



Sydney Metro Northwest:

Kellyville Station Precinct Concept State Significant Development Application (SSD 10343)

Response to Submissions Report

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Project Team

Project element	Consultant
Applicant	Landcom on behalf of Sydney Metro
Aboriginal cultural heritage	Kelleher Nightingale Consulting Pty Ltd
Air quality	GHD
Biodiversity	Eco Logical Australia
Bushfire	Eco Logical Australia
Car parking	SCT Consulting
Civil	Wood and Grieve Engineers
Contamination	JBS&G
Ecologically sustainable development	AECOM
Economic impact assessment	Ethos Urban
Geotechnical	JBS&G
Integrated water cycle management	Wood and Grieve Engineers
Non-indigenous heritage	Advisian
Noise and vibration	GHD
Project management	APP
Public domain and landscape	Clouston Associates
Quantity surveyor	Rider Levett Bucknall
Riparian Assessment	Eco Logical Australia
Social Infrastructure and open space	Elton Consulting
Transport and traffic	Jacobs
Urban design	SJB
Urban planning	GLN Planning
Utility services infrastructure	Wood and Grieve Engineers

Executive Summary

This Response to Submissions (**RtS**) Report is submitted by Landcom (the Applicant), on behalf of Sydney Metro (the landowner), to the Secretary, Department of Planning, Industry and Environment in accordance with section 4.39 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) and clause 85A of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**) in support of a concept State Significant Development Application (**concept SSDA**) for the Kellyville Station Precinct (**SSD 10343**), Kellyville in The Hills Shire Local Government Area (**LGA**).

This RtS has been prepared by GLN Planning on behalf of Landcom and addresses submissions received in response to the exhibition of the Environmental Impact Statement (**EIS**) for the concept SSDA and outlines amendments proposed to address those submissions.

Context and Background

The Sydney Metro program of works includes:

1. **Metro North West Line:** Passenger services started in May 2019 between Tallawong and Chatswood, with a driverless metro train every four minutes in the peak.
2. **Sydney Metro City & Southwest:** A new 30km line extending metro rail from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney. Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition, it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.
3. **Sydney Metro West:** Sydney Metro West is a new underground railway between Greater Parramatta and Sydney. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and unlocking housing supply and employment growth between the two CBDs. Sydney Metro West will service key precincts, with stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and the Sydney CBD. A potential station at Pyrmont is being investigated.
4. **Sydney Metro – Western Sydney Airport:** Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are jointly delivering this new railway, to open at the same time as the airport.

The Metro North West Line (**MNWL**), with 13 stations is a catalyst for urban renewal, providing connections to areas that will be transformed through both NSW Government and private investment.

NSW Government owned land surrounding the MNWL stations is no longer required to support metro construction and operations. These sites are being made available for development that supports NSW Government priorities of housing affordability, local infrastructure delivery and economic development.

As part of the Sydney Metro Northwest Places (**SMNWP**) Program, Landcom will act as the master developer for government land available for development around the new MNWL stations, including Kellyville Station. Landcom will appoint private sector development partners to deliver projects across the program.

The Kellyville Station Precinct Project

The Kellyville Station Precinct will be a vibrant community, whose outdoor living room is Elizabeth Macarthur Creek. It will be connected and dynamic – offering the convenience and amenities of inner city living amongst the riparian bushland setting of northwest Sydney with spectacular views of the Blue Mountains and Hills Shire.

The exhibited concept SSDA sought approval for the following:

- Land use strategy that identifies the allocation, quantum and location of land uses across the site and six development blocks with a maximum height of 50 metres (m) in accordance with *The Hills Local Environmental Plan 2019 (THLEP 2019)*, comprising:
 - a minimum 119,979m² and maximum 153,372m² of residential gross floor area (**GFA**) accommodating between approximately 1,410 and 1,804 dwellings within future residential apartment and terrace built form (including a minimum 5% allocated as Affordable Housing)
 - a minimum 5,649m² and maximum 10,047m² of retail GFA within the station precinct
 - open space and public domain areas, including:
 - 0.67ha for an Urban Local Park
 - up to 0.16ha of privately owned public domain area within the station precinct town centre.
 - 0.49 of primary active space
 - 1.63 of contributory open space
- Design Guidelines to govern future development across the precinct, that include built form design principles, guidelines and controls.
- Street hierarchy and layout that identifies pedestrian and vehicular movement and access arrangements, and indicative location and configuration of new streets and connections to the existing road network.
- The principal subdivision of land for public domain as the first stage of development pursuant to section 4.22(2) of the EP&A Act.

The SSDA also seeks approval for Stage 1, which involves principal subdivision to create lots for the proposed areas of public open space. No consent is sought for any physical works within the site. All future works identified as part of this concept SSDA would be subject to future Development Applications (**DA**).

As detailed further in this RtS, the application has been amended in response to the issues raised in the submissions received.

Project Aims

The objectives of this concept SSDA are to:

- Support the NSW Government's planning strategies and objectives, including the *Greater Sydney Region Plan - A Metropolis of Three Cities* (2018), the *Central City District Plan* (2018) and The Hills Shire Council's (**THSC**) now endorsed Local Strategic Planning Statement – *Hills Future 2036*, October 2019.
- Create an urban environment built upon transit oriented development (**TOD**) principles that fosters high patronage of the Sydney Metro network.
- Establish an urban design framework to guide the future urban renewal of the precinct to create a vibrant and activated mixed use precinct that delivers up to 1,910 (as amended by this RtS) new residential dwellings and supporting retail land uses within a highly accessible TOD precinct.
- Provide for a range of new open space infrastructure to support the social needs of the future Kellyville Station Precinct residents and worker community, including a new town centre, linear open space network along the western fringe of Elizabeth Macarthur Creek, central open space park and active linear open space beneath the skytrain.
- Enhance pedestrian and cyclist connections between the station precinct and surrounding urban environments to maximise patronage of the Sydney Metro and associated amenities.
- Enhance customer experience and urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain with strong connections to the site's surroundings.
- Maximise planning certainty for the future divestment and urban renewal of land within the station precinct.
- Create a framework that ensures future development achieves design excellence.

EIS Consultation and Submissions Overview

The Environmental Impact Statement (**EIS**) was placed on public exhibition by the Department of Planning, Industry and Environment (**DPIE**) for 28 days between 29 October 2019 and 26 November 2019. During this time, members of the community and stakeholders were able to:

- view the EIS digitally on the DPIE's Major Projects Planning Portal or at any Service NSW location
- view the EIS in person at the DPIE's Information Centre at Pitt Street, Sydney
- make a written submission on the concept SSD proposal to the DPIE.

DPIE received a total of 33 submissions during the EIS exhibition period. This comprised of 12 submissions from government agencies and 21 submissions from organisations and the local community, including nearby landowners.

Chapter 2.0 provides supplementary assessment on key issues and amendments to the concept SSDA, drawing on additional technical and supporting reports provided as appendices. **Chapter 3.0** provides an overview of the submissions received during the public exhibition period.

Response to Submissions

This concept SSDA has been amended to address the issues and concerns raised in the submissions received during the exhibition period and has resulted in changes to the Illustrative Masterplan (Figure 1). Proposed amendments in response to those issues include:

- updates to the legal description of the site to capture recent subdivision works
- a revision to the proposed delivery of Affordable Housing across the site
- an amended land use strategy with revised potential dwelling yields and areas of:
 - a minimum residential GFA of 119,417m² (compared to 119,979m² under the EIS)
 - a potential maximum residential GFA of 152,772m² (compared to 153,372m² under the EIS)
 - revised potential residential dwelling yields of:
 - a minimum of 1,492 dwellings, (compared to 1,410 under the EIS)
 - a maximum of 1,910 dwellings, (compared to 1,804 under the EIS)
 - providing a minimum of 5% of Affordable Housing between the Kellyville and Bella Vista Station Precincts
 - a minimum retail GFA of 5,369m² (compared to 5,649m² under the EIS)
 - a maximum retail GFA of 10,736m² (compared to 10,047m² under the EIS)
- revised and updated Design Guidelines and Urban Design Report to facilitate future development with additional controls regarding public open space design to:
 - provide a through site link on Lot B with a minimum width of 12m
 - specify a requirement for the new 1,600m² Station Plaza to be located entirely on Lot B
 - revised location of the new Station Plaza from being split across lots A and B, to be located entirely on Lot B.
 - provide revised setbacks of:
 - Zero metres for retail uses on Lot A and Lot B

- 2m for non-commercial uses on Lot A
- 2m for ground floor residential in the Station Precinct Character Area on Lot B
- 3m setbacks in the Residential Core over Lots C, D, E and F
- 2m setback for residential development on Lot A
- 5m for buildings between 7 to 8 storeys over lots D, E and F
- revise the street wall heights and articulation controls requiring a minimum 3m deep and 6m wide recess every 50m and setting a maximum residential wall length in the Residential Core of 70m
- revise the proposed car parking rates that would apply to future development within the station precinct SSDA site to encourage public transport use as recommended by TfNSW
- detail a revised concept masterplan clarifying potential future connections from the Kellyville Station Precinct to existing local roads, including a pedestrian bridge to Wenden Avenue and a future road bridge to Colonial Street/Arnold Avenue
- detail a revised road hierarchy that reclassifies Wuban Avenue as a 'Main Street'
- additional changes for architectural diversity, background studies to demonstrate targets for solar access, clarification for the relationship between the Design Guidelines and THELP 2019 and an updated Design Excellence Strategy
- an amended street hierarchy, road typologies and access points surrounding future development blocks and potential future connections to the existing road network
- an increased setback of Lot A from Samantha Riley Drive to accommodate future road widening
- a revised street tree planting strategy with deep soil specifications
- a revised site boundary along Elizabeth Macarthur Creek in line with NRAR guidelines
- revised ESD measures to seek a Green Star – Communities certification or equivalent for the Kellyville Precinct targeting a minimum five-star rating for the development areas outside the existing infrastructure and roads.



Source: SJB

Figure 1: Revised Illustrative Masterplan

Chapter 2.0 of this report provides a detailed description of these changes.

Conclusion and Justification

The Kellyville Station Precinct concept SSDA represents a considered response to the existing land use planning framework and is supported by robust Design Guidelines and controls to guide the future urban renewal of the Kellyville Station Precinct.

The proposal is considered appropriate and is recommended to be supported by the Minister as it will:

- facilitate the urban renewal of government owned land to deliver a diverse transit orientated precinct that integrates land use, transport and infrastructure, consistent with the vision arising from the sites rezoning.
- result in the delivery of high-quality urban design outcomes throughout the station precinct that support the use and operation of MNWL via the adoption and implementation of the proposed Design Guidelines, that:
 - are broadly consistent with the land use controls under THLEP 2019
 - seek a revised building setback scheme to provide active street frontages that align with the intent and principles of a new TOD community.

- create a vibrant, healthy and active community that leverages the whole MNWL and Kellyville Station and is supported by the necessary infrastructure to meet the needs of a growing population.
- deliver a greater supply and range of housing co-located with highly accessible public transport to support the creation of the Greater Sydney Commissions' 30-minute city vision as outlined in *Greater Sydney Region Plan – A Metropolis for Three Cities* (2018).
- support the protection and enhancement of Elizabeth Macarthur Creek and associated natural attributes.

The RtS and accompanying reports are considered to have satisfactorily responded to, and addressed, the comments received from Government agencies and the public. The concept proposal is therefore considered to be in the public interest. Accordingly, it is recommended that the Kellyville Station Precinct concept SSDA be approved by the consent authority.

Next Steps

Following the lodgement of this RtS, the following steps are anticipated to occur:

- DPIE's review of amended proposal and consideration of responses provided, in consultation with key stakeholders and government agencies. Any further submissions received would be placed on DPIE's website.
- The Applicant may then be required to prepare written responses to any additional issues raised as considered necessary by the Secretary, Department of Planning, Industry and Environment.
- Determination of the concept SSDA under the Minister for Planning and Public Spaces delegated authority (if approved, the determination may include modifications to the proposal and/or conditions of approval).

1.0 Introduction

1.1. Background

In accordance with the request pursuant to section 4.39 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)* and clause 85A of the *Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)*, this Response to Submissions (**RtS**) report has been prepared to address issues and concerns raised by government agencies, the community and stakeholders during the exhibition of the Environmental Impact Statement (**EIS**) for the proposed Kellyville Station Precinct concept SSDA (SSD-10343).

The concept SSDA was exhibited for 28 days between 29 October 2019 and 26 November 2019, during which time a total of 33 submissions were received by the Department of Planning, Industry and Environment (**DPIE**). This comprised of 12 submissions from government agencies, 21 submissions from organisations and the local community.

Out of the 21 local community and organisation submissions:

- Three submissions were received from community groups or organisations, of which:
 - two objected to the proposal
 - one provided comments.
- 18 submissions were received from the public, of which:
 - eight objected to the proposal
 - seven supported the proposal
 - three provided comments

Submissions were received from the following government agencies:

- The Hills Shire Council (**THSC**)
- Blacktown City Council (**BCC**)
- Sydney Metro
- Transport for NSW (including the former Roads and Maritime Services) (**TfNSW (RMS)**)
- Environment, Energy and Science Group (**ESSG**)
- Environment Protection Authority (**EPA**)
- DPIE Water and Natural Resource Access Regulator (**NRAR**)
- NSW Heritage Council
- NSW Government Architect - State Design Review Panel (**SDRP**)
- Endeavor Energy
- Sydney Water

DPIE also identified several issues that were required to be addressed, including:

- The requirement for further consultation with the SDRP to refine the Design Guidelines.
- Consider consolidating the town centre plaza open space to improve its function, amenity and usability and to provide a site area consistent with the criteria identified in the Social Infrastructure Assessment report.
- Provide further justification for the proposed clause 4.6 variation to the building setbacks.
- Develop and refine the Design Guidelines to provide sufficient detail to reflect and secure the desired future outcomes.
- Address the built form issues identified by THSC.
- Provide further consideration of the location and connectivity of roads, cycleways and pedestrian routes to the creek corridor, school and open space areas to provide legible and direct access.
- Investigate options to retain the Cumberland Plain Woodland in the south of the station precinct, including consideration of relocating the neighbourhood park (KV2) to minimise biodiversity impacts.
- Further investigate the site constraints imposed by Sydney Metro infrastructure, including the rail viaduct, station car park ramp and the bus T-Way and their impact on access to, and feasibility of the proposed open space areas and the playing courts.
- Investigate the provision of additional connections to and from the existing and proposed pedestrian and cycle network along the viaduct and Old Windsor Road.
- Clarify the road network and connections to be established and the integration of these roads with the future road network outside precincts.
- Revise the Traffic and Transport Assessment in response to advice from TfNSW.
- Respond to the biodiversity assessment requirements/issues raised.
- Provide a flood impact assessment to address floodplain risk management issues.
- Identify the mechanism to secure the funding and delivery of infrastructure required to support the proposal.

The comments and issues raised by DPIE and in submissions have been addressed through the provision of further information contained in this RtS and accompanying technical reports, which relate to the Design Guidelines, Design Excellence Strategy, landscape masterplan and open space strategy, traffic and transport, car parking, infrastructure provisions, site servicing, residential density, biodiversity, Ecologically Sustainable Design and variation to the setback development standard. This RtS report should be read in conjunction with the revised and updated technical reports, associated RtS covering letters and documentation outlined below in Table 1.

Table 1: Supporting Technical Report and Documentation

Technical Report/Documentation	Consultant	Appendix
RtS Cover Letter	SJB	A
Updated Urban Design Report		

Technical Report/Documentation	Consultant	Appendix
Updated Design Guidelines	SJB	B
RtS Cover Letter Updated Landscape Masterplan and Open Space Strategy	Clouston	C
RtS Cover Letter Updated Traffic and Transport Assessment Report	Jacobs	D
Car Parking Technical Memorandum	SCT	E
Cover Letter Updated Utilities & Servicing Report	Wood & Grieve (now Stantec)	F
Updated Stormwater Management Plan	Wood & Grieve (now Stantec)	G
RtS Cover Letter - Biodiversity Updated Biodiversity Development Assessment Report	Ecological Australia	H
RtS Cover Letter - Riparian Updated Riparian Assessment	Ecological Australia	I
Cover Letter Updated Ecologically Sustainable Development Report	AECOM	J
Cover Letter Updated Kellyville Economic Impact Assessment and Benefits Statement	Ethos Urban	K
Amended Clause 4.6 Variation Request	GLN	L
State Design Review Panel Response	N/A	M
Final Aboriginal Cultural Heritage Assessment	Kelleher Nightingale Consulting Pty Ltd	N
Updated Design Excellence Strategy	Landcom	O
Draft Sydney Metro Northwest Places (SMNWP) Public Art Guidelines*	N/A	P
*Final SMNWP Public Art Guidelines to be issued to DPIE following finalisation.		

A response matrix to all Council and government agency submissions is provided in **Section 3.1**.

Responses to the submissions received from the public and organisations are provided in **Section 3.2**.

