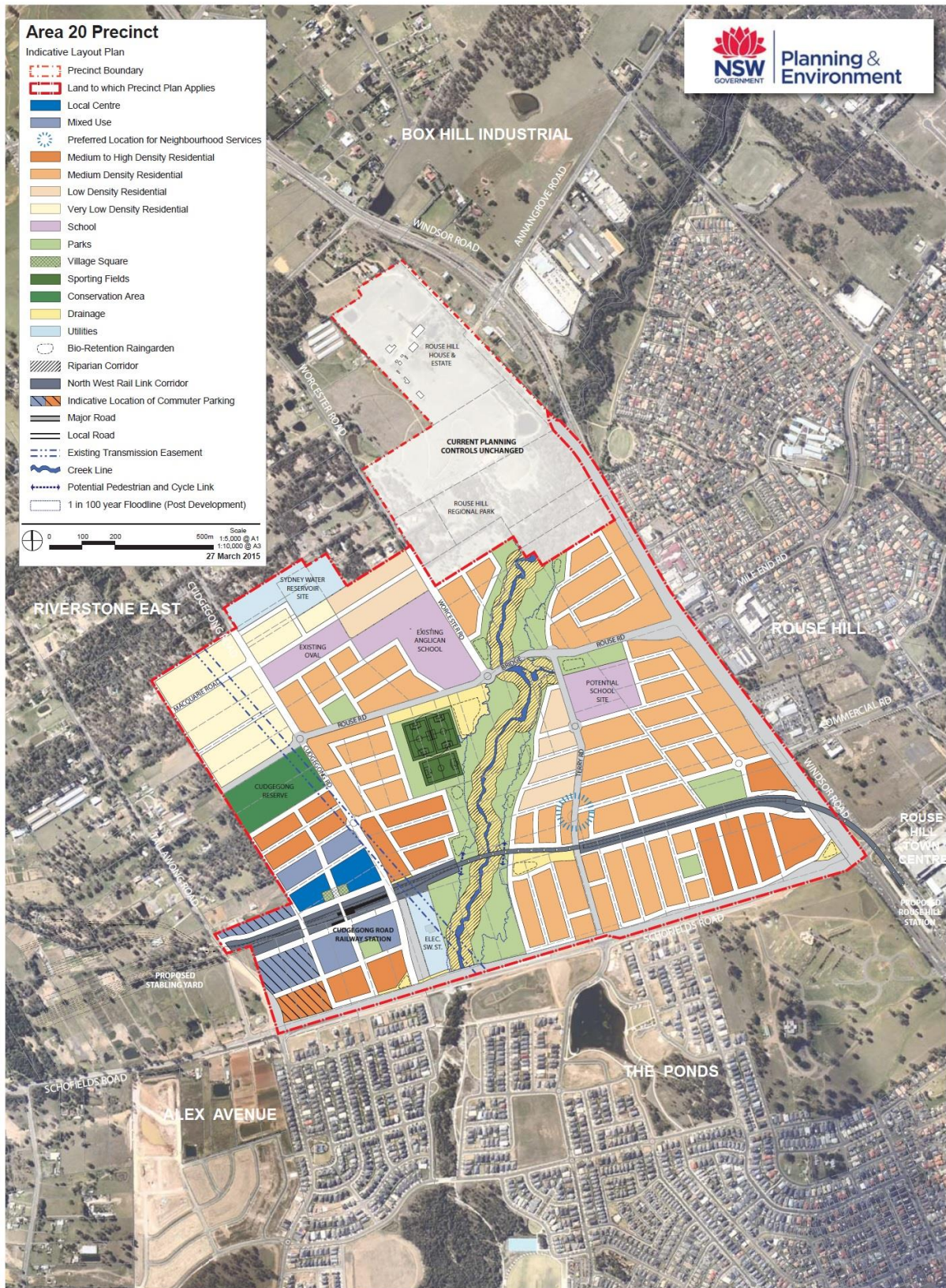


Figure 1 Area 20 Precinct - Final Indicative Layout Plan

2. Description of exhibited amendments

Proposed amendments to the Area 20 Precinct Plan were publicly exhibited from 10 November 2014 to 19 December 2014. The changes are outlined below.

Proposed yield increase

The proposed amendment to the Area 20 Precinct would have potential for an increase of the residential dwelling yield, from the gazetted 2,500 dwellings to up to 4,400 dwellings. A review of the gazetted ILP as part of this amendment identified the actual potential for 2,900 dwellings based on the prescribed development controls. When combined with the potential for additional residential development in the local centre (up to 200 dwellings) and mixed use area (700 dwellings), which is also facilitated by the increased height over these areas, as well as an assumption that dwelling yields could be on average 5 dwellings per hectare more than the designated minimum residential density controls (equating to some 500 dwellings), the likely yield to result from the current amendment is approximately 4,400 dwellings.

The proposed increase in yield would have implications on the demand for open space and design of the local road network to manage increased traffic volumes. The Department has updated the requirements for both open space and the road design as follows:

- Demand for an additional four playing fields would result from the higher estimated population. These playing fields will be provided within the adjacent Riverstone East Precinct, accessible by Area 20 residents.
- A traffic assessment was undertaken to determine the level of operation of the local road network, including intersections with the surrounding arterial road network. Results of the assessment confirmed that the local road network, including the number of road links across the railway corridor, is sufficient to manage traffic generated by the future population. Intersections of Windsor Road with Commercial Road and Rouse Road, and Schofields Road with Terry Road and Cudgegong Road would operate at acceptable levels.

North West Rail Link alignment

The Area 20 Precinct Plan that was published on 21 October 2011 had identified a North West Rail Link (NWRL) corridor that was to be confirmed via further design work. This work has since been completed with land acquisition having occurred and construction now underway. The rail line incorporates a combination of viaducts, at-grade or in cutting sections and a new station in the south west of the Precinct. A corresponding update of zoning, development controls and acquisition maps was proposed to the Growth Centres SEPP to enable development and ensure protection of the rail line.