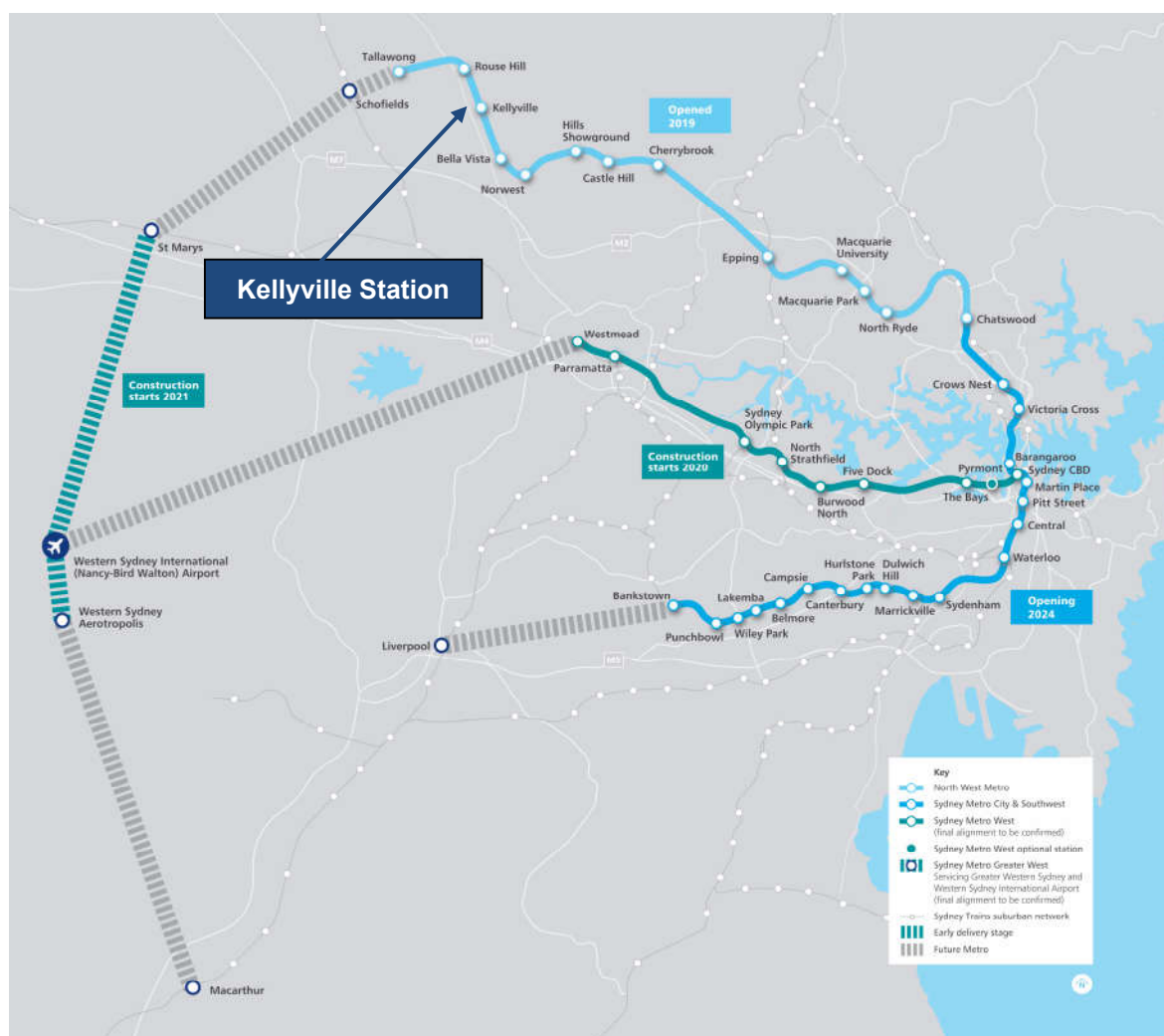
In some instances, issues raised in the submissions have been summarised for brevity.

1.2. Project Overview

The Sydney Metro (Figure 2) program of works includes:

1. **Metro North West Line:** Passenger services started in May 2019 between Tallawong and Chatswood, with a driverless metro train every four minutes in the peak.

2. **Sydney Metro City & Southwest:** A new 30km line extending metro rail from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney. Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition, it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.
3. **Sydney Metro West:** Sydney Metro West is a new underground railway between Greater Parramatta and Sydney. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and unlocking housing supply and employment growth between the two CBDs. Sydney Metro West will service key precincts, with stations at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays and the Sydney CBD. A potential station at Pyrmont is being investigated.
4. **Sydney Metro – Western Sydney Airport:** Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are jointly delivering this new railway, to open at the same time as the airport.



Source: Landcom

Figure 2: Sydney Metro Network

The Metro North West Line (**MNWL**), with 13 stations is a catalyst for urban renewal, providing connections to areas that will be transformed through both NSW Government and private investment.

NSW Government land surrounding the MNWL stations will be made available for development that supports NSW Government priorities of housing affordability, local infrastructure delivery and economic development.

As part of the Sydney Metro Northwest Places (SMNWP) Program, Landcom will act as the master developer for Government land around the new MNWL stations, including Kellyville Station. Landcom will appoint private sector development partners to deliver projects across the program.

1.3. Overview of Exhibited SSD Application

The concept SSDA as exhibited sought concept approval for the Kellyville Station Precinct and concurrent stage 1 approval for principal subdivision of public domain areas. Specifically, the concept SSDA sought approval for the following:

- Land use strategy that identifies the allocation, quantum and location of land uses across the site and six development blocks with a maximum height of 50 metres (m) in accordance with *The Hills Local Environmental Plan 2019 (THLEP 2019)*, comprising:
 - a minimum of 119,979m² and maximum of 153,372m² of residential gross floor area (GFA) accommodating between approximately 1,410 and 1,804 dwellings within future residential apartment and integrated terrace built form (including a minimum 5% allocated as Affordable Housing)
 - a minimum 5,649m² and maximum 10,047m² of retail GFA within the station precinct
 - open space and public domain areas, comprising 1.24ha of passive open space; 1.04ha of active open space and up to 0.16ha of privately owned public domain area within the station precinct town centre.
- Design Guidelines to govern future development across the precinct, that include built form design principles, guidelines and controls.
- Street hierarchy and layout that identifies pedestrian and vehicular movement and access arrangements, and indicative location and configuration of new streets and connections to the existing road network.
- Identification of criteria or thresholds for subsequent development stages to be assessed as State Significant Development pursuant to section 4.37 of the EP&A Act.
- The principal subdivision of land for public domain areas as the first stage of development pursuant to section 4.22(2) of the EP&A Act.

Stage 1 will involve principal subdivision to create lots for the proposed areas of public open space.

No consent is sought for any physical works within the site, including areas that would be subdivided to create the proposed public open space. All future works identified as part of this concept SSDA would be subject to future Development Applications (DA).

1.4. Planning Background

The importance of the Kellyville Station Precinct was identified in the NSW Government's *North West Rail Link Corridor Strategy* (September 2013). The strategy identified the station precinct and surrounding locality as becoming predominantly a residential precinct that was supported by retail offerings around the new metro station. The Kellyville Station Precinct and surrounding locality was subsequently endorsed by the NSW Government as a Planned Precinct in August 2014.

On 1 December 2017, the then Minister for Planning approved *State Environmental Planning Policy Amendment (Bella Vista and Kellyville Station Precincts) 2017*, effecting amendments to *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)* and THLEP 2019, which:

- amended Schedule 2 of the SRD SEPP to identify Bella Vista and Kellyville Station Precincts as sites for which specified development was declared to be SSD

- amended THLEP 2019 by rezoning the station precinct and inserting new statutory controls, including an 8,400 cap on the maximum number of residential dwellings on land identified within both the Bella Vista and Kellyville Station Precincts.

Landcom and Sydney Metro are working together on the long-term planning and development of government owned land surrounding the new North West Metro Line. The Program, called Sydney Metro Northwest Places (SMNWP), focuses on creating diverse, well-designed places for current and future communities. Landcom and Sydney Metro are collaborating with DPIE, local councils, other government departments and key stakeholders to guide the transformation of approximately 65 hectares of government owned or controlled land around the new North West Metro station precincts.

This delivery program will be undertaken over the next 10 to 15 years and will facilitate:

- early activation around new metro stations to provide safe and vibrant spaces for metro customers and local communities to use
- mixed use areas that are active and walkable, and that capitalises on the fast and frequent connections provided by the new metro
- attractive and well-designed public spaces and buildings
- creative, affordable and diverse housing solutions
- infrastructure to support the long-term growth of the corridor
- strong local economies by attracting long-term investment and a diverse range of jobs.

The SMNWP Program will deliver a vibrant and integrated precinct around the new metro stations, including Kellyville Station.

This concept SSDA forms the first phase of the development assessment process for the station precinct, setting out the concept proposal for the station precinct's urban renewal and is supported by Design Guidelines to guide future development. Development consent for the first stage of development is also sought for the principal subdivision of proposed public domain areas.

Consent is sought for the Concept Proposal across the site and principal Stage 1 subdivision to create public open space areas. No consent is sought for any construction or other physical work under this concept SSDA.

In accordance with subsection 4.22(1) of the EP&A Act, separate future DAs will be lodged for detailed proposals within the precinct. These DAs may seek consent for further subdivision, detailed built form, associated civil and infrastructure works, or a combination of these.

2.0 Proposed Amendments

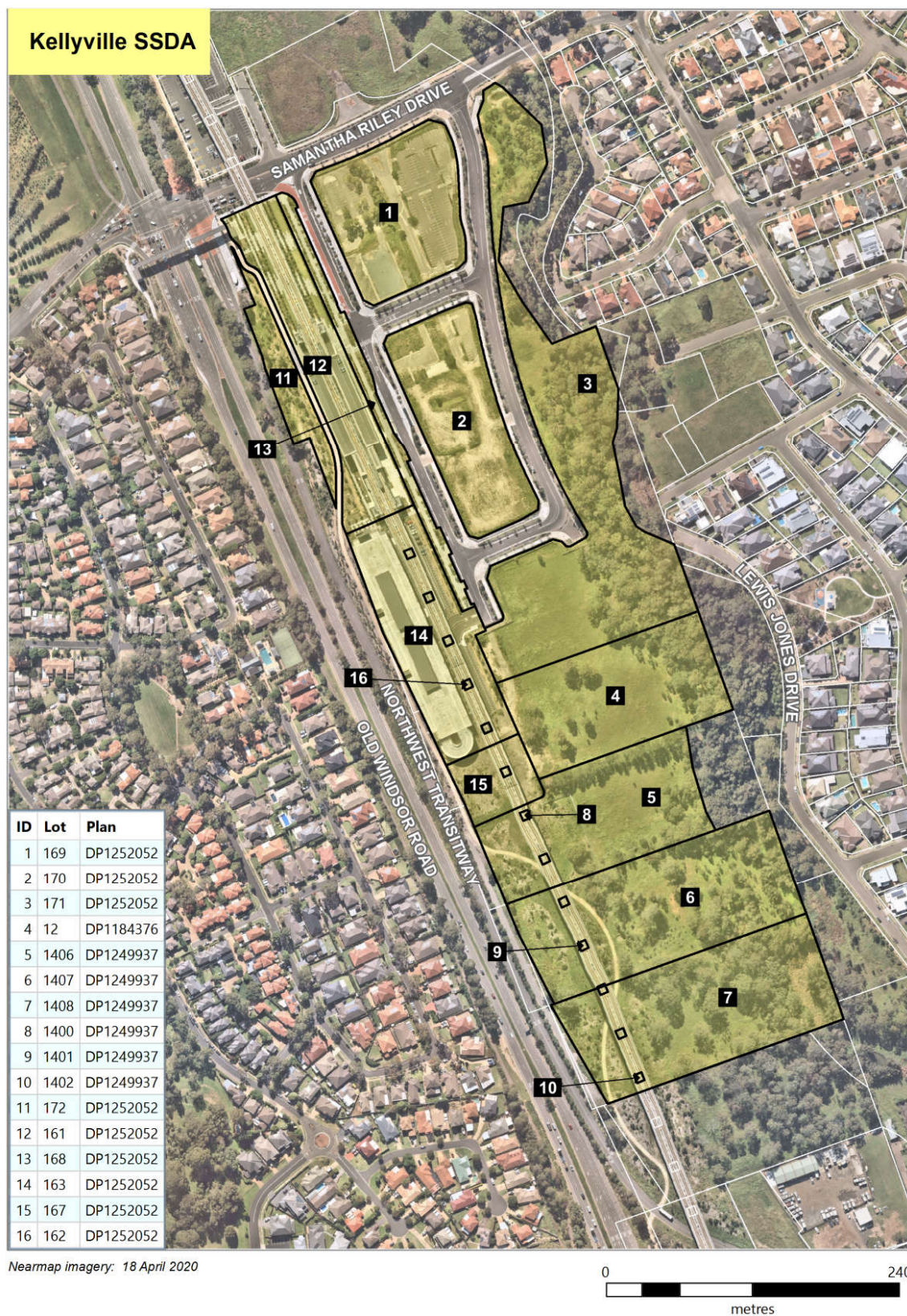
The concept SSDA has been amended to address the issues and concerns raised during the public exhibition period. This section describes the proposed amendments sought in the RtS.

2.1. Site Legal Description

Due to recent subdivisions by Sydney Metro, the lot and DP numbers for Kellyville Station Precinct have been amended. The site is made up of 16 allotments and has a total area of approximately 18.8 hectares. The legal description of the site is outlined below in **Table 2** and also provided in Figure 3.

Table 2: Updated Lot and Deposited Plan Details

No.	Lot No.	Plan No.	DGL/LMA	Owner	Ownership
1	169	DP1252052	DGL	Sydney Metro	Government
2	170	DP1252052	DGL	Sydney Metro	Government
3	171	DP1252052	DGL	Sydney Metro	Government
4	12	DP1184376	DGL	Sydney Metro	Government
5	1406	DP1249937	DGL	Sydney Metro	Government
6	1407	DP1249937	DGL	Sydney Metro	Government
7	1408	DP1249937	DGL	Sydney Metro	Government
8	1402	DP1249937	LMA	Sydney Metro	Government
9	1401	DP1249937	LMA	Sydney Metro	Government
10	1400	DP1249937	LMA	Sydney Metro	Government
11	172	DP1252052	LMA	Sydney Metro	Government
12	168	DP1252052	LMA	Sydney Metro	Government
13	167	DP1252052	LMA	Sydney Metro	Government
14	162	DP1252052	LMA	Sydney Metro	Government
15	163	DP1252052	LMA	Sydney Metro	Government
16	161	DP1252052	LMA	Sydney Metro	Government



Source: Nearmap & Landcom

Figure 3: Revised Lots and Deposited Plans

2.2. Affordable Housing Amendment

Landcom seeks to clarify the role and involvement of a Community Housing Provider (**CHP**) as part of delivering and managing a minimum of 5% of the dwellings across the Kellyville and Bella Vista precincts as Affordable Housing. Specifically, Landcom intends for a CHP to manage the Affordable Housing stock across the site for a minimum of 10 years from the date of practical completion/certification/occupancy.

The location(s) and configuration of Affordable Housing within the Kellyville and Bella Vista precincts is flexible as long as the 5% minimum target over both station precincts is met, and Affordable Housing may occur on any or all of the associated development lots.

2.3. Design Guidelines

The Design Guidelines are site specific and seek to ensure that future development is consistent with the development vision set out in this concept SSDA. The Design Guidelines will be the key document which outlines objectives, parameters and controls for the assessment of future DAs for built form, open space, roads, pedestrian connections and landscaping. The Design Guidelines, in conjunction with the concept SSDA, will act as the deemed Development Control Plan (**DCP**) for the site pursuant to clause 4.23 of the EP&A Act and therefore also satisfy the requirements under clause 8.5 of THLEP 2019 for the Kellyville Station Precinct.

The Design Guidelines have been informed by a detailed site analysis, as set out in the Urban Design Report, and the strategic planning, vision and principles established for the Kellyville Station Precinct. An amended Urban Design Report is provided at **Appendix A** which also now include a series of studies that were undertaken in determining the preferred design of the site and development controls.

The Design Guidelines have been revised in response to the concerns raised during the exhibition of the EIS, particularly those identified by DPIE, THSC and the SDRP and are provided at **Appendix B**. Further changes to the Design Guidelines have also been made in response to formal advice received from the SDRP dated 5 May 2020, following the design session held on 8 April 2020 for the Kellyville Station Precinct.

Key changes to the Design Guidelines include:

- A revised structure for consistency with the Design Guidelines for the Bella Vista Station Precinct.
- An amended Structure Plan to reflect the revised Station Plaza and through site link on Lot B.
- Revised setback controls of:
 - 0m to 2m around the northern, eastern and part of the western frontages of Lot A depending on the future ground floor use being either residential or retail
 - 0m ground floor setbacks for retail uses for parts of Lot B fronting Decora Drive and the consolidated public open space
 - 2m for ground floor residential in the Station Precinct Character Area

- 3m in the Residential Core character over lots C, D, E and F
- 5m for buildings between 7 and 8 storeys over lots D, E and F.
- Additional strategic context against the now endorsed THSC Local Strategic Planning Statement (**LSPS**).
- Inclusion of character area statements from the Urban Design Report.
- Addition of Aboriginal and European heritage considerations as part of the Design Excellence process.
- An amended road hierarchy to reclassify Wuban Avenue as a Main Street.
- Amended areas for Lots A and C.
- An amended minimum and maximum residential GFA to 119,417m² and 152,772m² respectively.
- An amended minimum and maximum retail GFA to 5,369m² and 10,736m² respectively.
- An amended minimum and maximum residential unit yield to 1,492 and 1,910 respectively, due to a revised assumed unit size of 80m².
- Revised car parking rates that would apply to future development within the concept SSDA site to encourage public transport use.
- A requirement for integrated terrace typologies at ground level of residential flat buildings.
- Additional controls for building material, communal open space, solar access, deep soil areas, roof gardens, building orientation, car and bicycle parking and aboriginal and non-aboriginal heritage and sustainability.
- Revised street wall height scheme including the requirement to recess taller building elements.
- Additional changes for architectural diversity, background studies to demonstrate targets for solar access, clarification for the relationship between the Design Guidelines and THLEP 2019 and an updated Design Excellence Strategy.

Future detailed applications would be required to demonstrate they are not inconsistent with these controls when responding to these Design Guidelines.

Additional changes that have been incorporated in response to the SDRP correspondence dated 5 May 2020 include:

- A revised 'purpose' section to outline the relationship of the Design Guidelines with THLEP 2019.
- Additional controls linking to the recommendations made by Kelleher Nightingale Consulting regarding Aboriginal Cultural Heritage.

- Additional controls linking to the recommendations made by Advisian regarding European heritage.
- A revised Design Excellence Strategy and measures for architectural diversity.
- Additional detail showing the reference scheme achieves 77% solar access and revised controls to require future built form to provide 75% of solar access to the Station Plaza in future DAs.
- Revised street tree planting spacing and canopy calculations that demonstrates the site achieves over 40% of tree canopy cover.
- Additional controls requiring 25% deep soil areas for residential superlots and co-location of this landscaping with communal open space.
- Updated landscaping strategy for street trees to develop and mature over time as the site is developed.
- Reiterating that roof areas provide 20% of their area not used for renewable energy generation as a green roof.
- Reconfirming preferred car parking access to Lots A and B from the eastern lot boundaries.

2.3.1. Revised Masterplan Framework and Revised GFAs

The overall masterplan framework for the Kellyville Station Precinct has been adjusted in response to comments on the placement of open space in the Station Plaza and the extent of Lot A to accommodate future road widening. Figure 4 shows the framework proposed under the EIS. Figure 5 shows the amended framework with the consolidated open space area on Lot B and the new through site link on the same development block.

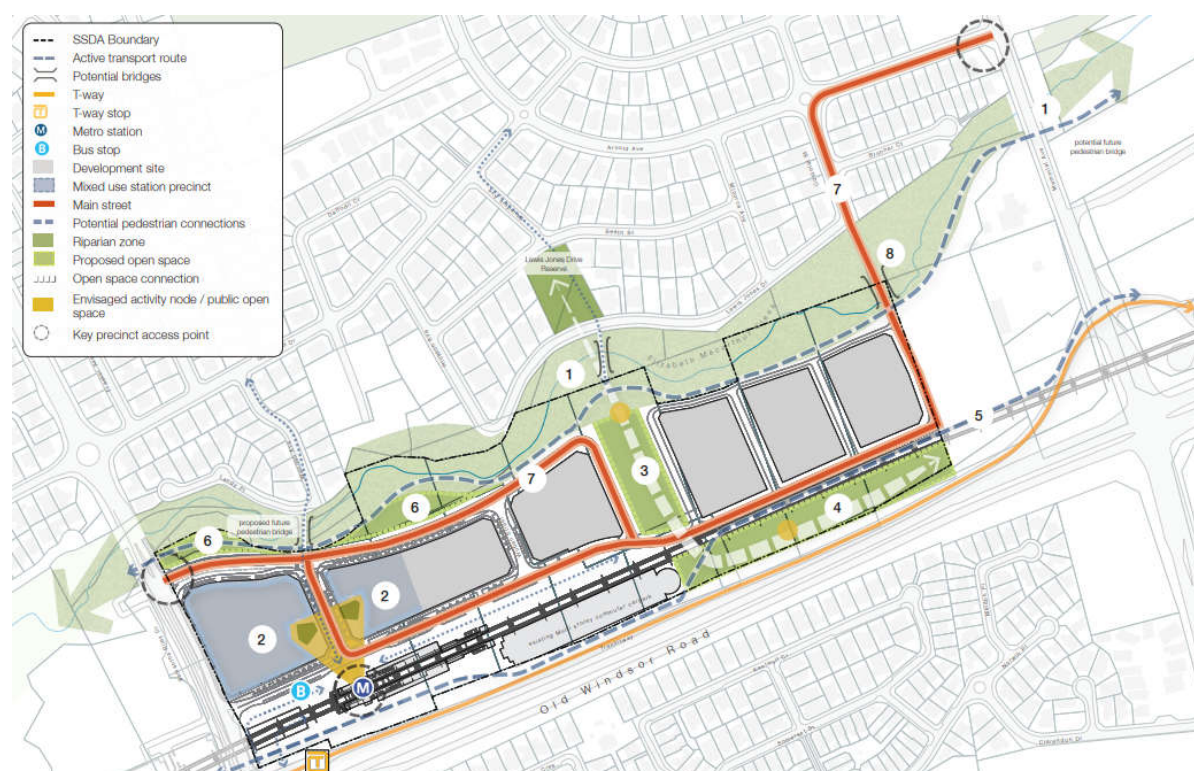
As a result of these changes, the proposed minimum and maximum GFAs for the site have also been amended. Table 3 contains the GFA and FSR values sought under the EIS. Table 4 contains the revised GFA and FSR values as amended by this RtS.

Table 3: Minimum and Maximum GFAs Sought Under the EIS

Lot	Lot Area	Maximum Permitted Development Per Lot						Minimum Required Development Per Lot					
		Residential FSR	Residential GFA	Units	Retail FSR	Retail GFA	Total FSR	Residential FSR	Residential GFA	Units	Retail FSR	Retail GFA	Total FSR
A	12,657	3	37,971	445	0.55	6,961	3.55	2.5	31,643	372	0.3	3,797	2.8
B	12,344	3	37,032	436	0.25	3,086	3.25	2.5	30,860	363	0.15	1,852	2.65
C	8,070	2.8	22,596	266	-	-	2.8	2.3	18,561	218	-	-	2.3
D	8,209	2.5	20,522.5	241	-	-	2.5	2	16,416	193	-	-	2
E	7,443	2.3	17,118.9	201	-	-	2.3	1.5	11,165	131	-	-	1.5
F	7,556	2.4	18,134.4	213	-	-	2.4	1.5	11,334	133	-	-	1.5
	56,278		153,372	1,804		10,047			119,979	1,410		5,649	

Table 4: Revised Minimum and Maximum GFAs Sought Under the RtS

Lot	Lot Area (sqm)	Maximum Permitted Development Per Lot						Minimum Required Development Per Lot					
		Residential FSR	Residential GFA	Units	Retail FSR	Retail GFA	Total FSR	Residential FSR	Residential GFA	Units	Retail FSR	Retail GFA	Total FSR
A	11,722	2.5	29,305	366	0.6	7,033	3.1	2.3	26,961	337	0.3	3,517	2.6
B	12,344	3	37,032	463	0.3	3,703	3.3	2.5	30,860	386	0.15	1,852	2.65
C	7,905	2.8	22,134	277	-	-	2.8	2.3	18,182	227	-	-	2.3
D	8,209	2.9	23,806.1	298	-	-	2.9	2	16,416	205	-	-	2
E	7,443	2.7	20,096.1	251	-	-	2.7	1.8	13,397	167	-	-	1.8
F	7,556	2.7	20,401.2	255	-	-	2.7	1.8	13,601	170	-	-	1.8
	55,178		152,771	1,910		10,736			119,417	1,492		5,369	



Source: SJB

Figure 4: Masterplan Framework under EIS



Source: SJB

Figure 5: Amended Masterplan Framework under RtS

The road hierarchy and the range of footpaths and shared cycle and pedestrian paths have also been refined as part of the updated Design Guidelines. A summary of the path, road, street parking and verge widths across the precinct are provided in Table 5 and justification for these formations is provided within **Section 3** of this report. Full details of these road sections are provided in the Design Guidelines at **Appendix B** and Landscape Masterplan and Open Space Strategy at **Appendix C**.

Table 5: Proposed Road and Path Formation under the Revised Design Guidelines

Road type	Verge	Footpath	Share path	Parking	Carriageway	Parking	Share path	Footpath	Verge
Main Street (Darani Avenue) 20m	Nil	4m	Nil	2.5m	7m	2.5m	Nil	4m	Nil
Main Street (Decora Drive) 20m	0.9m	3m	Nil	2.5m	7m	Nil	3.5m	Nil	Varies
Main Street (next to Local Urban Park) 20m	2m	2.5m	Nil	2.5m	7m	2.5m	Nil	2m	1.5m
Main Street (Along the viaduct) 20m	Nil	Nil	3.5m	2.5m	7m	2.5m	Nil	2.5	2m
Local Streets 18m	1.5m	2m	Nil	2.5m	6m	2.5m	Nil	2m	1.5m

Road type	Verge	Footpath	Share path	Parking	Carriageway	Parking	Share path	Footpath	Verge
Local Streets (next to local urban park) 15m	Nil	2.7m (with local urban park)	Nil	Nil	6m	2.5m	Nil	2m	1.7m
Perimeter road along the Riparian Corridor 10m	1m	2m	Nil	Nil	3.5m	Nil	3.5m	Nil	Nil

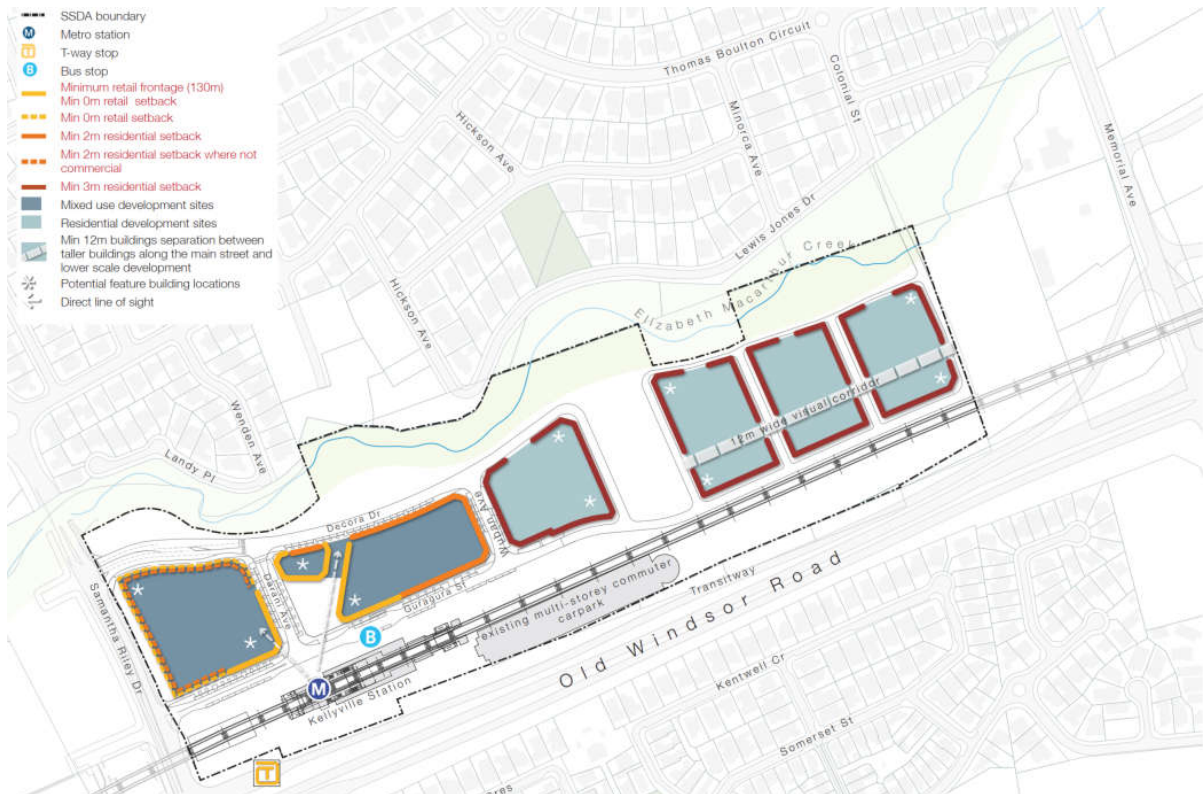
2.3.2. Built Form Setbacks

DPIE, THSC, the SDRP and several submissions from the public raised the proposed setback controls and the clause 4.6 variation request provided with the EIS. While Endeavour Energy commented on the reduced setbacks with respect to pad mount substations, it was noted design alternatives can be considered as part of the detailed design for future applications. The clause 4.6 request to vary the setback development standard for Kellyville Station Precinct has been revised to provide further justification for the reduced setbacks and is attached at **Appendix L**.

The proposed setbacks that would apply to future applications have been reviewed and updated in the Urban Design Report at **Appendix A** and Design Guidelines at **Appendix B**. The amended setback scheme is detailed in **Table 6** below and comparative layouts shown in Figure 6 through to Figure 10. The setback scheme sought as part of the EIS is shown in the shaded grey column.

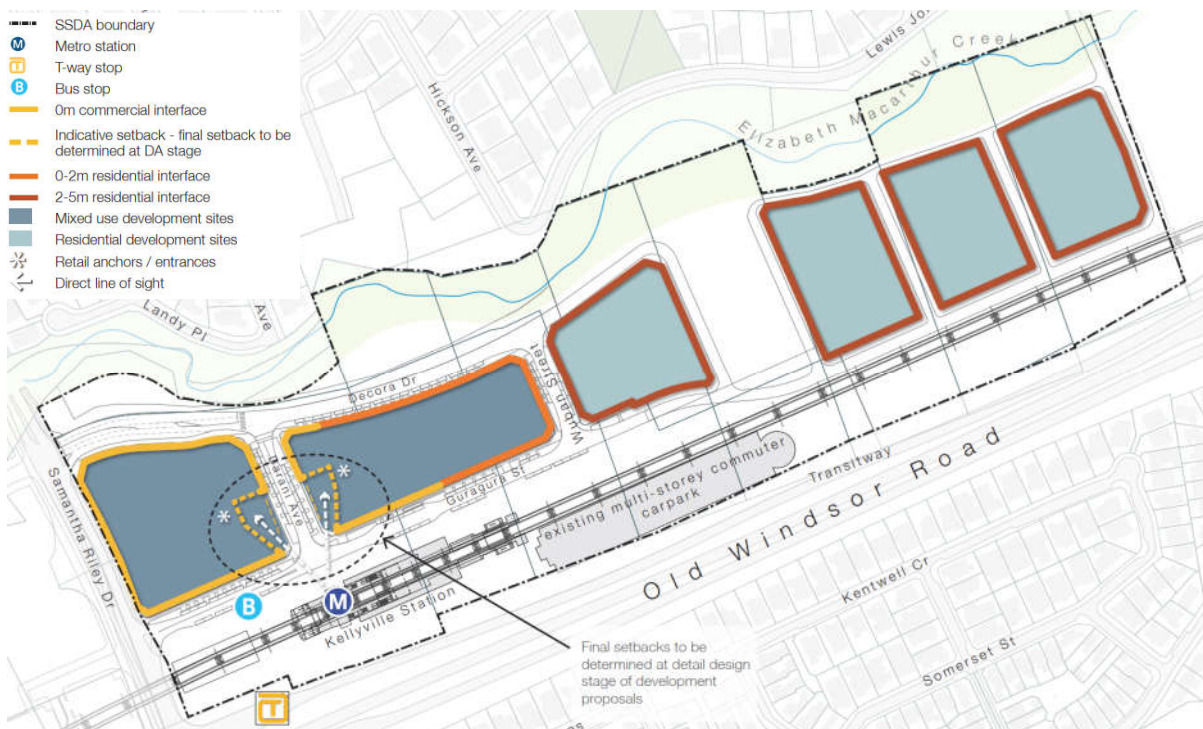
Table 6: Kellyville Station Precinct Setbacks

Location	EIS street setbacks	Building Height	Minimum Street Setback	Street Wall Height	Street Wall Setback	Creek Street Wall Setback
Station Precinct						
Retail ground floor	0m	-	0m	-	-	-
Residential ground floor	0-2m	-	2m	-	-	-
Min. Street Wall		-	-	5m / 1 storeys	3m	3m
Max. Street Wall		-	-	15m / 4 storeys	3m	3m
Residential Core						
	2-5m	4-6 storeys	3m	4 storeys	3m	6m
	2-5m	7-8 storeys	5m	None	-	-
	2-5m	8-12 storeys	3m	4 storeys	3m	6m