Town Centre controls

The deferral of DCP controls for land north and south of the station when the Area 20 plan was adopted in 2011 recognised the need for controls to be set when the design of the station was set by Transport for NSW. Zoned for Light Industrial and Special Purposes in 2011, the current amendment proposes a B2 Local Centre zone north of the station and B4 Mixed Use both north and south of the station. The area designated for Light Industrial Purposes is proposed to be deleted and land designated for the railway confirmed. An increased retail gross floor area in the town centre was proposed from 12,500sqm to a range of 12,500-15,000sqm.

An associated increase in residential densities in close proximity to the station was also exhibited with increases in height controls on land zoned residential north of the station, and the permissibility of dwellings (in mixed use developments) within the Local Centre to support transit-oriented development.

Height and floor space controls

The amendments propose increases in building heights on residential land within proximity to the new station, fronting Cudgegong Road and south of Rouse Road.

Maximum building heights are proposed to increase from 12m and 18m to 26m on either side of the station (residential, retail and commercial land), and 12m to 16m north east of the station and Cudgegong Road (south of Rouse Road). FSR controls were not increased as it was considered that the combination of height, FSR and minimum densities applied to residential land would enable flexible site-specific design responses.

Second Ponds Creek drainage corridor

The drainage corridor along Second Ponds Creek had been identified for acquisition by Sydney Water as part of the Rouse Hill Development Area Trunk Drainage Land. A Government decision in 2013 to remove Sydney Water as the responsible acquisition authority resulted in the need to amend acquisition responsibilities for this land under the Growth Centres SEPP.

Combined with this work, an update of the riparian corridor boundaries along Second Ponds Creek was undertaken to bring it in line with the current Office of Water's Guidelines for Riparian Corridors on Waterfront Land (2012). This resulted in the extension of drainage land on one property adjacent to Terry Road and Rouse Road (south eastern side).

3. Discussion of issues raised in submissions and responses

A number of public submissions questioned the feasibility of the proposed increased maximum height controls on sites close to the station, and the inability of the maximum FSR control to be achieved because of height controls and other standards. Comments regarding DCP design controls for the town centre were raised by landowners, UrbanGrowth NSW and Blacktown City Council. Several submissions also sought increases in the maximum height of buildings controls, including on land that was not subject to the exhibited amendments. Submissions were also received in relation to minimum lot size controls that currently apply to the north western part of the Precinct. The Department has previously advised that these controls are being reviewed in conjunction with Precinct planning for the adjoining Riverstone East Precinct, and that any amendments (if required) will be exhibited with the draft Riverstone East Precinct Plan.

Blacktown City Council raised concern in its submission regarding the financial implications of acquiring drainage land along the Second Ponds Creek Corridor. Council also raised issues in relation to the capacity of the road network.

Additional issues raised in submissions are listed below. A full summary of all issues raised in submissions is in **Appendix 1** to this report.

- Land no longer required for drainage;
- Land zoned in 2011 for very low density residential on Cudgegong Road;
- Suitability of open space land between the electricity switching station on Schofields Road and Second Ponds Creek; and
- Setback of mapped existing native vegetation (ENV) on either side of Rouse Road across Second Ponds Creek.

Issues raised in submissions and Department responses are described in the following sections.

3.1 Town Centre controls

A review of the proposed town centre controls and consideration of issues raised in submissions led to recommendations to improve the design and function of the centre. The following changes are proposed to the final precinct plan:

- A request to delete the east-west road along the common boundary of the Local Centre (B2) and Mixed Use (B4) zone was considered, in terms of the benefits it would yield for the design of the centre. While the road is mapped on the ILP and DCP maps, its exclusion from the SEPP maps allows for its design and location to be flexible. The location of the road was shown to indicate how the individual land parcels might develop independently. As presently shown, the road will provide connectivity and a visual break between the built form, can support vehicular and pedestrian movements, and will also provide access for delivery and service vehicles to loading docks and parking stations. On this basis, it is considered that the road should remain mapped on the ILP and DCP maps as the final design of the town centre and road network will be determined at a development application stage.
- Concern was raised that the increased town centre retail gross floor area (GFA) from a maximum of 12,500sqm to a range between 12,500sqm and 15,000sqm would be

inconsistent with the hierarchy of centres, in particular the prominent role of Rouse Hill Town Centre in the region. The increased allowance of retail floor space in the B2 zone is considered reasonable in the context of a local centre with direct access to a train station and the proposed increase of residential land. The Cudgegong Station town centre is unlikely to compete with centres like Rouse Hill Town Centre which currently has a retail GFA of 69,000m²

- Concern was raised that the FSR control of 2.75:1 for the Town Centre (which remained unchanged from the original Precinct Plan, except to be extended south toward the railway to apply to the entire B2 zone) would not allow for the maximum residential yield to be achieved within that zone. As noted in Section 3.3 below, FSR controls are an upper limit but not necessarily one that must or can be met in all cases. It is considered that the FSR control for the town centre is reasonable and, when combined with other development controls such as height will guide outcomes for the development of the town centre and associated residential development.
- A request to increase the maximum building height on land to be zoned B2 Local Centre to varying heights up to 50 metres was made. The current amendment proposes an increase of the permitted maximum building height from 18 metres to 26 metres and, in doing so, has had regard for impacts on the view lines from the State-heritage listed property, Rouse Hill House, and the scale of the local centre and surrounding residential development. Building heights greater than 26 metres, up to the requested 50 metres are not considered to be suitable for these reasons.
- A request to reduce the extent of the requirement for an active street frontage to land to be zoned B4, north of the station, resulted in consideration of the intent of the original mapped area, and the potential implications of its removal. The area identified on the exhibited Active Street Frontages Map sought to ensure activation at ground level for retail or commercial uses. Residential flat buildings are permitted within the B4 Mixed Use zone which, without the active street frontage requirement, would not be required to incorporate ground-level activation of premises fronting the town centre main street. An additional provision has been included in the DCP to encourage ground-level commercial uses within residential flat buildings with frontage to the main street, while the active street frontage extent along the B4 Mixed Use zone (main street located north of the town centre) has been deleted from the Active Street Frontages SEPP map. The requirement for an active street frontage along the main street to the B4 Mixed Use zone south of the station remains unchanged thereby providing a balance of connectivity and activation on both approaches to the station.