Source: SJB

Figure 6: Revised Setback Scheme



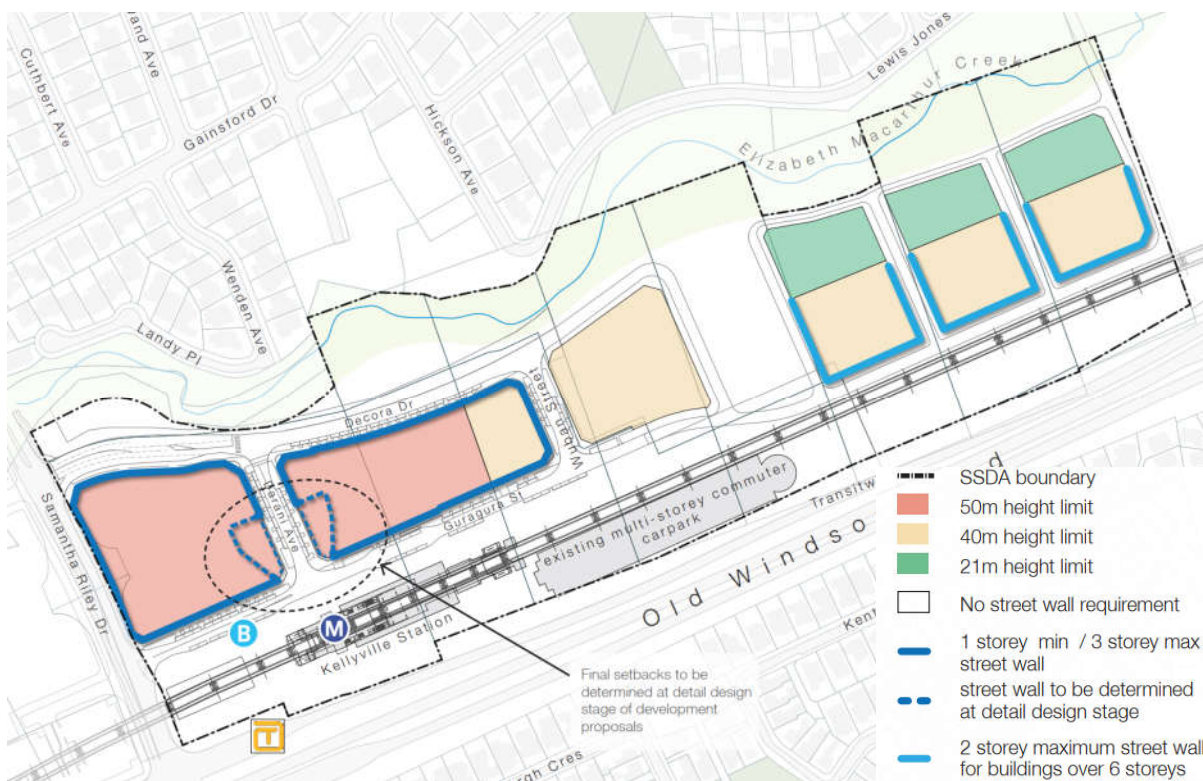
Source: SJB

Figure 7: Building setback controls proposed under the EIS



Source: SJB

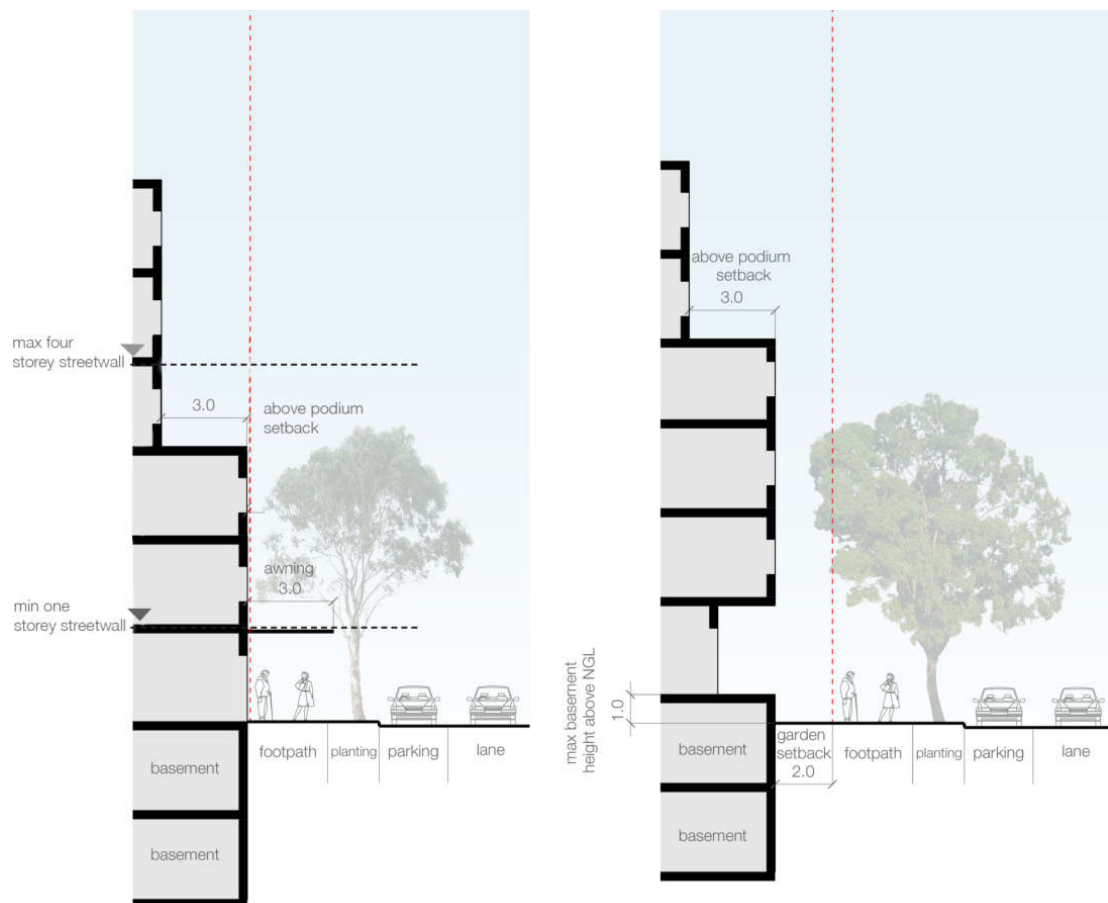
Figure 8: Revised Street Wall Scheme



Source: SJB

Figure 9: Street Wall Setbacks Proposed under the EIS

Figure 10 below demonstrates the different street and upper floor interfaces between the Town Centre and the Residential Core under the revised scheme. The Town Centre (left) illustrates the proposed zero metre retail setback along active frontages and the introduction of a 3m upper floor setback above the third storey. This is contrasted to the proposed treatment in the Residential Core (right) with a potential street setback of 2m, recess for lobby access with upper floor setbacks being introduced from the fourth storey.



Source: SJB

Figure 10: Town Centre (Left) and Residential Core (Right) Street Interfaces



Source: SJB

Figure 11: Section Plan of Proposed Street Wall Scheme in the Residential Core

2.3.3. Built Form Articulation

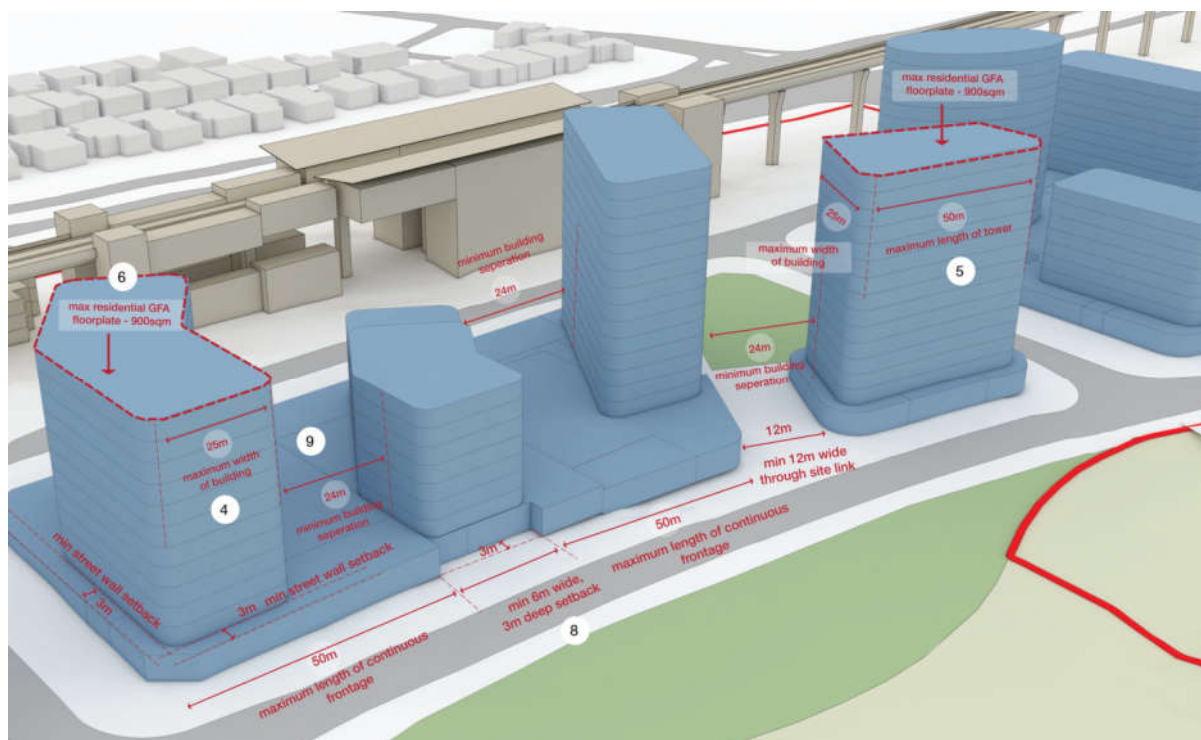
It is noted the SDRP raised additional comments on the through site link on Lot B regarding its location, orientation and break down of future building bulk. It is reiterated the reference scheme provided with the concept SSDA is only one possible design outcome for the site.

The through site link connects Decora Drive through to the relocated Station Plaza and Kellyville Station. Both the Station Plaza and Kellyville Station are considered logical destinations for both residents and workers to access public transport, retail and commercial space and local services.

Regarding building bulk, section 4.4.6 of the Design Guidelines have been revised to provide further detail for the articulation of future built form (Figure 12). Key changes involve:

- Limiting the maximum wall length of future residential flat buildings in the Residential Core to 70m long.
- Specifying a control for street wall articulation in the Station Precinct through significant recesses that are at least 3m deep and 6m wide every 50m.
- Requiring a minimum building separation of 24m between buildings taller than four storeys in the Station Precinct.

It should also be noted the Design Guidelines provide for a one to four level multi-tiered podium on Lot B for future DAs.



Source: SJB

Figure 12: Building Dimension Built Form Controls

Regarding the suggestion that a second through site link is required, it is considered another link would not provide a logical destination at other edges of Lot B. Furthermore, a second connection would not fall within the town centre and would only serve to benefit the residential core.

Therefore, the current reference scheme and controls provided in the Design Guidelines are considered to ensure the future bulk of Lot B would include articulation and a key through site connection would be provided.

2.4. Town Centre

An amended town centre design is now proposed in response to the issues raised in submissions, including the viability of proposed open space. The proposed design now provides a through site link extending diagonally from Kellyville Station across Lot B to Elizabeth Macarthur Creek. The Design Guidelines have been updated to specify a minimum 12m width for this link. The proposed Station Plaza has now been consolidated in one location on Lot B. A minimum of 1,600m² of open space would be delivered under a future application and would remain in private ownership, but will continue to be publicly accessible. The maintenance of this space would be undertaken and funded privately.

2.5. Traffic, Transport and Parking

The EIS provided a Traffic and Transport Assessment (TTA) to assess the traffic impacts and possible road upgrades to support the development of the Kellyville Station Precinct over time.

2.5.1. Traffic Impacts

Jacobs has prepared an updated TTA (**Appendix D**) to address revised residential yield numbers from the amended Design Guidelines, including revised SIDRA modelling. Electronic copies of the modelling files are included with this RtS for TfNSW. The TTA also provides responses to the traffic modelling, intersection performance, active transport, travel mode shift and infrastructure upgrade matters raised in the submissions received during exhibition.

The revised model indicates the revised development yields do not have a discernible impact on the future performance of the assessed intersections. This is consistent with the aim of the Kellyville Station Precinct concept SSDA, to mitigate direct traffic impacts and to not worsen the traffic conditions in the surrounding area through the implementation of identified road upgrades. The assessment concludes the proposed road upgrades would improve the performance and average vehicle delay at most key intersections compared to the growth of background traffic volumes by 2026. These improvements include:

- Additional through lanes and road widening at the intersection of Old Windsor Road/ Samantha Riley Drive and Newbury Avenue.
- An additional through lane and north bound turning lane at the intersection of Old Windsor Road/Memorial Avenue and Sunnyholt Road.
- Road widening of Memorial Avenue to three lanes in each direction.
- Addition of a south bound turning bay at the intersection of Samantha Riley Drive and Decora Drive.

For example, these road upgrades are anticipated to result in an AM and PM peak average vehicle delay at the Old Windsor Road/Samantha Riley Drive and Newbury Avenue intersection that is less than the current average delay, being:

- 288 seconds in the AM peak without the project and 195 seconds in the AM peak with the project and road improvements in 2026
- 324 seconds in the PM peak without the project and 169 seconds in the PM peak with the project and road improvements in 2026.

Full details of the anticipated changes to traffic conditions as a result of the project and proposed road upgrades are detailed in the TTA at **Appendix D**.

2.5.2. Car Parking Rates

SCT has prepared an additional memorandum responding to concerns raised about the proposed car parking rates that would apply within the Kellyville Station Precinct. Landcom has revised the concept SSDA to adopt the car parking rates recommended by TfNSW in response to concerns that the previously adopted rates were generous. The parking rates for residential development have been aligned more closely with the RMS *Traffic Generating Developments (2002)* as amended by Technical Directions policy and are detailed in Table 7. The RMS parking values have been adopted as the new minimum parking rate. Parking rates for car share services and retail space remain unchanged.

The car parking concerns raised by THSC and public submissions are noted. These issues are specifically addressed in the government agency and public submission response tables in **Section 3** of this RtS.

It is noted THSC requested car parking rates that are consistent with the housing diversity provision at clause 7.11 of THLEP 2019, being:

- One car parking space for each dwelling
- One car parking space for every five dwellings in addition to the single car parking space required for the individual dwelling.

THSC also recommended the commercial parking rate be revised to 1 space per 40m².

As the concept SSDA seeks to facilitate development that supports a new TOD community, encouraging public and active transport use is key to encouraging sustainable travel options. The rates provided below are considered to support a future TOD outcome for the Kellyville Station Precinct.

Table 7: Revised Car Parking Rates

Car Parking Rates					
Land Use		Min. RtS Value	Min. EIS Value	Max. RtS Value	Max. EIS Value
Spaces Per Unit			Spaces Per Unit		
Residential Apartment Building	Studio/1 bedroom	0.4 spaces per unit	0.6 spaces per unit	0.6 spaces per unit	1 spaces per unit
	2 bedroom	0.7 spaces per unit	0.9 spaces per unit	0.9 spaces per unit	1 spaces per unit
	3 bedroom	1.2 spaces per unit	1.4 spaces per unit	1.4 spaces per unit	1.5 spaces per unit
	Visitor	0.1 space per unit	0.1 space per unit	0.1 spaces per unit	0.1 spaces per unit
Retail		1 space per 130m ²	1 space per 130m ²	1 space per 60m ²	1 space per 60m ²
Commercial		1 space per 145m ²	1 space per 145m ²	1 space per 100m ²	1 space per 100m ²
Car share		1 space per 150 parking spaces For every 1 car share parking space provided, total parking provisions are to deduct 3 spaces.		Unchanged	

2.5.3. Bicycle Parking Rates

The TTA has also been updated with revised bicycle parking rates. These rates have also been included in the Design Guidelines to apply to future applications. These rates are provided in **Table 8** below. The TTA anticipates the application of these bicycle parking rates will provide up to 759 residential bicycle spaces for residents, 190 spaces for visitors, 16 spaces at sportsgrounds (to be detailed in future DAs), 14 spaces for retail use and 11 spaces for use by shoppers and visitors.