3.2 Height and floor space ratio controls

Many submissions sought an increase in maximum building height controls in residential areas, on the basis that this would enable the maximum permitted FSR to be “achieved”. Concerns were raised that the proposed development controls would result in an underdevelopment and the inability to achieve desired yields. Requests were either made for:

- an increase in the maximum building height to allow the maximum FSR to be realised, or
- an increase above the set FSR to allow a higher development yield to be achieved.

The FSR controls are an upper limiting control, not a standard to be “achieved” by all development. It is not expected that the maximum FSR will be achievable on all properties, each of which are subject

to different development intentions that must account for setbacks, local roads and other requirements. The development controls allow for an integrated design response to be developed for sites that can provide for a range of housing products, using aesthetically pleasing building designs, and support pedestrian and vehicular movements.

The Department's consideration of the potential yield that could be generated across the Precinct recognises the flexible responses that may be achieved on different sites. An understanding of market conditions has identified that:

- taller buildings become more costly to construct and are not necessarily more marketable; and
- demand for housing products will vary based on the incoming demographics, and there is scope within the controls to deliver a variety of housing types at densities appropriate to the Precinct.

It is also noted that the proposed height and FSR controls are not dissimilar to the planning controls contained within the Cudgegong Road Structure Plan (North West Rail Link Corridor Strategy, Transport for NSW and Department of Planning, March 2013), particularly in relation to the application of an FSR of 1.75:1 on medium density residential zoned land.

The combination of exhibited minimum densities with maximum FSR controls and height controls is considered to be reasonable and will allow for varied urban development outcomes across the Precinct, noting accessibility and proximity to key destinations such as the new station on Cudgegong Road, town centre, arterial road network and Rouse Hill Town Centre and more broadly across the Precinct. In proposing the increase to building heights in and surrounding the town centre, specific regard was given to the need to minimise visual impacts to Rouse Hill House. This is directly addressed in **Appendix 1** in response to public submissions. It is therefore not proposed to make further changes to the exhibited development controls.

3.3 Community facility

The need for a community facility to meet the needs of the future resident population was identified at exhibition within the DCP by a requirement to satisfy the needs of health and aged care providers, facilities for young people, civic and emergency services within the Local Centre (B2 zone) (clause 4.1.1 (10)), although an actual footprint was not identified. Following exhibition, discussions were held with Blacktown City Council and Transport for NSW and agreement was reached to investigate a site for a community facility within the adjacent Riverstone East Precinct. The DCP requirement has been deleted from the Blacktown City Growth Centre Precincts DCP.

3.4 Traffic generation

Concern regarding the ability of the local road network to manage increased traffic volumes, particularly with the removal of some local north-south links across the railway, and the capacity of some intersections with the surrounding arterial road network was raised by Blacktown City Council and The Hills Shire Council. A study was undertaken by ARUP to test the likely traffic volumes from within different parts of the Precinct on both the local road network and arterial intersections. Specific consideration was given to the operation of Windsor Road and Commercial Road, and key road links westward to the Riverstone East Precinct.

Road network

The Precinct Plan as gazetted in 2011 showed four north-south roads providing access across the railway between Terry Road and Windsor Road. Detailed design of the NWRL has resulted in the railway entering the Precinct in the east in a viaduct before intersecting with the natural ground level, and then further west forming a viaduct over Terry Road and Second Ponds Creek. To respond to the new rail design and reduction of north-south road crossings, a new north-south road adjacent to Windsor Road (under the rail viaduct) is proposed, and Terry Road is proposed to extend south under the rail line and connect to Schofields Road.

The post-exhibition traffic study concluded that the proposed road crossings of the North West Rail Link railway line will provide good permeability and accessibility for local traffic movements. The higher order road and intersection network as shown on the ILP can support the level of traffic generation envisaged under the amended planning controls, throughout the Precinct. A new north-south road parallel and adjacent to Windsor Road will maintain access between the northern and southern parts of the Precinct although concern was raised by Council about the function of the local road network and reliance on two access points, linking to Terry Road and Commercial Road, respectively. Present investigations into an additional access point to Schofields Road in the south east of the Precinct are occurring in consultation with Council and the Roads and Maritime Services which may benefit the local road network. If Council and the RMS determine that a permanent access point is appropriate, it will be implemented through the development approval and construction process.

The traffic study advised that at full development, Worcester Road will convey traffic volumes at levels equivalent to a collector road. Worcester Road is therefore identified as a collector Road in the DCP.

Commercial Road / Windsor Road intersection

Concern regarding the operation of the intersection of Commercial Road and Windsor Road was raised in submissions. The post-exhibition traffic assessment assessed the operation of the intersection at full development (forecast year 2036) and found that the intersection would be operating near capacity (Level of Service D) which is generally acceptable. It was noted that permitting all turning movements at this intersection would improve accessibility for traffic arriving and departing the Area 20 Precinct, as well as distributing the traffic load more evenly across key intersections. There is no immediate need for this upgrade and it can be considered by the RMS at a later stage, such as if the grade separation of the Windsor Road / Schofields Road intersection is considered necessary.

Pedestrian and cyclist accessibility – Windsor Road

A number of submissions raised the level of accessibility for pedestrians and cyclists between the Area 20 Precinct and Rouse Hill Town Centre and station, across Windsor Road. Requests were made for a grade-separated crossing to improve access and safety.

No changes to development controls are proposed for the eastern part of the Area 20 Precinct, other than the update of the NWRL alignment and associated changes to surrounding land uses. The upgrade of Schofields Road and its intersection with Windsor Road has maintained pedestrian and cyclist accessibility across Windsor Road, as well as to the new Cudgegong Road Station in the Area 20 Precinct along Schofields Road and Cudgegong Road. Any proposal for new pedestrian crossings of Windsor Road will be the responsibility of RMS and would need to consider broader population growth, not just that from the Precinct.

3.5 Other issues

The following matters raised in submissions were also considered:

- Some areas of land identified for drainage in the gazetted Precinct Plan are no longer required, as informed by Council, and are to be zoned the adjacent Medium Density Residential (R3); These areas are located south of Rouse Road and east of Cudgegong Road, and south of the NWRL and east of Terry Road. As a result of these changes, there is potential for some additional 37 dwellings. Demand for open space to meet the slight increase in demand will be considered as part of Precinct Planning for the adjacent Riverstone East Precinct.
- Land zoned in 2011 for very low density residential on Cudgegong Road was the subject of a few submissions. The zoning, height and lot size controls for these properties are being reviewed as part of the Riverstone East Precinct Plan and any proposed changes will be exhibited as part of the Riverstone East exhibition, in the coming months.
- Suitability of open space land between the electricity switching station on Schofields Road and Second Ponds Creek; this land is owned by Council and is a remnant portion of Cudgegong Road. It provides access to the switching station and is unsuitable for urban uses due to high voltage electricity lines across the land. It is proposed to be zoned SP2 Local Road.
- Clearance of ENV on either side of Rouse Road across Second Ponds Creek to a distance of 5 metres on either side. This removal of ENV will still allow for the retention and protection of sufficient ENV within the Precinct to maintain parity with the broader 2,000 hectare requirement of the Biodiversity Certification Order. The total area to be cleared is 0.11 hectares and will be reflected on the Native Vegetation Protection Map. The Biodiversity Consistency Report will be updated separately to this amendment.
- Removal of the SP2 Infrastructure zoning and land acquisition requirements for the North West Rail Link corridor, as the land has been acquired and a special purpose zoning is not necessary to facilitate delivery of the rail line.

A detailed summary of issues raised in submission is at **Appendix 1**.

3.6 Second Ponds Creek acquisition

The decision by Government that Sydney Water would not acquire the trunk drainage corridor along Second Ponds Creek led to consideration of opportunities for Council to acquire the corridor and integrate it with surrounding land for public open space purposes. Concern by Council with the cost of acquisition will be allayed by the additional Section 94 Contributions that will be generated by the increased dwelling potential within the Precinct, as open space contributions are charged on a per dwelling basis. The amount of open space proposed for the Precinct is consistent with established standards applied in other new release areas. In addition, the acquisition and embellishment of open space land along Second Ponds Creek will create a pedestrian and cycle link from Cudgegong Station to the Rouse Hill Regional Park.

Council intends to update Section 94 Contributions Plan No. 22 – Area 20 Precinct, combined with planned local infrastructure in the Riverstone East Precinct. This will allow for the cost apportionment for local infrastructure such as roads, drainage and open space land across a broader population catchment.

The approach of funding the acquisition of land for drainage and open space purposes through Section 94 Contributions is consistent with that taken in other Precincts.

4. Summary and Conclusion

The proposed amendments to the Area 20 Precinct Plan will allow for development of a local centre that supports a vibrant residential community. Issues raised in submissions have been considered in depth and where reasonable, changes have been made. Changes to the Area 20 Precinct Plan are summarised below. It is recommended that the Minister approve the subject amendment.

The following changes to the Growth Centres SEPP – Appendix 6 Area 20 Precinct Plan are to be made:

- Introduction of an Active Street Frontage clause as an additional local provision clarifying the application and intent of the active street frontage extent as mapped on the Active Street Frontage Map.
- Deletion of the active street frontage extent to land to be zoned B4 Mixed Use, north of the station, from the Active Street Frontage SEPP Map.
- Insertion of an additional permitted use in Schedule 1 to permit residential dwellings within the B2 Local Centre zone subject to satisfying a number of requirements.
- Replacement of Sydney Water Corporation as the acquisition authority for trunk drainage land within Second Ponds Creek with Blacktown City Council (Clause 5.1).
- Deletion of reference to IN1 General Industrial zone in Clause 5.3 Development near zone boundaries.
- Deletion of IN1 General Industrial zone from Part 2.
- Deletion of Clause 6.5 Development in special area – Cudgegong Station Area within Part 6 of the Area 20 Precinct Plan, as the requirements of that clause have been addressed with the introduction of the detailed development controls for the Town Centre, around Cudgegong Station.

These changes are reflected on the SEPP maps as follows:

- Land Zoning Map - Removal of SP Drainage land in two areas and replacement with R3 Medium Density Residential. Removal of SP2 Infrastructure zone applying to the North West Rail Link corridor.
- Height of Buildings Map - Extension of height control to apply to area to be zoned R3 Medium Density Residential (refer to zoning details above).
- Floor Space Ratio Map - Extension of FSR control of 1.75:1 to area to be zoned R3 Medium Density Residential (refer to zoning details above).
- Residential Density Map - Extension of minimum density control to apply to area to be zoned R3 Medium Density Residential (refer to zoning details above).
- Lot Size Map - Removal of minimum lot size control to land originally zoned IN1 Light Industrial.
- Land Reservation Acquisition Map - Removal of SP2 Drainage zone in two areas; mapping of section of Terry Road traversing beneath the NWRL and the north/south road beneath the NWRL viaduct and adjacent to Windsor Road as SP2 Local Road, for acquisition by Council. Removal of land acquisition for the North West Rail Link corridor.

- Active Street Frontages Map - Active Street Frontage extent adjacent to B4 zone north of the station has been deleted.
- Native Vegetation Protection Map - Exclusion of 5 metres of ENV and Native Vegetation Retention Area on either side of Rouse Road across Second Ponds Creek.
- Riparian Protection Area Map - Updated to exclude application of riparian corridor mapping to Rouse Hill Regional Park and Schofields Road.
- Special Areas Map - Deleted as the proposed amendment will now include a development control plan for the area that was identified on the Special Areas Map.