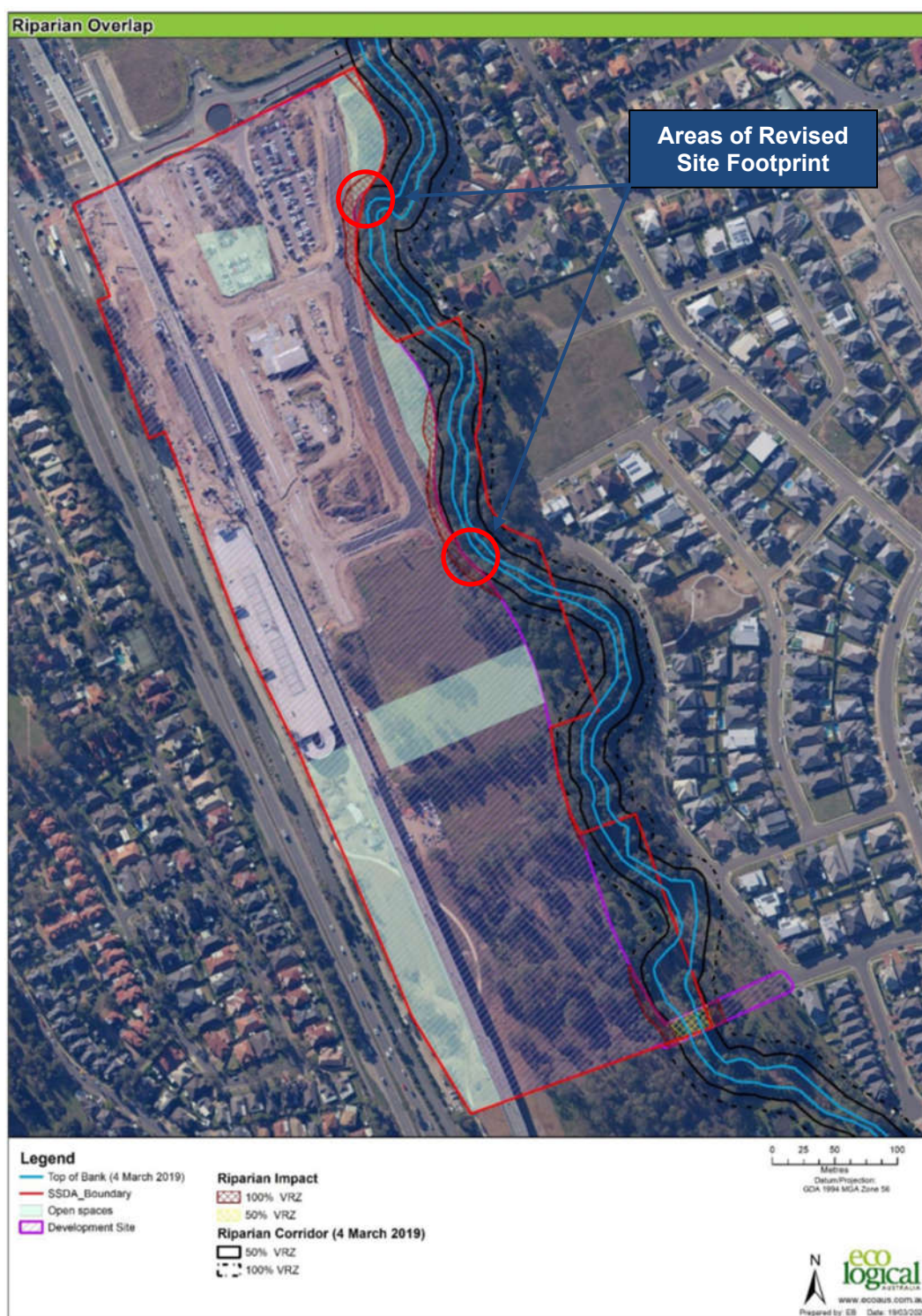
Table 8: Proposed Bicycle Parking Rates for Kellyville

	Residents/Employees	Shoppers/visitors
Residential	1 space per 3 dwellings	
Retail	1 space per 750m ² 1 space 750m ² 8 spaces minimum	1 space per 1,000m ² 1 space per 300m ²
Open space/Parks	16 spaces at sportsgrounds	

2.6. Riparian Assessment

The development footprint of the Kellyville concept SSDA has been adjusted in response to comments from NRAR to ensure impacts on the inner 50% of the vegetated riparian zone (**VRZ**) are mitigated. The updated mapping in the riparian assessment demonstrates the development footprint (purple outline) avoids the 50% VRZ area of Elizabeth Macarthur Creek. As discussed in Section 3 of the report,

this area has been excluded from development footprint, however it should be noted these areas remain within SSDA boundary (red outline). The revised riparian mapping is provided in Figure 13. Full Details of this change are provided in the riparian response cover letter at **Appendix I**.



Source: EcoLogical Australia

Figure 13: Encroachment into inner and outer VRZ after site footprint adjustment

3.0 Overview of Submissions Received

The EIS was placed on public exhibition for 28 days between 29 October 2019 and 26 November 2019. During this time, government agencies, THSC, BCC, members of the community and stakeholders were able to:

- view the EIS digitally on the DPIE's Major Projects Planning Portal or at any Service NSW location
- view the EIS in person at the DPIE's Information Centre at Pitt Street, Sydney
- make a written submission on the concept SSD proposal to the DPIE.

DPIE received 33 submissions during the EIS exhibition period. This comprised of 12 submissions from government agencies and 21 submissions from organisations and the local community, including nearby landowners. Of the 21 organisation and community submissions, seven were in support of the proposal.

3.1. Government Agency Submissions

The following government agencies provided submissions on the proposal during the exhibition period:

- The Hills Shire Council (**THSC**)
- Blacktown City Council (**BCC**)
- Sydney Metro
- Transport for NSW (including the former Roads and Maritime Services) (**TfNSW (RMS)**)
- Environment, Energy and Science Group (**EES**)
- Environment Protection Authority (**EPA**)
- DPIE Water and Natural Resource Access Regulator (**NRAR**)
- NSW Heritage Council
- NSW Government Architect - State Design Review Panel (**SDRP**)
- Endeavor Energy
- Sydney Water.

A response to the matters raised in the government agency submissions is provided in **Table 9** below. As some agencies provided joint submissions for SSD-10343 for the Kellyville Station Precinct and SSD-10344 for the Bella Vista Station Precinct, only the issues relating to the Kellyville Station Precinct are detailed.

Table 9: Responses to Government Agency Submissions

Agency/Comment	Response	Reference
1. DPIE		
Built Form <ul style="list-style-type: none"> Address the issues raised by the State Design Review Panel to refine the Precincts and Design Guidelines. 	<p>Further consultation has occurred with the SDRP and a second presentation was held on 8 April 2020. A copy of the formal comments received from the SDRP are provided at Appendix M.</p> <p>In response to the additional correspondence from 5 May 2020, the Urban Design Guidelines and Urban Design Report and Design Guidelines have been revised further. Specific responses to these matters are also provided in the SJB response letter at Appendix A. Key changes include or additional information includes:</p> <ul style="list-style-type: none"> Controls to encourage engagement with Local Aboriginal Land Councils in the design process Design controls for the riparian breakaway spaces Minimum requirements for the through site link on Lot B Confirmed solar access controls for future development Revised road typology sections (see Section 2.3.1) Re-iteration of the broad staging for the concept SSDA site Providing a revised landscape strategy and confirmation the strategy meets and exceeds State Government Targets (Appendix C) Clarifying the relationship between the Design Guidelines and the standards under THLEP 2019 Additional guidelines at Section 4.1 of the Design Guidelines to promote architectural diversity and the submission of a revised Design Excellence Strategy at Appendix O. 	Refer Appendix A, B, C, M and O
<ul style="list-style-type: none"> Consider consolidating the Kellyville Town Centre Plaza (KV1) to improve its function, amenity and useability, and to provide a site area consistent with 	<p>The proposed masterplan layout for the site has been revised to consolidate the KV1 Station Plaza areas wholly onto Lot B at section 3.1 and section 5.3 of the Design Guidelines.</p>	Refer Appendix A and B

Agency/Comment	Response	Reference
the criteria identified for local parks in the Social Infrastructure Assessment report.	<p>The revision now provides a single parcel of publicly accessible open space. Specific controls have been included in the Design Guidelines requiring this space to be a minimum of 1,600m² in area and to guide how this space is delivered. A larger area could be delivered under future applications, subject to detailed design.</p> <p>The Masterplan for the Kellyville concept SSDA provides local parks that are no less than 0.2ha, with the exception of the Station Plaza.</p>	Refer Appendix A and B
<ul style="list-style-type: none"> Provide further justification/assessment for the proposed clause 4.6 variation to the building setbacks in relation to built form outcomes including delineation of the public/private interface, residential amenity, improved solar access to the public domain, and provision of street planting and services. 	<p>An amended Clause 4.6 variation request to the building setback control is provided at Appendix L.</p> <p>Context for the proposed setback scheme is also provided at section 6.13 of the Urban Design Report and at section 4.4.3 of the Design Guidelines.</p>	Refer Appendix L
<ul style="list-style-type: none"> Develop and refine the Design Guidelines to provide sufficient detail to reflect and secure the desired future outcomes for the Precincts including public domain, building typologies and connectivity. The Design Guidelines must include clear objectives, design criteria or controls to deliver high quality place, landscape and built form outcomes for each block within the Precincts. 	<p>Landcom has worked with THSC in increasing the granularity in the Design Guidelines for the Kellyville Station Precinct. SJB has prepared a response cover report accompanying the updated Design Guidelines that elaborates on the design changes made in response to comments raised in the submissions received.</p> <p>The changes to the Design Guidelines are listed in Section 2.3. These have been amended to:</p> <ul style="list-style-type: none"> Provide a consistent structure with the Bella Vista Station Precinct. Revise the Structure Plan and description and clarify on and off-site connections Provide revised street and upper floor setbacks. Revise the objectives and controls for open space, landscaping, setbacks and street walls. Expand character statements for the Station Plaza and Residential Core. Detail material choice and use objectives and controls. Detail communal open space controls. Introduce revised car parking and bicycle parking rates and associated locational controls. 	Refer Appendix A and B

Agency/Comment	Response	Reference
	<ul style="list-style-type: none"> Detail deep soil areas, structural soil systems and roof garden and landscaping requirements. Specify street tree spacings for laneways, local roads and main streets. Detail preferred species plantings. Street wall controls and recesses for articulation at ground level. 	Refer Appendix A and B
<ul style="list-style-type: none"> Address the built form issues identified in The Hills Shire Council's submission. 	Responses to THSC's comments on built form are provided below in this table and detailed in the revised Urban Design Report and Design Guidelines.	Refer Appendix A and B .
<p>Open Space, Landscaping and Connectivity</p> <ul style="list-style-type: none"> Provide further consideration of the location and connectivity of roads, cycleways and pedestrian routes to the creek corridor, primary school, and open space areas to provide legible and direct access. 	The Structure Plan contained at section 3.1 of the Design Guidelines has been revised to illustrate future potential connections into the Kellyville Station Precinct. These connections would be subject to future applications depending on arrangements between Landcom, future landowners and others.	Refer Appendix A and B .
<ul style="list-style-type: none"> Investigate options to retain the Cumberland Plain Woodland (CWP) concentrated to the south of the Kellyville Station Precinct including consideration of relocating the 'neighbourhood park' (KV2) to minimise biodiversity impacts. 	<p>Options to retain CWP on-site were investigated and future comments are provided by Ecological Australia in the revised BDAR report at Appendix H. Retention areas of CPW and other areas of native vegetation are concentrated within the riparian corridor including large areas of River Flat Eucalypt Forest and 0.17ha of CPW. Impacts to CPW were minimised to the fullest extent possible while still ensuring the required government objectives and targets or housing and employment in investigating the Kellyville Station Precinct.</p> <p>The Local Urban Park (KV2) is on R1 General Residential zoned land. The park is located centrally within the Residential Core Character area of the Kellyville Station Precinct so it is readily accessible by both residents and workers between the Station Precinct and Residential Core while providing a break in the urban fabric moving to Lots D, E and F. These three lots are zoned R4 High Density Residential.</p> <p>Relocating the Local Urban Park further south onto either Lots D, E or F would repurpose R4 High Density residential zoned land for an open space use. This change would also negate the benefits of providing a significant park between the Station</p>	Refer to Appendix H

Agency/Comment	Response	Reference
	<p>Precinct and Residential Core as workers and residents in the Station Precinct Character area would need to walk further to reach the space.</p> <p>It is considered the change would negate the benefits of appropriately zoned land and would be inconsistent with the objectives of the R4 zone which are to:</p> <ul style="list-style-type: none"> • provide for the housing needs of the community within a high-density residential environment. • provide a variety of housing types within a high-density residential environment. • enable other land uses that provide facilities or services to meet the day to day needs of residents. • encourage high-density residential development in locations that are close to population centres and public transport routes. <p>The central location of the local urban park provides greater public benefit by being equally accessible by residents and employees working in the Station Precinct to the north and the Residential Core</p> <p>Furthermore, some existing CWP vegetation on Lots D, E and F would still need to be removed to deliver a viable public open space in its urban context.</p>	Refer to Appendix H
<ul style="list-style-type: none"> • Further investigate the site constraints imposed by the Sydney Metro infrastructure including the viaduct and car park ramps, and the bus T-Way and their impact on access to, and feasibility of the proposed open space areas and the Kellyville playing courts. 	<p>With respect to the KV3 Active Playing Area located near the rail viaduct, it is noted this part of the site is constrained due to its proximity to the commuter car park, rail infrastructure and Old Windsor Road. The Design Guidelines and Landscape Masterplan seek to delineate this space to preserve access to the space for cyclists and pedestrians along the existing footpath. Detailed local connections over local roads would be delivered as part of future applications. Active recreation uses such as sports courts may need to be enclosed by fences to minimise conflicts between people using these spaces and cyclists and vehicles.</p> <p>It should be noted the open space uses beneath the viaduct is consistent with the DPIE structure plan presented as part of the 2017 Finalisation Plan.</p>	Refer Appendix B and C

Agency/Comment	Response	Reference
	Sydney Metro has advised it does not have issues with active uses such as ball games and courts adjacent and under the viaduct as these uses are generally classified as minor works. This classification would be confirmed against the <i>Sydney Metro at Grade and Elevated Sections Corridor Protection Guidelines (2018)</i> to ensure any future minor works in the first 6m for the external viaduct edge are not impacted.	Refer Appendix B and C
<ul style="list-style-type: none"> Investigate the provision of additional connections to and from the existing and proposed pedestrian and cycle network along the viaduct and [Old] Windsor Road. 	<p>Windsor Road is located approximately 1.5km to the east of the site and has an existing shared pedestrian and cycle path.</p> <p>The Design Guidelines contains a Movement and Access Plan at section 4.3. The Urban Design Report details a Corridor Integration and Green Links plan at section 5.1 and an Active Movement Plan at section 6.9. All three plans depict:</p> <ul style="list-style-type: none"> Proposed pedestrian bridge connections over Elizabeth Macarthur Creek to Wenden Avenue. A potential future connection across Elizabeth Macarthur Creek to Lewis Jones Drive Reserve to the east. Proposed road bridge and pedestrian connection over Elizabeth Macarthur Creek to Colonial Street/Arnold Avenue that would support bus movements. A potential signalised intersection and a separate potential future pedestrian footbridge over Memorial Avenue to the Bella Vista Station Precinct to the south. <p>Any future off-site connection would also rely on the network of pedestrian and cycle connections proposed as part of the Design Guidelines.</p> <p>Future development blocks would integrate effectively with the existing road and pedestrian network through the application of the Design Guidelines and THSC's engineering specifications as part of future applications.</p>	Refer Appendix A, B and C
Traffic and Transport <ul style="list-style-type: none"> Clarify the road network and connections to be established as part of the concept proposal and 	An amended road hierarchy has been prepared by Clouston at Appendix C . The revised road typologies have been incorporated into the Design Guidelines and Urban Design Report.	Refer Appendix A, B and C

Agency/Comment	Response	Reference
integration of these roads with the future road network connections outside the Precincts.	<p>Under the proposed road hierarchy, a new road of a 'Main Street' typology would connect to the existing road stub at Guragura Street and extend it south to create the main vehicular link to local roads flanking Lots D, E and F. The road stub from Decora Drive would be extended south before turning west to provide a local T connection with Guragura Avenue.</p> <p>The Design Guidelines have been revised to show the proposed road network within the site at sections 3.1 and 4.3 to demonstrate how future road connections could be made to the existing road network, this includes:</p> <ul style="list-style-type: none"> • A proposed road bridge connection over Elizabeth Macarthur Creek to Colonial Avenue. • A proposed pedestrian bridge connection over Elizabeth Macarthur Creek to Wenden Avenue. • A potential future crossing over Elizabeth Macarthur Creek extending from the proposed Local Urban Park to John Lewis Drive Reserve. 	Refer Appendix A, B and C
<ul style="list-style-type: none"> • Revise the Traffic and Transport Assessment in response to advice from TfNSW. 	A revised TTA has been included with the RtS in response to comments from TfNSW. Responses to the matters raised by TfNSW are provided further on in this matrix.	Refer Appendix D and E
<p>Other Matters</p> <ul style="list-style-type: none"> • Request to respond to the biodiversity, flooding and funding arrangements. 	<p>Specific responses to matters raised by EES (formerly OEH) and THSC are provided further in this matrix and in appendices submitted as part of this RtS that include:</p> <ul style="list-style-type: none"> • a revised Stormwater Management Plan (SMP) addressing comments on flooding at Appendix G • a revised BDAR at Appendix H • a revised Riparian Assessment at Appendix I. <p>Details of funding arrangements for infrastructure upgrades will form part of a Letter of Offer that is being prepared by Landcom and will be provided to DPIE and THSC in due course.</p>	Refer Appendix G, H and I
2. DPIE – Open Space		
The proposed precinct should align with and support the following Premier's Priorities:	A key objective of the Kellyville Station Precinct is to deliver a vibrant TOD community with up to 1,910 new residential dwellings that fosters high patronage of the Sydney	Refer Appendix A, B and C