Schedule 4 of the Blacktown Growth Centre Precincts Development Control Plan, applying to the Area 20 Precinct, is to be amended as follows:

- Update of figures to include development controls for the town centre.
- Clarification of pedestrian and cycleways adjacent to Second Ponds Creek and to key destinations including major roads and the new NWRL station on Cudgegong Road.
- Amendment of the town centre main street section to exclude the central median and widen the footpaths and road reserves.
- Removal of the mapped active street frontage extent to the B4 Mixed Use zone north of the station.
- A control to limit the size of a retail premise in the B4 Mixed Use zone to 300 square metres, in order to concentrate the distribution of retail uses within the B2 Local Centre zone.
- Deletion of the requirement to satisfy the needs of health and aged care providers, facilities for young people, civic and emergency services within the Local Centre (B2 zone) (clause 4.1.1 (10)).
- Clarification of the principles of achieving an active street frontage in the design layout of the local centre has been made.
- Deletion of the DCP principle requiring the retention of Cumberland Plain Woodland on the site of the Village Park as vegetation clearing has occurred to allow development of the site for the North West Rail Link (Section 4.2.3 (2)). The subject land is certified under the Biodiversity Certification Order.

APPENDIX 1

Amendment to Area 20 Precinct Plan 2015

Summary of issues raised in submissions

Submission / Issues	Resolution
43 & 53 Cudgegong Road, Rouse Hill, AE Design Partnership -A	
<ul style="list-style-type: none"> • The proposed height limit of 26m will allow for development of the site to an FSR of 2.37:1, which is an underdevelopment compared to the permitted 2.75:1. • Height controls should be increased to 26m and 35m on Lot 72, and 35m and 50m on Lot 73 to provide additional residential density. • FSR should be increased to 3.5:1. • Active street frontage extent should be reduced. • The east-west road along the common boundary of Lots 72 and 73 will restrict the ability of the lots to be developed together. • Retail GLA should be consistent with the DCP and support the development of a multi-functional centre. requiring 12,500sqm-15,000sqm GFA.[needs clarification] • DCP drawings should be amended to alter the road network, Main Street section and building layout. • Building depths and building separation should be consistent with the Residential Flat Design Code and the Blacktown City Council Growth Centre Precincts DCP. • Setbacks should be compliant with the BCC GC DCP. 	<p>Refer to Section 3 of the Post-Exhibition Report.</p>
BBC Consulting Planners on behalf of The GPT Group (Rouse Hill Town Centre)	
<ul style="list-style-type: none"> • The increased retail GFA to 15,000sqm is inconsistent with the findings of the Area 20 Precinct Plan as gazetted in 2011. There is no justification given for the increase in GFA. • The quantum of commercial land in the B4 zone has increased significantly and inconsistencies between the Act and DCP should be rectified. • Pedestrian and cycle connections to Rouse Hill Town Centre for future residents from the eastern side of the Area 20 Precinct should be supplemented by a grade separated crossing of Windsor Road. 	<p>The increase in retail GFA is related to the increased residential population and delivery of a train station on Cudgegong Road. The increase in GFA is considered to be reasonable and still reflects the hierarchy of centres. It will support the local residential community and the proposed development controls will require an integrated design response.</p> <p>The increase in commercial GFA is also considered to be relative to surrounding centres, and the subject B4 Mixed Use zone in the Area 20 Precinct will allow residential flat buildings, with no minimum commercial floor space requirement. It is considered that the increase of commercial land is</p>

	<p>appropriate to support the town centre and future residential community.</p> <p>Any proposal for new pedestrian crossings of Windsor Road will be the responsibility of RMS and would need to consider broader population growth, not just that from the Precinct.</p>
38 Cudgegong Road, Rouse Hill, Caladines Town Planning Pty Ltd on behalf of Southern Han Rouse Hill Pty Ltd	
<p>The local road layout shown on the ILP at the rear of the property does not align with the road network on the adjacent northern site. Discussions have been held with Council and Transport for NSW. An amended road alignment would better serve the orderly movement of traffic.</p>	<p>A direct north-south road link is not possible due to the planned bioretention area on the eastern part of the subject property.</p>
1 Rouse Road, Rouse Hill, Caladines Town Planning Pty Ltd on behalf of Southern Han Rouse Garden Pty Ltd	
<p>An increase in height from 12m to 16m to allow development of the site to the 1.75:1 FSR control is requested.</p>	<p>The exhibited changes affecting the subject property relate to removal of drainage land within the rear of the property and conversion to open space. The extent of open space that was gazetted on that part of the property at 2011 has otherwise not changed. The proposed amendment did not extend to changes to development controls. It is considered that the current 12m height limit will allow for a range of medium density housing products on the site.</p>
60 Cudgegong Road and 99 & 107 Rouse Road, Rouse Hill, Calibre Consulting on behalf of Capital Corporation Pty Ltd	
<p>This site is the subject of a separate submission prepared by JBA.</p> <p>Requested removal of the SP2 Infrastructure zone along the northern end of the subject properties is removed due to the fact that trunk drainage can be accommodated within the Rouse Road reserve.</p>	<p>The section of the properties zoned SP2 Infrastructure for drainage purposes was also raised by Blacktown City Council with advice that the SP2 Infrastructure (Drainage) land on the subject properties is no longer required. As a result, this land is to be zoned R3 Medium Density Residential, consistent with the remainder of the subject properties. Changes will be made to the ILP, Land Zoning Map, Floor Space Ratio Map, Height of Buildings Map, Residential Density Map and Land Reservation Acquisition Map.</p>
95 Schofields Road, Rouse Hill, Calibre Consulting on behalf of Mrs Carmel Cannuli	
<p>Requested an increased height limit from 12m to 16m.</p>	<p>The subject site is zoned for Medium Density Residential development and has</p>