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Increase the proportion of homes in urban areas within 10 minutes walk of quality green, open and public space by 10 per cent by 2023. 	<p>Metro network, supporting bus and T-Way services alongside new open space infrastructure. Key open space and soft landscape areas associated with the Kellyville Station have already been delivered under SSI-5414, including a plaza area directly adjacent to Kellyville Station, landscape verges separating road and footpath links and the commuter car park.</p> <p>The site has been designed to locate all residential areas within 200m of formal open space ranging from riparian breakaway spaces, the Station Plaza, a central Local Urban Park and a Viaduct Park.</p> <p>The number of new dwellings and area of open space that will be delivered in the Precinct will contribute to the 10% target set by the Premier's Priorities progressively as the site is developed over subsequent stages.</p>	<p>Refer Appendix A, B and C</p>
<ul style="list-style-type: none"> Increase the tree canopy and green cover across Greater Sydney by planting one million trees by 2022. 	<p>Clouston has prepared a revised street tree planting scheme as part of this RtS. Based on the revised spacing and street typologies, the strategy is anticipated to provide an increased tree canopy from 36.9% to 55.1%. This percentage satisfies the Greater Sydney Commission's urban tree canopy coverage of 40% and would also contribute to the target of planting one million trees by 2022. The Design Guidelines have also been updated to require a minimum 40% canopy coverage across the Kellyville Station Precinct.</p>	<p>Refer Appendix B and C</p>
<p>Design Guidelines</p> <ul style="list-style-type: none"> It is recommended that the proponent provides scale models of the precinct to demonstrate that the proposed heights and scale of the building will not create excessive overshadowing that would affect the comfortable use of the open spaces proposed. 	<p>Future applications for towers will be required to demonstrate consistency with the solar access objectives and controls proposed under this concept SSDA at which time it could be more appropriate to provide scale models.</p> <p>It should be noted the reference scheme provided in the design documentation is only one possible outcome of future building forms. Specific approval of the reference scheme is not sought under this concept SSDA.</p> <p>The Design Guidelines provide a reference scheme and solar access controls. These include:</p>	<p>Refer Appendix A and B</p>

Agency/Comment	Response	Reference
	<ul style="list-style-type: none"> Requiring future development on Lot A and B combined to ensure a minimum of 70% of the Station Plaza open space receives four or more hours of direct sunlight during the winter solstice. Requiring future development on Lot C to be designed to ensure at least 80% of the urban park receives four or more hours of direct sunlight in the winter solstice. <p>The Design Guidelines provide indicative building envelopes that apply these solar access controls in addition to the requirements of SEPP 65 and the ADG to demonstrate future buildings can be delivered within each development block. Future applications for the detailed design of towers will be required to demonstrate consistency with the solar access objectives and controls proposed under this concept SSDA at which time it could be more appropriate to provide scale models.</p>	Refer Appendix A and B
<ul style="list-style-type: none"> The Urban Design Guidelines should specify minimum dimensions and road frontages for all open spaces to ensure accessibility and usability. 	<p>Stage 1 of this concept SSDA seeks approval for principal subdivision to create lots for these areas of open space. This plan details the edge lengths of all proposed open spaces as part of proposed allotments.</p> <p>The Design Guidelines have been updated at section 4.2.1 to specify Minimum Open Space areas. Minimum Open Spaces areas consist of:</p> <ul style="list-style-type: none"> A Station Plaza of 1,600m² Two riparian break away spaces of 2,375m² and 3,400m² each – totalling 5,775m² Local Urban Park 6,600m² Viaduct Park 10,462m². <p>These areas are largely dictated by the aim to provide key areas of open space in highly accessible locations that are connected by the proposed road hierarchy. Specifying a minimum area for these open space areas is considered more appropriate compared to requiring specific road frontages as it would allow greater flexibility in future embellishment works.</p>	Refer Appendix A and B

Agency/Comment	Response	Reference
	<p>The length of open space frontages to roads would be confirmed as part of the detailed design for crossover locations and ground floor uses under future applications.</p> <p>Access points to open space would favour pedestrian and cycle access. Details of links from roads to open space would be progressed as part of future applications.</p>	Refer Appendix A and B
<ul style="list-style-type: none"> Proposed size of open space should consider the required area for tree planting to ensure an adequate usable area for passive and active recreation. This recommendation is based on the Design Guidelines principle for open space to take precedence over street tree planting, potentially creating competing use of open space for urban amenity and community recreation. 	<p>Street tree planting will play a key role in providing urban tree coverage across the Kellyville Station Precinct. Detailed embellishment of the Station Plaza, Local Urban Park and Viaduct Active Space will form part of future applications and therefore, specifics on the area of landscaping are not currently available. Each space is located in a defined character area which would influence its use between urban amenity and community recreation. While local landscaping will be undertaken in future public open spaces, the core aim is to provide recreation space for future residents.</p>	Refer Appendix B and C
<p>Urban Canopy</p> <ul style="list-style-type: none"> It is recommended that either the Design Guidelines or the Landscape Masterplan and Open Space Strategy model how the urban canopy coverage can be achieved using the proposed tree centres. 	<p>Clouston has prepared revised tree canopy calculations as part of an updated Landscape Masterplan, based on revised street tree spacings. This includes spacing of 8.5m in laneways and local roads and 15m along the 'Main Street' typology. Street tree plantings have been integrated with carparking across all proposed road typologies under the Design Guideline and Landscape Masterplan. Updated tree cover calculations indicate the urban canopy coverage across the concept SSDA site for the Kellyville Station Precinct would increase from 36.9% to 55.1%.</p> <p>With respect to landscaping on private lots, sections 4.4.8 and 4.4.9 of the Design Guidelines includes controls for landscaping and green roofs that would be addressed under future applications. These controls require:</p> <ul style="list-style-type: none"> at least 25% of the lot area for a future application in the Residential Core Character Area to be provided as a deep soil zone. to provide at least one, 1,000 litre tree for every 200m² of open space in a deep soil zone. each future DA to provide a green roof that is at least 20% of the total roof area not being used for solar generation. 	Refer Appendix A, B and C

Agency/Comment	Response	Reference
	<ul style="list-style-type: none"> any green roof to provide a substrate depth of 150mm to support plant root systems. 	Refer Appendix A, B and C
<ul style="list-style-type: none"> Tree species selection will need to consider impacts of the changing climate on species viability. It is recommended that a diverse palette is implemented to ensure urban canopy health and longevity. 	<p>The updated Landscape Masterplan and Design Guidelines now provide a range of preferred species plantings based on performance criteria including mature height, canopy spread and their ability to provide a diverse range of foliage for an improved streetscape. Proposed trees along main streets include:</p> <ul style="list-style-type: none"> Eucalyptus amplifolia (Cabbage Gum) Eucalyptus crebra (Narrow-leaved Ironbark) Eucalyptus moluccana (Grey Box) Eucalyptus tereticornis (Forest Red Gum) <p>Proposed trees along local streets include:</p> <ul style="list-style-type: none"> Fraxinus oxycarpa 'Raywoodii' (Claret Ash) Pyrus calleryana (Callery Pear) Sapium Sebiferum (Chinese Tallowood) <p>Proposed trees along laneways include:</p> <ul style="list-style-type: none"> Prunus cerasifera 'Nigra' (Black Cherry Plum) Ulmus parvifolia (Chinese Elm). <p>Specific species selection will be confirmed as part of future applications to ensure viability and longevity.</p>	Refer Appendix B and C
<ul style="list-style-type: none"> It is recommended that the proponent review and amend the proposed setback dimensions to allow for appropriate tree planting to be established. For an urban canopy coverage to meet State Government targets, trees will need to be established in both the public and private domain. 	<p>The road typologies proposed within the Design Guidelines include generous verges to provide space for street tree plantings to develop a full canopy. Detailed street planting along each typology is provided in the revised Landscape Masterplan by Clouston. Updated canopy cover calculations demonstrate the Greater Sydney Commission's 40% canopy cover target can be achieved via street plantings.</p>	Refer Appendices A, B and C

Agency/Comment	Response	Reference
3.DPIE – Water and NRAR		
<ul style="list-style-type: none"> The project proposes to impact on the inner fifty percent of the vegetated riparian zone. This proposal is not aligned with the Guidelines for Controlled Activities on Waterfront Land (NRAR 2018) and should make appropriate adjustments to ensure compliance. 	<p>The extent of the concept SSDA site has been amended to ensure impacts to the inner 50% of vegetated riparian zones (VRZ) is avoided. Refer to section 6.3 of the revised BDAR at Appendix H.</p>	Refer Appendix H
<ul style="list-style-type: none"> The project proposes to offset riparian vegetation within the designated open spaces. This offset area should be fully structured riparian vegetation and consistent with the Guidelines for Controlled Activities on Waterfront Land (NRAR 2018). 	<p>Two areas of the masterplan layout encroach into 0.309ha of VRZ land associated with Elizabeth Macarthur Creek. These areas are located near the intersections of Decora Drive and Darani Avenue and Decora Drive and Wuban Avenue. Where such an encroachment occurs, the loss of area must be compensated on a 1:1 ratio with fully structured riparian land elsewhere.</p> <p>Ecological Australia has prepared an updated Riparian Assessment at Appendix I. Figure 35 of the assessment illustrates the two potential offset areas to compensate for the encroachment into the VRZ. These areas total 0.43ha in area. Both areas are located outside of any proposed public open space, road or pathway.</p> <p>The updated assessment and mapping also amends the development footprint to exclude any land associated with the 50% VRZ of Elizabeth Macarthur Creek.</p> <p>These offset areas are proposed to be revegetated in accordance with the Guidelines for Controlled Activities on Waterfront Land (NRAR 2018) and Guidelines for vegetation management plans on waterfront land (Department of Primary Industries - Water, 2012). The assessment recommends initial works consisting of weed control and the preparation of a Vegetation Management Plan (VMP). The VMP would be developed in accordance with the objectives of the Elizabeth Macarthur Creek Trunk Drainage Concept Design (AAJV, 2017) commissioned by Sydney Water. Additional restoration works would be confirmed as part of the VMP but are likely to include</p> <ul style="list-style-type: none"> Revegetation with plantings to stabilise creek banks 	Refer Appendix I

Agency/Comment	Response	Reference
	<ul style="list-style-type: none"> Habitat features such as runs, pools, riffles, fringing reeds, woody debris and gravel. <p>Detailed revegetation species and a maintenance schedule would be provided in the VMP to ensure habitats and microclimates can be provided in these areas.</p>	Refer Appendix I
4. DPIE Technical Review		
<p>General</p> <ul style="list-style-type: none"> There has been limited identification of measures to encourage sustainable travel including walking, cycling (bicycle parking and end-of-trip facilities), public transport, car-sharing and rail / bus integration. 	<p>The concept SSDA seeks to build upon sustainable travel infrastructure along Old Windsor Road to encourage residents and workers to use other modes of transport and decrease the reliance on private car ownership and use. The overall concept SSDA site is within 800m of Kellyville Station and would be readily accessible to residents and workers across the Kellyville Station Precinct. The Masterplan also ensures all future residents and workers are within 10 minutes walk from an item of public open space ranging from the Station Plaza, Elizabeth Macarthur Creek or the Local Urban Park.</p> <p>Furthermore, the Masterplan and Design Guidelines would establish a design framework that promotes active transport and a would encourage a travel mode shift away from private car use by providing:</p> <ul style="list-style-type: none"> active transport infrastructure with a walking/cycling path along Elizabeth Macarthur Creek a pedestrian and cycle connections over Elizabeth Macarthur Creek connecting to Wenden Avenue a vehicle and pedestrian connection over Elizabeth Macarthur Creek to Colonial Avenue/Arnold Drive a potential future connection across Elizabeth Macarthur Creek to Lewis Jones Drive Reserve a road hierarchy that provides a Main Street around the Station Plaza for bus circulation 	Refer Appendices A, B, D and E

Agency/Comment	Response	Reference
	<ul style="list-style-type: none"> • a through site link over Lot B to promote pedestrian and cyclist movement to and from the station, passive recreation and retail areas • a road bridge with pathways across Elizabeth Macarthur Creek connecting to Colonial Avenue • wide footpaths that integrate with existing roads to promote walking • regular east/west streets in the Residential Core and open space with requirements for pedestrian crossings at regular intervals • car parking rates for residential, retail and commercial uses that encourage public transport use along with car share spaces in the Design Guidelines • controls for end of trip facilities as part of future applications • bicycle parking rates and controls for retail, commercial and residential uses. <p>Future applications for built form will also detail end of trip facilities as a means of encouraging sustainable travel.</p>	Refer Appendices A, B, D and E
<ul style="list-style-type: none"> • The development of a Travel Plan is considered to be prudent as part of downstream development applications to encourage sustainable travel behaviour. Clarification would be needed as to who would be responsible for preparing the Travel Plan and subsequently delivering the Travel Plan measures. 	<p>The TTA has been updated at section 10.6 to detail potential green travel management measures for the Kellyville Station Precinct. This includes specified targets such as a target car mode share of 47.5% (compared to the existing car mode share of 70% in The Hills LGA). Other proposed actions that would be implemented by others under future applications include:</p> <ul style="list-style-type: none"> • Potential provision of a community shuttle bus • Promoting walking by providing high quality pedestrian amenities and links • Car share schemes. <p>As sustainable travel measures are encouraged in the Design Guidelines, future applications will need to demonstrate consistency with the development controls proposed under this concept SSDA. Future applications will also be accompanied by</p>	Refer Appendix B and D

Agency/Comment	Response	Reference
	additional traffic and transport assessments to confirm the impacts of future built for and associated traffic generation is consistent with the concept SSDA. In the event future applications are declared SSD, this plan would likely form part of any accompanying SEARs.	Refer Appendix B and D
Trip Generation <ul style="list-style-type: none"> Trip generation information requires clarification / amendment: the trip generation for retail land use in 2026 (refer to Table 9.4 of the TTA) is incorrectly low based on the trip generation rates and development staging: Kellyville station precinct should be 61 vph in AM peak hour and 122 vph in PM peak hour. Moreover, the trip generation for retail land use in 2036 (refer to Table 9.5 of the TTA) is also incorrectly low: Kellyville station precinct should be 243 vph in AM peak hour and 487 vph in PM peak hour. 	The retail floor area shown in the staging plan accompanying the concept SSDA are GFAs. Trip rates are based off a gross lettable floor area (GLFA), which excludes back of house areas and spaces normally included in the definition of GFA to calculate the FSR for a development. To derive trip generation rates for assessment, a GFA area is converted to GLFA using a factor of 0.85. The TTA has been updated to include a note at Table 9.4 to advise of this conversion.	Refer Appendix D
Infrastructure Upgrades <ul style="list-style-type: none"> Future 2026 and 2036 road network / intersection operations deteriorate significantly [sic]. This deterioration needs to be addressed by either increasing / improving the road infrastructure upgrades and/or reducing trip generation by increasing nonprivate vehicle travel to / from the two station precincts. 	<p>Addressing the background traffic growth is a matter for TfNSW to progress as part of government led road upgrade projects. The TTA recognises the currently planned road network improvements are insufficient to accommodate the future growth in population and employment in the region. The network improvements proposed by the TTA and this concept SSDA are intended to mitigate the impact of traffic from the Kellyville and Bella Vista Station Precincts only and do not seek to address background traffic.</p> <p>The trip generation rates used in the TTA already include reductions to account for a lower provision of parking supply proposed, particularly the commercial land use in order to minimise the trip generation in both the Kellyville and Bella Vista Station Precincts. Further reductions in residential car parking supply also has been recommended by TfNSW with the same objective of reducing the traffic impacts and shifting trips to alternative modes.</p>	Refer Appendix D and E