	<p>a maximum building height of 12m. The proposed amendment did not propose any change to the height controls, but rather only corrected the land required for the NWRL. Adjacent lots to the east and west also have the same zoning and development controls and the requested increase in height for the site alone would be inconsistent with the surrounding permitted scale of development. The 12m height control will allow for a range of medium density housing products on the site.</p>
<p>96 Cudgegong Road, and 88 & 104 Rouse Road, Rouse Hill, Calibre Consulting on behalf of Oracle Estates Pty Ltd</p>	
<p>Requested an increased height limit from 12m to 16m.</p>	<p>The subject site is zoned for Medium Density Residential development and has a maximum building height of 12m which was not altered as part of the proposed amendment. The 12m height control reflects a transition between low density residential to the north and west, to continued medium density residential south of Terry Road, increasing to high density residential close to the station and town centre. An increased height limit on the subject properties would create an inconsistent scale of development, particularly in an area that is within the view line of Rouse Hill House. It is considered that the current maximum height control is suitable within the local context.</p>
<p>54 Terry Road, Rouse Hill, Craig & Rhodes</p>	
<p>Requested an increased height limit from 8.5m to 12m, which would facilitate the delivery of Neighbourhood Services as identified on the ILP.</p>	<p>The proposed amendment did not include an increased height control for the subject site. The subject site includes land for open space and drainage purposes on its western half and is zoned for Medium Density Residential. The zoning in conjunction with the maximum height control will allow for a range of medium density housing products with immediate access to open space, and will serve as a transition between the low density residential land to the north and the taller medium density housing (up to 12m) to the east. The subject land is within a sensitive view corridor of Rouse Hill House, although the delivery of Neighbourhood Services is still achievable within the gazetted planning controls. It is considered that the current maximum height control is suitable within the local context.</p>

65 Cudgegong Road, Rouse Hill, DFP Planning Consultants on behalf of Fouberg Pty Ltd	
The proposed amendment to increase the height limit from 16m to 26m is fully supported.	Noted
Lot 1 DP 1033570 (opposite Commercial Road), 812 Windsor Road, Rouse Hill and 798 Windsor Road, Rouse Hill, DFP Planning Consultants on behalf of Autumn Properties Pty Ltd, Spring Properties Pty Ltd and Dariush Holding Pty Ltd, respectively	
Requested an increased height limit for the subject properties as well as other properties fronting Windsor Road to better reflect the scale of the Rouse Hill Town Centre, of up to 9 storeys.	Two of the subject properties are affected by the proposed amendment as a result of the reduced open space. No changes to maximum height controls were made in the proposed amendment. The maximum building heights for land fronting Windsor Road and Schofields Road reflects a transition between high density residential at the junction of both arterials, scaling down to medium density residential further along each road frontage, and again to low density residential further north on the Windsor Road frontage. The scale of residential development permitted in the eastern part of the Area 20 Precinct is considered appropriate noting its easy access to the arterial road network, and the opportunity to increase residential densities close to Rouse Hill Town Centre and station. The development controls provide flexibility for a range of housing products to be considered on various sites while being cognisant of the transition of built form along the main arterials.
101 Schofields Road, Rouse Hill, Sam Falcone	
The FSR of 1.75:1 is unachievable with a maximum 12m building height limit. An increase in height from 12m to 16m would provide a fair economic outcome for all relevant properties rather than concentrate the higher densities around the station.	The subject site is zoned for Medium Density Residential development and has a maximum building height of 12m. The proposed amendment did not propose any change to the height controls, but rather only corrected the land required for the NWRL. Adjacent lots to the east and west also have the same zoning and development controls and the requested increase in height for the site alone would be inconsistent with the surrounding permitted scale of development. The 12m height control will allow for a range of medium density housing products on the site.

51 Terry Road, Rouse Hill, JBA on behalf of Ingenia Communities	
A request for an increased height control from 8.5m to 18m and an associated increase in FSR from 1.75:1 to 2:1 due to its proximity to public transport and Rouse Hill Town Centre, and demand for additional housing, in particular, apartments.	No changes to development controls were included in the proposed amendment for the subject site. It is considered that the controls applying to the Medium Density Residential zone will allow for a mix of residential dwelling types at a density that is compatible with its surroundings.
60 Cudgegong Road & 99-107 Rouse Road, Rouse Hill, JBA on behalf of Capital Corporation	
This site is the subject of a separate submission – refer to D. Height controls in the R3 Medium Density zone should be reviewed to ensure that the FSR control of 1.75:1 can be realised.	The maximum height control applying to the subject site is proposed to increase from 12m to 16m. It is considered that the controls applying to the Medium Density Residential zone will allow for a mix of residential dwelling types. Council has advised that the proposed SP2 Infrastructure zone applying to part of the subject site for drainage purposes can be removed as it is no longer required for drainage purposes. It will therefore be zoned R3 Medium Density Residential.
Lot 81 Cudgegong Road, Rouse Hill, Name withheld	
The minimum lot size of 2,000sqm is inconsistent with the proposed R3 Medium Density Residential zone across Cudgegong Road, and proximity to the school and new station. Furthermore, the land is not visible from Rouse Hill House and is only partly affected by an easement.	The proposed amendment does not apply to the subject site, however precinct planning presently being undertaken for the adjacent Riverstone East Precinct is reviewing the current controls on land zoned very low density.
No address specified – Jackson Lin	
Objects to the minimum 2000sqm lot size on properties along Cudgegong Road.	The proposed amendment does not apply to the subject site, however precinct planning presently being undertaken for the adjacent Riverstone East Precinct is reviewing the current controls on land zoned very low density.
105 Cudgegong Road, Rouse Hill, Kyung-man Min	
The minimum lot size of 2,000sqm is inconsistent with adjacent R3 Medium Density	The proposed amendment does not apply to the subject site, however precinct