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> For the proposed / planned road infrastructure upgrades, it is unclear when they would occur and in particular, whether they would be staged to reflect the staging of the proposed station precinct developments for both Kellyville and Bella Vista. 	<p>Landcom will engage with THSC on local infrastructure provisions and appropriate staging as part of the Letter of Offer currently being prepared.</p> <p>No physical construction works are proposed under this concept SSDA. Necessary infrastructure upgrades are likely to be provided in a staged manner with details to be agreed with THSC.</p>	N/A
<ul style="list-style-type: none"> The intersection of Windsor Road / Old Windsor Road is forecast to deteriorate significantly in level of service during the AM peak period (LoS C to LoS F in 2026 and LoS D to LoS F in 2036) yet it is unclear why no improvements are proposed 	<p>The TTA identified that the existing utilisation of the right turn lane into Windsor Road is very low based on traffic surveys undertaken by Sydney Metro on weekdays and Saturdays. The volumes forecast by the traffic model appear to be based on an overestimation of the attractiveness of Windsor Road as a viable alternative. The alternative route is 1.2km longer and has two extra sets of traffic signals. Based on current utilisation there would be minimal need to add more capacity via a second right turn lane when existing right turn bay is so under-utilised.</p>	Refer Appendix D
<p>Parking and Access</p> <ul style="list-style-type: none"> There is inconsistency between the retail parking rate shown in Table 10.3 of the TTA (50 sqm per space) and the commentary in Section 10.3 and Table 10.4 of the TTA (60 sqm per space). 	<p>A revised TTA is provided with this RtS that provides a note to this rate, clarifying it was derived from the December 2015 Draft Kellyville Station Precinct DCP. This concept SSDA would still seek to apply a variable parking rate ranging from:</p> <ul style="list-style-type: none"> a minimum of 1 space per 130m² a maximum of 1 space per 60m². <p>This car parking rate range is also reflected in the additional car parking memorandum prepared by SCT, to align the proposed car parking rates with those recommended by TfNSW and derived from the <i>Guide to Traffic Generating Development</i>. These rates are also reflected in the Design Guidelines.</p>	Refer Appendix B, D and E
<ul style="list-style-type: none"> Visitor parking spaces shown in Table 10.5 of the TTA do not align with the residential development yield (number of units). The figures in Table 10.5 would indicate 2,170 units for [the] Kellyville Station Precinct, which is inconsistent with the residential development 	<p>The parking calculations provided in Table 10.5 of the TTA are for the entire Kellyville Station Precinct Site as identified in the DPIE finalisation report, which is broader than the concept SSDA site, and includes other land holdings in addition to the government owned land. The total number of residential dwellings is 2,277 for Kellyville and 4,554 for Bella Vista when all other land holdings are included. The TTA has also been updated to provide consistent visitor parking rates with the Design Guidelines.</p>	Refer Appendix D and E

Agency/Comment	Response	Reference
yield indicated in Section 2.3 of the TTA (1,804 units for Kellyville).		Refer Appendix D and E
<ul style="list-style-type: none"> There is limited assessment of service vehicle / loading facilities and access locations especially for the retail / commercial land uses. This includes delivery route movements, refuse collection access, etc 	<p>The TTA has been updated to address service vehicle access at sections 9.5.1.2 and 9.5.1.3. While details of service access points for the retail site on Lot A would be confirmed as part of the detailed design process, it is likely it will be located off Decora Drive. Service vehicles in the initial stages of the development would reach the crossover location off Samantha Riley Drive.</p> <p>Service vehicles would also use Decora Drive, Guragura Street, Darani Avenue and Wuban Avenue as required to reach driveways and loading docks as needed by future uses. Service vehicle access to the retail site on Lot A would be via left-in/left-out arrangement with a turning table provided within the site to allow trucks to leave without reversing into Decora Drive.</p> <p>Service vehicle access via Colonial Street/Arnold Avenue and Memorial Avenue may not occur until such time the connections from the concept SSDA site are made to these roads.</p> <p>Section 6.10 of the Urban Design Report and section 4.2.2 of the Design Guidelines identify road frontages where vehicular access is prohibited, discouraged and preferred. These controls seek to reduce the potential conflict between pedestrians and road users by:</p> <ul style="list-style-type: none"> Discouraging direct access off main streets such as Decora Drive and Guragura Street Discouraging access from block edges fronting open space Sharing loading docks for waste collection and goods servicing. <p>Detailed assessment of access points would be undertaken as part of future detailed applications and would confirm access locations, waste collection points, swept paths</p>	Refer Appendix B and D

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	<p>and loading areas in accordance with THSC's engineering specifications and Australian Standard 2890.</p> <p>However, the Design Guidelines have been updated to provide a road hierarchy that can accommodate up to an 8.8m rigid vehicle. Further design and testing would be done under future DAs for retail servicing on Lots A and B if larger vehicles are required to access these areas.</p>	Refer Appendix B and D
<p>Public Transport</p> <ul style="list-style-type: none"> There is no provision of forecast trips for public transport use including for bus services, rail (Metro) services and taxi / ride-share services. 	<p>Jacobs has advised this information can only be provided using the strategic transport model which is not part of the scope of TTA provided with the RtS. Future Applicants are to assess the impacts with forecasts to be obtained from the relevant public agencies. The trip generation rates used in the TTA are benchmarks against rates at similar TOD developments. Bus routes and frequencies have been updated in section 7.2 of the TTA to reflect current services.</p>	Refer Appendix D
<ul style="list-style-type: none"> No assessment of point-to-point services (e.g. taxis, ride-share) including current conditions / activities or forecast trips to be generated 	<p>These details will be covered for individual development blocks at the time each future DA is prepared and lodged. The current study is at site wide master-planning level.</p> <p>Car share spaces have been included in the Design Guidelines and a general assumption that one share car space would reduce car parking demand by three normal spaces has been included.</p> <p>A kiss and ride point was delivered as part of SSI-5414 on the western side of Guragura Street to the north of the station. Two kiss and ride areas are located on both sides of Guragura Street to the south of the station. A taxi rank was also delivered on the western side of Guragura Street.</p>	Refer Appendices D and E
<ul style="list-style-type: none"> Bus services in the area should be updated to reflect service changes. 	<p>References to bus services have been updated in the TTA to reflect current operations.</p>	Refer Appendix D
<p>Active Transport</p> <ul style="list-style-type: none"> There is no provision of forecast trips for pedestrians and cyclists using the Station Precincts including for 	<p>This information can only be provided using the strategic transport model which is not part of the scope of the revised TTA provided with the RtS. Future Applicants will be required to assess the impacts with forecasts obtained from the relevant public</p>	Refer Appendix A, B and D

Agency/Comment	Response	Reference
the residential, retail and commercial development components.	<p>agencies. Notwithstanding, the trip generate rates used in the TTA are benchmarks against rates at similar TOD sites.</p> <p>Notwithstanding, the location and size of footpaths, cycle paths and the orientation of open space and plaza areas have been designed to accommodate the expected pedestrian flows to and from destinations in the Kellyville Station Precinct. The layout of this future infrastructure aims to allow high volumes of pedestrian traffic to freely move throughout the site to reach dwellings, retail, office areas, open space areas and transport nodes.</p>	Refer Appendix A, B and D
<ul style="list-style-type: none"> Identify bicycle parking locations, especially for residential and commercial land uses and how these locations would interact with the surrounding cycle path facilities. 	<p>The Design Guidelines encourages bicycle parking to be located near major retail destinations in a manner that is integrated with the public environment, Due to the indicative nature of the concept SSDA, specific locations for bicycle parking cannot be provided, as these are likely to change as future DAs are progressed and would need to be coordinated with entry points to retail, commercial and residential buildings.</p> <p>Based on the areas of future residential, retail and commercial uses, the TTA anticipates up to 759 bicycle parking spaces would be provided for residential use plus 190 for visitors, 14 for retail uses and 11 for use by shoppers or visitors.</p> <p>The Design Guidelines have been updated to require public bicycle parking to be located near major retail areas and clustered into a maximum of 16 spaces.</p>	Refer Appendix B, and D
<p>Cumulative Impacts</p> <ul style="list-style-type: none"> Notes no cumulative assessment was undertaken, but that future development was factored into the assessment. 	Cumulative impacts have been covered throughout the TTA. Cumulative traffic including park and ride traffic, background growth and new development on adjacent, unrelated land holdings have been included in the latest trip matrices that were used in the assessment.	Refer Appendix D

Agency/Comment	Response	Reference
5. The Hills Shire Council		
Approval Pathway for Future Applications <ul style="list-style-type: none"> It is recommended that the criteria for State Significant Development continue to be limited to principal subdivision and the creation of roads, excluding development of individual sites regardless of the capital investment value. This approach will also ensure that future applications are able to be assessed through the established local assessment and approval process, including consideration by the Sydney Central City Planning Panel and Council's Design Review Panel which comprise of members with suitable local knowledge and expertise. 	<p>This application constitutes a concept DA under 4.22 of the EP&A Act, and future DAs may include further subdivision or the construction of roads. Clause 12 of the SRD SEPP would potentially declare those future applications as SSD. DPIE, under the Minister's delegation, would be the consent authority in this event. However, this decision would be made at the discretion of the DPIE upon determination of this SSDA pursuant to clause 4.37 of the EP&A Act.</p> <p>Future applications will consider the relevant thresholds to be declared SSD under the SRD SEPP as needed. The two relevant thresholds currently in force are:</p> <ul style="list-style-type: none"> Schedule 1, Clause 19(2)(a) for development within a rail corridor or associated railway infrastructure with a capital investment value of over \$30 million for commercial or residential accommodation purposes Schedule 2, clause 13 for principal subdivision for major lots or public domain areas or the creation of new roadways and associated works. <p>In the event DPIE declare future stages to not constitute SSD, Landcom requests a determination maintains the existing SSD declaration thresholds under clause 19, Schedule 1 and clause 13, Schedule 2 of the SRD SEPP.</p>	N/A
Infrastructure Delivery Mechanism <ul style="list-style-type: none"> Confirm status of VPA letter of offer. 	Details of Landcom's Letter of Offer is still being confirmed and will be provided to THSC and DPIE in due course.	N/A
Embellishment of Caddies Creek <ul style="list-style-type: none"> It is expected that the full cost of embellishment of this facility will be funded by Landcom and secured through a mechanism which addresses local infrastructure as part of the current SSDAs. 	A Letter of Offer is being prepared by Landcom and will be submitted to THSC in due course. The offer will detail the delivery mechanisms for local infrastructure demands.	N/A
Creek Crossings	The Urban Design Report and Design Guidelines propose the following connections over Elizabeth Macarthur Creek:	Refer Appendix A, B and C

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Clarification is required regarding which creek crossings are proposed to be funded and/or delivered as part of the subject SSDAs. 	<ul style="list-style-type: none"> one pedestrian footbridge from the intersection of Decora Drive and Darani Avenue to Wenden Avenue. one vehicular road bridge connecting to Colonial Street. 	Refer Appendix A, B and C
Urban Plazas <ul style="list-style-type: none"> Clarification is required regarding the responsibility for embellishment of the proposed plaza and ongoing maintenance obligations and arrangements where these remain in private ownership. 	Embellishment details of the Station Plaza and open space areas would be detailed as part of future applications. Landcom intends for the Station Plaza to be designed and embellished by a future developer. The space would remain in private ownership, however, it would be made publicly accessible at all times. The ongoing maintenance of the space would also be managed by the future private owner. The funding and management framework for this would be confirmed as part of a future DA.	Refer Appendix A
<ul style="list-style-type: none"> Concern is raised with respect to the 'divided' nature of the Kellyville Town Centre plaza / park (KV1). There would be greater benefit in consolidating this space to improve its function, useability and amenity. 	Following a review of the Station Plaza, the Design Guidelines have been revised to consolidate the Station Plaza onto Lot B. Additional controls have also been added to require this space to be at least 1,600m ² in area.	Refer Appendix A, B and C
Schools <ul style="list-style-type: none"> Provision of a school site in the Kellyville Station Precinct. 	<p>No school site is proposed for the Kellyville Station Precinct. Early discussions on the project with the Department of Education (DoE) advised the development of the Bella Vista and Kellyville Station Precincts would generate demand for one new primary school. This is supported by the findings by Elton in the Social Impact Assessment. The DoE advised the site for this one additional primary school should be located in the Bella Vista Station Precinct. Students from the Kellyville Station Precinct would fall within the enrolment catchment for this school site.</p> <p>Based on demographic trend analysis, it is assumed that around 3% of the population will be of high school age, creating potential new demand for approximately 400 high school places. Based on existing trends, it can be expected at least 30% of this demand will be met by the private school sector. It is assessed that the estimated remaining public school demand of around 280 enrolment places can be accommodated within existing nearby high school facilities (Glenwood High School, Rouse Hill High School, Crestwood High School and Kellyville High School).</p>	Refer to Appendix M of the EIS for the Social Impact Assessment.

Agency/Comment	Response	Reference
Kellyville Neighbourhood Park <ul style="list-style-type: none"> References to KV2 'Neighbourhood Park' should be amended to 'Local Urban Park (High Density Areas)' to reflect Council's hierarchy within the recently adopted Recreation Strategy. 	<p>References to KV2 have been updated in the Design Guidelines, Urban Design Report and Landscape Masterplan.</p>	<p>Refer Appendix A, B and C</p>
Masterplan and Design Guidelines <ul style="list-style-type: none"> The guidelines need to have a level of detail equivalent to a DCP and should be expanded to detail: <ul style="list-style-type: none"> Unit mix and apartment size - future apartment development should comply with Council's housing mix and diversity criteria, as specified within Clause 7.12 of TLEP 2019 Common and private open space Character objectives and controls. 	<p>SJB has revised the Design Guidelines in response to THSC's submission.</p> <p>It is noted clause 7.12 of THLEP provides housing diversity targets for specified sites on the FSR maps identified as 'Area A'. The Kellyville Station Precinct is not mapped as 'Area A' and therefore, clause 7.12 does not apply to this SSDA.</p> <p>Additional controls for communal open spaces have been provided at section 7.7 of the Design Guidelines including a minimum provision of 10m² of communal space per dwelling, specifying a minimum of 50% of communal open space is to be located at the ground floor and communal courtyard requirements.</p>	<p>Refer Appendix A and B.</p>
<ul style="list-style-type: none"> GFA and yield ranges for each lot should be included on the plans that form part of the SSDA. 	<p>GFA and yield ranges have been included on the plans seeking approval under this concept SSDA.</p>	<p>Refer Appendix A and B.</p>
<ul style="list-style-type: none"> Council does not support the setback variations. 	<p>While the concept SSDA does not involve the construction of any built form, a clause 4.6 variation request has been prepared for abundant caution as the application seeks approval for Design Guidelines that will inform future development across the Kellyville Station Precinct to provide a consistent design framework that reflects TOD principles. A revised clause 4.6 variation addressing the revised building setback scheme is provided at Appendix L.</p> <p>The proposed setbacks scheme has been revised in response to further consultation with THSC to provide specific setback distances rather than setback ranges for specified development lots and uses.</p>	<p>Refer Appendix B and L</p>

Agency/Comment	Response	Reference
	<p>Strict compliance with the 5m setback under THLEP 2019 is considered unwarranted and unreasonable in this case as:</p> <ul style="list-style-type: none"> the underlying objectives of the setback development standard are achieved despite the variation to the controls the pre-existing environmental and site constraints restrict the concept SSDA's ability to achieving the project vision for the Kellyville Station Precinct the proposed flexible application of the development standard will create a better planning outcome than that which would be achieved by ensuring strict compliance with the 5m minimum building setback it is in the public interest as the concept SSDA is consistent with the objectives of the R1 General Residential and R4 High Density Residential land use zones under THLEP 2019 the concept SSDA proposes robust Design Guidelines that will satisfactorily guide future development within the station precinct to ensure a vibrant and active community with access to high levels of amenity is achieved the non-compliance with the 5m minimum building setback development standard is site specific and does not raise any matters of State and regional planning significance. <p>The setbacks at section 4.4.3 of the Design Guidelines have been revised to:</p> <ul style="list-style-type: none"> 0m for retail uses on Lot A 0m for retail frontages for Lot B 2m for non-commercial uses on Lot A 2m for residential uses for Lot B, except for the frontages to the Station Plaza 3m for residential uses on Lots C, D, E and F 5m for buildings in the residential core between 7 and 8 storeys. <p>Additional comments from the SDRP support the reduction in setbacks to 2m and 3m in residential areas and zero metres in commercial areas (with 3m podium setbacks) where the benefit to the public domain and/or increased private communal open space can be demonstrated.</p>	<p>Refer Appendix B and L</p>

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> An approach could be applied within the Bella Vista and Kellyville Precincts consistent with Council's adopted DCP controls for other station precincts (Showground and Castle Hill North) where a setback of 3 metres can be applied where apartment developments propose a 'terrace edge'. 	<p>The Design Guidelines have been updated to specify a 3m setback for buildings in the Residential Core over Lots C, D E and F. Section 4.4 of the Design Guidelines include provision of integrated terrace typologies, however this would be confirmed as part of future applications.</p>	<p>Refer Appendix B</p>
<ul style="list-style-type: none"> All street profiles should include a 2.5m shared path. and the design of new streets should present a uniform and logical profile. 	<p>Specific street typologies have been developed across the Kellyville Station Precinct to ensure each block is permeable and provides efficient access to pedestrians, cyclists and vehicle users. A full breakdown of these designs are provided in Table 5 and justification for the designs are provided in this cell and throughout Section 3.</p> <p>These road typologies also respond to the interface between public open space, Elizabeth Macarthur Creek, existing internal roads and future internal laneways for service access and seek to reinforce the place-based themes of each character area.</p> <p>The Urban Design Report and Design Guidelines seek to provide a 3.5m wide shared pedestrian and cycle route as part of the new extents of the 'Main Street' typology along Elizabeth Macarthur Creek and beneath the rail viaduct. A minimum control of 3.5m for these shared cycle/pedestrian paths along Elizabeth Macarthur Creek is now included in the Design Guidelines to ensure future needs of pedestrians and cyclists are sufficiently serviced by these proposed shared pathways.</p> <p>Local streets that provide an east/west connection between Lots D, E and F have a maximum footpath width of 2m. A 2m wide pathway is considered an appropriate design response for these lots as they are located in the heart of the Residential Core Character Area as these local streets are not intended to perform as the main pedestrian and cycle route across the Kellyville Station Precinct. The Design Guidelines have been updated with specific bicycle objectives and controls at section 4.5.2.</p>	<p>Refer Appendix A, B and C</p>