Residential, the site is within proximity to the new station and has little vegetation and is not visible from Rouse Hill House.	planning presently being undertaken for the adjacent Riverstone East Precinct is reviewing the current controls on land zoned very low density.
59 Cudgegong Road, Rouse Hill, Planning Direction Pty Ltd	
Requested an increase in FSR from 1.75:1 to 2.5:1 to correspond with the proposed increase in maximum building height from 16m to 26m to provide opportunities to address a larger setback to the south, topography across the site, easement affectation and value of the land being proximate to the new station.	The combination of development controls with an increased building height is considered to achieve a reasonable outcome. As noted in Section 3 of the post-exhibition report, the development controls are not absolute and are intended to provide flexibility across a range of sites.
General query, Adam Byrnes, Think Planners	
Requested clarity on how FSR and density is to be calculated when considering land required for public roads. A clear statement from the Department is required to clarify that the FSR is to be calculated over the entire parcel of land, including the land to be dedicated for roads.	A definition for floor space ratio is contained within the Dictionary to State Environmental Planning Policy (Sydney Region Growth Centres) 2006.
Blacktown City Council	
Cost of acquisition of the Second Ponds Creek trunk drainage corridor.	Refer to Section 3 of the Post-Exhibition Report.
A traffic assessment should be undertaken for the Precinct having regard to the increased dwelling yield, number of rail crossings and local road network.	Refer to Section 3 of the Post-Exhibition Report.
Supporting documentation to verify updated drainage land is required. Areas identified for drainage that are no longer required should be amended.	Refer to Section 3 of the Post-Exhibition Report for areas of drainage to be rezoned for urban uses.
Demand for additional open space to support the increased population should be provided in the Riverstone East Precinct.	Noted. Planning for open space within the Riverstone East Precinct has considered the broader population catchment of the Area 20 Precinct and will make provision for additional open space to support the combined population. Refer to Section 3 of the Post-Exhibition Report for further details.
The area of open space between the electricity substation, SWRL and Seconds Ponds	Refer to Section 3 of the Post-Exhibition Report.

<p>Creek has little recreational benefit unless there is sufficient clearance under the western side of the bridge for a road and greater public surveillance. This area should not be counted toward the quantum of open space provision due to the access limitations.</p>	
<p>A community centre sized at 750-1,000sqm on a land area of 4,500sqm should be provided at the north eastern end of the town centre, and identified for acquisition in the Growth Centres SEPP, as well as the ILP and DCP.</p>	<p>Refer to Section 3 of the Post-Exhibition Report.</p>
<p>The increase of commercial space is significant and should be considered in the context of the retail hierarchy within Blacktown.</p>	<p>The increase in commercial space that could be supported in the B4 Mixed Use zone is not considered to be significant when the potential for the land to be developed for residential flat buildings is considered. The B4 Mixed Use zones will provide flexibility for supporting commercial space to be provided in proximity to the station and town centre but is not expected to reduce demand for similar commercially zoned land in the region.</p>
<p>There does not appear to be any mechanism to ensure the delivery of the village squares.</p>	<p>The village squares are to be delivered as part of the town centre. Design of the centre must have regard to pedestrian access between the station and town centre, at which time consideration will be given to the controls set out in the DCP.</p>
<p>Updates to the alignment of Schofields and Cudgegong Roads are required as well as to the bio-retention area at the junction of both.</p> <p>Clarification of the vertical alignment of Cudgegong Road over the NWRL is required and the funding responsibilities, along with the levels of roads parallel and adjacent to the NWRL.</p>	<p>Confirmation of the extent of the bio-retention area will be undertaken with further design work at development application stage. An initial investigation into the road alignments was undertaken in consultation with the Roads and Maritime Authority, however, was not able to be confirmed prior to finalisation of the SEPP Amendment.</p> <p>Transport for NSW is undertaking detailed design work of the alignment of the NWRL and that of Cudgegong Road. Delivery of the north-south road over the railway west of the station will be delivered by Government, along with some of the perimeter roads to the railway.</p>
<p>A minimum 5m clearance on Native Vegetation Protection maps is required on either</p>	<p>Refer to Section 3 of the Post-Exhibition Report.</p>

side of Rouse Road crossing Second Ponds Creek.	
Clarification is sought on the proposed use of the redundant section of land west of Cudgegong Road near Schofields Road. Access to the electricity switching station must be maintained.	Refer to Section 3 of the Post-Exhibition Report.
The school site on Terry Road was approved for residential apartments and should therefore be amended on the ILP to reflect medium to high density residential development. Additionally, the road network on Lots 100, 101 and 102 DP 1049793 should be changed to make better use of land for medium and high density residential development adjacent to 9 Terry Road.	The school site is indicative and reflects the general location for a school, if one is to be provided within the Precinct. It does not prevent permitted development from occurring. The delivery of schools is undertaken by the Department of Education and delivery of one for the region will be determined by the agency if it is required.
Local road widths in medium density areas should be increased from a 9m wide carriageway in a 16m wide road reservation to an 11m wide carriageway in an 18m wide road reservation.	Noted. To be addressed separately to this amendment.
Roads in the B2 and B4 zones should be 20-25m wide as per Section 3.2.4 of the Alex Avenue Schedule of the BCC GC DCP.	Noted. To be addressed separately to this amendment.
DCP amendments required: <ul style="list-style-type: none"> • Land Application Map • Series of road hierarchy and layout maps • Public Domain Strategy 	Noted.
Endeavour Energy	
Confirmation provided that the increased dwelling yield will have servicing capacity from Mungerie Park Zone Substation, with the need for a number of feeders to be established.	Noted
The relocation or undergrounding of the 132kV lines is unlikely to be supported due to the importance of those lines.	Noted
No building activities will be permitted within the 132kV line easement and the	The easement corridor traverses land identified for urban uses. Development

easement corridor will not be permitted to be located in residential backyards where access could be difficult.	restrictions will continue to apply within the easement.
NSW Rural Fire Service	
<p>Future developments located on bush fire prone land must consider the following:</p> <ul style="list-style-type: none"> • Requirements under the <i>Environmental Planning and Assessment Act 1979</i>, <i>Rural Fires Act 1997</i> and <i>Planning for Bushfire Protection 2006</i>; • Additional requirements for development types that are classified as special fire protection purpose (SFPP) developments; • Asset protection requirements when determining minimum lot sizes for future subdivisions, dual occupancies, multi dwelling housing and residential flat buildings; • Construction of future public roads, particularly for emergency services access, and perimeter roads where required; and • Future connections to water, gas and electricity. 	An assessment of bushfire risk will be undertaken at DA stage and applicable mitigation measures will be identified at that stage by the consent authority.
Office of Water, Department of Primary Industries	
It was noted that the reduced riparian corridor width from 40m to 30m is consistent with the Office of Water's 'Guidelines for riparian corridors on waterfront land' (July 2012), and that any further changes not in keeping with the guidelines should be notified to the Office of Water for assessment.	Noted. There are no further changes that are inconsistent with the guidelines.
SJB on behalf of Urban Growth	
<p>Principal concerns are to ensure the efficient development of the station precinct, ensure there is flexibility to respond to market, and to ensure appropriate densities and land use mix are provided in close proximity to the station. SJB is generally supportive of the amendments and provided details of additional provisions that reinforce the current approach taken in the SEPP, as follows:</p> <ul style="list-style-type: none"> • The active street frontage clause from the local provisions to the Standard Instrument LEP should be adopted; • The zone flexibility clause for land adjacent to drainage land should amend the 30m permitted maximum variance to 60m (clause 5.3); <p>The following recommended changes are suggested to the DCP:</p> <ul style="list-style-type: none"> • Specific DCP figures should be amended to reflect that the DCP now applies 	<p>An active street frontage clause is proposed as an additional local provision.</p> <p>The zone flexibility clause presently within the SEPP is considered reasonable and is not proposed to be changed.</p> <p>Noted.</p>

<p>to the Cudgegong Station Precinct;</p> <ul style="list-style-type: none"> • Various local centre development controls (Part 4); • The size of any single retail premises in the B4 zone should be limited to a maximum of 300sqm to ensure the distribution of retail use is concentrated in the local centre (clause 4.1.1); • An additional active street frontage control is proposed requiring that commercial developments provide direct pedestrian access to the street and that a minimum of 70% of the street frontage is designed to be visually permeable. 	<p>Noted.</p> <p>Noted. This change is addressed in the DCP.</p> <p>Noted. This change is addressed in the DCP.</p>
<p>Sydney Water</p>	
<p>Support is provided for the removal of Sydney Water as the acquisition authority of trunk drainage land along Second Ponds Creek. Sydney Water recommended that Blacktown City Council considers for consistency the Sydney Water Plan of Management for trunk drainage land at Rouse Hill when developing plans of management for drainage land along Second Ponds Creek.</p>	<p>Noted.</p>
<p>The Hills Shire Council</p>	
<p>B4 Mixed Use Zone</p> <ul style="list-style-type: none"> • Concern raised that use of the B4 zone as proposed has potential to impact on Rouse Hill Regional Centre which is still transitioning to become one of the primary retail and commercial centres in the area. Surrounding centres should support Rouse Hill in this transition. The rate of development of B4 land north of Rouse Hill Regional Centre has taken time to reach approval stage, and additional B4 land in the Area 20 Precinct may negatively impact on the retail capability and prominence of land north of Rouse Hill Regional Centre. • Consideration should be given to a B2 Local Centre in lieu of B4 in the Area 20 Precinct, or a higher residential zone. • A Retail and Commercial Floorspace Analysis should be undertaken to confirm the proposed increase in business land in this location, and whether it would negatively impact on the retail viability of the Rouse Hill Regional Centre. <p>Traffic Generation</p> <ul style="list-style-type: none"> • An updated traffic report and modelling should be undertaken to examine potential traffic impacts associated with the increased population, and capacity of intersections including Windsor Road/Commercial Road. 	<p>The increase in commercial space that could be supported in the B4 Mixed Use zone is not considered to be significant when the potential for the land to be developed for residential flat buildings is considered. The B4 Mixed Use zones will provide flexibility for supporting commercial space to be provided in proximity to the station and town centre but is not expected to reduce demand for similar commercially zoned land in the region.</p> <p>Refer to Section 3 of the Post-Exhibition Report.</p>

Transport for NSW	
<p>Traffic Study</p> <ul style="list-style-type: none"> A revised traffic and transport study for the Area 20 Precinct should be undertaken to identify additional traffic impacts on the surrounding road network, including the intersection of Windsor Road/Commercial Road. <p>Bus network</p> <ul style="list-style-type: none"> Recommended changes to the bus network and road sections as documented within the DCP are made to facilitate higher frequency 'suburban' type bus services. <p>Classified roads</p> <ul style="list-style-type: none"> Recommended changes to the road alignments and application of the associated SP2 zone have been supplied by RMS. <p>Blacktown Growth Centre Precincts DCP</p> <ul style="list-style-type: none"> Changes to Blacktown Growth Centre Precincts DCP 2013 clauses to clarify traffic management requirements in certain instances are suggested. <p>Mapping</p> <ul style="list-style-type: none"> Since acquisition of the NWRL has already occurred, it is not necessary to identify the land for acquisition on the Land Reservation Acquisition Map. <p>DCP</p> <ul style="list-style-type: none"> Update diagrams to reflect intersection treatments, road hierarchy, bus routes, pedestrian and cycle network. References to commuter car parking should be identified as preferred longer term location for commuter car parking. 	<p>Refer to Section 3 of the Post-Exhibition Report.</p> <p>Wider road cross sections were not exhibited in the current amendment. The exhibited cross sections are consistent with those contained in the Growth Centres Development Code.</p> <p>Noted.</p> <p>Noted.</p> <p>These will be considered separately to the subject amendment.</p> <p>Noted</p> <p>Noted</p>
Western Sydney Local Health District	
<p>Support is provided for the increased residential densities in proximity to the town centre and station as it will encourage more residents to walk or cycle.</p>	<p>Noted.</p>

<p>The health needs of a growing population are reflected in commitments to further invest in health infrastructure for the western Sydney region, such as the proposed development of a health facility at Rouse Hill, the redevelopment of Westmead Hospital and the proposed development of the broader Westmead Health and Education Precinct. These capital investments will increase the capacity of the Western Sydney Local Health District to meet the growing health care needs of the existing and development communities within the District.</p>	
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