Agency/Comment	Response	Reference
	Full details of the road sections are provided in the Urban Design Report, Design Guidelines and Landscape Masterplan.	Refer Appendix A, B and C
<ul style="list-style-type: none"> Specifying a minimum percentage of terrace style housing for certain sites would support the outcome of medium and high-density dwellings. 	<p>The Urban Design Report and Design Guidelines seek to provide a high degree of flexibility of built form typologies across the Kellyville Station Precinct. Due to the constrained nature of the development blocks, which are limited by the rail viaduct to the west and Elizabeth Macarthur Creek to the east, specifying terraces would restrict other medium density typologies from being delivered. Landcom has a preference to provide maximum flexibility for future medium density dwelling types and has therefore not proposed to require a minimum percentage of terrace style housing. However, the Design Guidelines have been amended to encourage integrated terraces in ground floor elements of residential flat buildings.</p>	Refer Appendix A and B
<ul style="list-style-type: none"> Clarification should be provided of whether the proposed building envelopes are inclusive of plant and lift overruns. These features should not protrude about the maximum permissible building height unless fully integrated into the design of an architectural roof feature in accordance with Clause 5.6 of The Hills LEP 2012. 	<p>The proposed height of buildings accommodates the total height of building, including lift over runs. Proposals at the next stage of planning will need to comply with the provisions of the LEP. The SSDA is not seeking additional height.</p>	Refer Appendix A.
<ul style="list-style-type: none"> Concern is raised with respect to the visual bulk of buildings which in some cases exceed 65 metres in length. It is recommended that a control be applied within both Precincts which is consistent with the adopted DCP controls for other station precincts (Showground and Castle Hill North) and imposes a maximum building length of 65 metres. 	<p>The Design Guideline has been amended to provide a control for built form articulation at section 4.4.6. This specifies buildings / street walls longer than 50m (such as in the station precinct) must be articulated with a significant recess (at least 3m deep and 6m wide) every 50m.</p> <p>The Design Guidelines designate a maximum building length of 70m for residential flat buildings in the Residential Core Precinct.</p> <p>The Design Guidelines now also require the provision of a through site link across Lot B which will further break up future built form.</p>	Refer Appendix B

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<ul style="list-style-type: none"> Laneways should be appropriately activated to avoid these becoming dormant / unsafe spaces. 	<p>The laneway/riparian perimeter road typology is proposed along Lots D, E and F fronting Elizabeth Macarthur Creek and would provide a generous 3.5m shared pathway. This will encourage active use of the creek interface to ensure it is activated. As this road typology fronts lots that will contain residential development, the laneway space will receive passive surveillance from ground and upper floor windows and balconies. Street lighting along the road would be confirmed as part of the detailed design of the road and would ensure the space is illuminated. CPTED assessments may accompany future applications to respond to principles of natural surveillance, access control, territorial reinforcement and space management.</p>	<p>Refer Appendix A, B and C</p>
<ul style="list-style-type: none"> Wind testing criteria provided in the Showground DCP should be included in the Design Guidelines. 	<p>Wind testing for buildings over eight storeys has been included as a control in the Design Guidelines.</p>	<p>Refer Appendix B</p>
<ul style="list-style-type: none"> The street tree planting strategy should be revised for a maximum spacing of 10m. 	<p>Clouston has prepared a revised street tree planning strategy that provides a range of tree spacing from 8.5m on local streets and laneways, with one car park between trees and up to 15m on the Main Street with two car parks between trees. While the request for a narrower spacing of 10m is noted, Landcom considers the wider spacing along the Main Street, together with a structural soil system will allow the preferred tree species to develop a full canopy spread.</p> <p>The proposed tree spacing provides an improved canopy cover from 36.9% under the EIS up to 55.1% under this RtS. The Design Guidelines now include a control requiring the overall tree canopy of 40% across the Kellyville Station Precinct.</p> <p>Details of a structured soils system have also been incorporated into the Design Guidelines and Urban Design Report to detailed the necessary soil volumes for the street planting areas. Advantages of the proposed system include:</p> <ul style="list-style-type: none"> higher soil volumes under trafficked areas, without requiring soil compaction reduced impact on tree growth from in-ground services detaining higher volumes of urban stormwater after storm events greater tree root access to more in-ground water 	<p>Refer Appendix C</p>

Agency/Comment	Response	Reference
	<ul style="list-style-type: none"> increased mature canopy width and therefore increased shading of paths and parked cars allows more space for pedestrian movement on paths and cycle movement if adjoining a shared path ensures that street lighting can be spaced to avoid being covered by tree canopy. 	Refer Appendix C
<ul style="list-style-type: none"> It is recommended that parking rates for residential flat buildings be included within the Design Guidelines which are consistent with Council's housing diversity provision. 	<p>Following additional discussions with DPIE, and a review of the submission from TfNSW, the car parking rates have been revised to align with the rates recommended by TfNSW as the new minimum parking rates. These car parking rates have also been included in the Design Guidelines.</p> <p>The reduced car parking rates aim to deliver on best practices TOD principles by providing greater residential and employment density near the Kellyville Station, T-Way and feeder bus services. Providing higher car parking rates would undermine the objective to achieve a TOD community and the travel mode shifts for new residents.</p> <p>The decision to specify these parking rates is consistent with THSC's LSPS which identifies that:</p> <p><i>"Opportunities exist for reconsideration of existing car parking rates for residential and commercial developments in close proximity to public transport, where car ownership levels are typically lower. Reducing parking opportunities at both origin and destination will influence travel choices."</i></p>	Refer Appendix D and E
<ul style="list-style-type: none"> Parking rates be considered for commercial uses which are more in line with current requirements within the Shire of 1 space per 40m². 	<p>A core aim of the Bella Vista and Kellyville Station Precincts is to promote TOD principles and public transport use. To encourage TOD principles in the Kellyville Station Precinct a minimum retail car parking rate of 1 per 130m² and a maximum rate of 1 per 60m² of retail GFA is proposed.</p> <p>The proposed rates are consistent with the approved concept SSDA at Tallawong (SSD-9063) (residential) and supported by advice from SCT consulting. Further the ADG states that for sites that are within 800m of a railway station in the Sydney Metro Area, the minimum parking requirement for residents and visitors is set out in the <i>Guide to</i></p>	Refer Appendix D and E

Agency/Comment	Response	Reference
	<i>Traffic Generating Development</i> or as prescribed by the relevant Council (whichever is less). The Design Guidelines proposed amounts for residential is consistent with A Guide to Traffic Generating Developments for Metro Sub-Regional centres.	Refer Appendix D and E
<ul style="list-style-type: none"> Embellishment of [public domain] spaces which are being created needs to be clarified as part of this process, especially as it is the development itself which drives the need for these public domain areas. 	The embellishment of public domain and landscaped areas would occur as part of future detailed applications. This subdivision forms the first stage of development under this application. The staging of the development would be coordinated in a manner that would ensure commensurate open space is delivered in tandem with new residential and commercial development. Landcom intends to provide THSC with a Letter of Offer which will identify embellishment values for public open spaces.	N/A
<ul style="list-style-type: none"> The subdivision plan should be prepared by a registered surveyor. If plans created by an architect are relied upon it should be more clearly dimensioned with respect to the areas/boundaries proposed. 	<p>Landcom requests a condition of consent is imposed requiring a subdivision plan for open spaces is to be prepared by a registered surveyor.</p> <p>The mechanism for embellishment of these spaces is to be further discussed with THSC.</p>	Refer Appendix A
<ul style="list-style-type: none"> Ownership of the two 'riparian breakaway spaces' in Kellyville should be clarified regarding Council or Sydney Water ownership. 	<p>The riparian breakaway spaces areas are proposed to be transferred to THSC. These spaces are best owned and maintained by THSC. They will form part of the ultimate open space network, adjacent to the road in THSC ownership and the 3.5m shared path along Elizabeth Macarthur Creek. These two spaces will also ultimately be owned by THSC.</p> <p>Clouston has prepared a future ownership plan illustrating these spaces and others public open space across the Kellyville Station Precinct.</p>	Refer Appendix C
<p>Water Management <u>Orderly Development</u></p> <ul style="list-style-type: none"> The SSDAs need to consider orderly development in relation to the required stormwater drainage network and flood levels. It is acknowledged that staged development is proposed, however further progression of the SSDAs and future Development Applications 	<p>Indicative stating is provided at 6.15 of the Urban Design Report and would generally progress from north to south, however this is subject to change as future development is progressed. While no physical works are proposed under the concept SSDA, future DAs would need to consider and be designed to a flood planning level 500mm above the 100 year ARI level and also consider overland flow paths.</p> <p>In the event future applications are declared SSD, the requirement for those applications to demonstrate consistency with the earthworks, stormwater and flooding would likely</p>	Refer Appendix G

Agency/Comment	Response	Reference
<p>need to consider the management of stormwater and flooding with consideration to proposed filling of the land.</p>	<p>form part of any accompanying SEARs. Future DAs will need to consider the SMP accompanying this concept SSDA in confirming detailed stormwater designs.</p> <p>Temporary stormwater infrastructure may be required (e.g. pit and pipework and/or GPTs) if a developer wishes to proceed out of sequence.</p> <p>Management of flooding/filling</p> <p>Sydney Water's flood modelling in the AAJV report allows for the entirety of the site, except for SP2 Infrastructure zoned areas to be filled above the flood planning level of 100 year ARI plus 500mm. On this basis, consideration of staging versus flooding is not required. Stages containing flood-affected land can be developed in any sequence without further consideration of the effect on flooding due to the minimal flooding affectation over the site.</p>	<p>Refer Appendix G</p>
<p><u>Soil Contamination</u></p> <ul style="list-style-type: none"> Due to potential soil contamination, future development applications must include conditions that all soil is to be tested to determine suitability for re-use. 	<p>The EIS included a Stage 1 Preliminary Site Investigation Report prepared by JBS&G in accordance with <i>State Environmental Planning Policy No 55 – Remediation of Land</i>. It is acknowledged future applications would be required to include appropriate contamination and salinity assessments to confirm the suitability of the land, with or without remediation measures, as part of the assessment process.</p>	<p>N/A</p>
<p><u>Flood Planning Levels</u></p> <ul style="list-style-type: none"> Both SSDAs consider a flood planning level of 500mm above the 100 year Average Recurrence Interval (ARI) overland flow levels. A flood planning level against the 100 year ARI levels in Elizabeth Macarthur Creek was not specified. The justification given was that the developable land can be filled up to, or above the 100 year ARI level. Nevertheless, a freeboard of 500mm from the 100 year ARI in Elizabeth Macarthur Creek should be adhered to. 	<p>A flood planning level against the 100 year ARI levels in Elizabeth Macarthur Creek is defined and detailed in the AAJV report and drawings included in Appendix C and D of the SMP. Sydney Water's report and drawings include a suite of information for future developers to have regard to in the detailed design of future applications. A flood planning level of the 100 year ARI flood level plus 500mm freeboard is proposed and would be factored into the detailed design of future DAs.</p>	<p>Refer Appendix G</p>

Agency/Comment	Response	Reference
<p><u>On-site Detention</u></p> <ul style="list-style-type: none"> The SSDAs propose that on-site detention is not required due to the minimal change in flood levels expected as a result of the proposed development with predicted 90%-100% imperviousness. The minimal impact was stated to be approximately 20mm at the most impacted location. Further submission should be made which details and/or models how the determination of 20mm was calculated. Without review of this information Council is unable to support this claim. Regardless of flood impact, to reduce erosive impact and instability within the waterway corridor as a result of the proposed developments increased imperviousness, on-site detention ought to be considered. 	<p>It is maintained that on-site detention is not required for the proposed development. The reference to a 20mm impact in the previous reports was in error and has been removed from the amended SMP.</p> <p>The revised SMP contains:</p> <ul style="list-style-type: none"> the Sydney Water AAJV Report for Elizabeth Macarthur Creek at Appendix C trunk drainage drawings for Elizabeth Macarthur Creek based off this report at Appendix D Sydney Water's Feasibility Letter at Appendix E concept stormwater plans for Kellyville at Appendix F. <p>The AAJV Report adopted the flood modelling done for the Rouse Hill Flood Study. The Rouse Hill Flood Study itself made allowance for future development within its study area. The underlying flood modelling adopted an average impervious percentage of 66% (based off a significantly larger study area) for future development which includes the concept SSDA site. In respect to the design of future flood mitigation works as part of future urban development, neither the AAJV Report or the Rouse Hill Flood Study reference the need to provide additional on-site detention.</p> <p>The concept SSDA builds on works constructed under SSI-5414. SSI-5414 included stormwater catchment plans that made allowance for development lots to be 90 to 100% impervious. On this basis, allowance has been made for stormwater runoff from future private development to discharge to the public stormwater network un-detained. This further reinforces the view that no on-site detention is considered necessary. Copies of these catchment plans are included with the revised SMP.</p> <p>As no detention is required to facilitate future development of proposed lots, the proposed public stormwater network that would be constructed under future DAs will be sized to convey the unattenuated minor design storm runoff flows from proposed lots on the assumption that the proposed lots will be fully developed in the future (90% - 100%</p>	<p>Refer Appendix G</p>

Agency/Comment	Response	Reference
	<p>imperviousness). It is noted that the existing stormwater installed by NRT is sized for this percentage of impervious area for future development lots within the Site.</p> <p>Finally, Sydney Water have advised the stormwater specifications associated with the Rouse Hill Development Area would apply to the development. These specifications do not include a requirement for on-site detention prior to discharge to Elizabeth Macarthur Creek. Details of stormwater connections would be submitted with future DAs and associated Section 73 applications.</p>	Refer Appendix G
<p><u>Gross Pollutant Traps</u></p> <ul style="list-style-type: none"> The likely number and locations needs to be demonstrated. Additionally, confirmation with respect to the asset owner of the GPTs and responsibility for the ongoing management and maintenance is required. 	<p>No physical works are proposed under this concept SSDA, however, the civil report and plans have been updated to confirm to provide an indicative number and location GPTs that would need to be delivered as part of future applications as the Station Precinct is developed.</p> <p>Number and location of GPTs</p> <p>Please refer to the drawings included Appendix F of the SMP showing potential discharge locations. GPTs would potentially be located:</p> <ul style="list-style-type: none"> on the north eastern edge of Lot C north eastern and south eastern corners of the Urban Local Park the south eastern corner of Lot E <p>The actual number of discharge locations will be dependent upon geometric road design as part of future DAs for civil works, though the number of discharges will be minimised to the extent possible. A GPT will be required at each discharge point.</p> <p>Ownership and maintenance of GPTs</p> <p>GPTs will be located in THSC owned land and ownership and maintenance will be the responsibility of THSC. This is typical for any asset owner who discharges stormwater into another asset owner's infrastructure.</p>	Refer Appendix G
<p><u>Tree Pits</u></p>	<p>It is acknowledged conditions would be imposed on future applications regarding street tree planting. Street tree plantings are proposed to be spaced 8.5m apart along</p>	Refer Appendix B, C and G

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Both SSDAs proposed tree pits. Consideration should be given to their design, location and number permitted with conditions likely to be recommended as part of future development applications. Additionally, review of the submitted documentation in support of the SSDAs found that there is inconsistency across the documentation in regard to spacing of tree pits. 	<p>laneways and local streets. Plantings along the Main Street are proposed at up to 15m apart. Details of the proposed structural soil system are provided in the Design Guidelines. The advantages of this system are provided in the revised Landscape Masterplan and Open Space Strategy.</p> <p>Design of tree pits The Design Guidelines have been updated at section 4.2.5 to illustrate a possible structure soil design to implement in the street and verge plantings across the Kellyville Station Precinct. This includes a calculation to determine minimum soil volumes. A proposed specification for tree pits are provided in the revised SMP for THSC's consideration. Tree pits would provide stormwater treatment via infiltration.</p> <p>Location and number of tree pits The location and number of tree pits will be significantly affected by detailed design of road geometry and on-street carparking. A percentage of road areas has been assumed that will bypass tree pits and also the average spacing of tree pits. The precise number and location will be determined at DA stage for individual stages.</p> <p>Inconsistency across documentation An estimate of the spacing/number of tree pits at the rate of 1 tree pit every 25m of proposed road on both sides of the road has been made for MUSIC modelling purposes. This assumption has been clarified and set at a conservative level. Electronic copies of the MUSIC modelling files is provided with this RtS for THSC.</p> <p>The Urban Design Report and Landscape Masterplan specify more regular tree spacing. A more conservative (wider) spacing has been adopted for MUSIC modelling purposes to prove the landscape design in concept. At DA stage it is envisaged that more trees will be provided in accordance with urban design goals.</p>	Refer Appendix B, C and G
<ul style="list-style-type: none"> The Stormwater Management Plans submitted in support of the SSDAs nominate the modelling details of the proposed tree pits. The details presented 	The SMP at Appendix G has been updated to rectify the filter area and surface area values. Both values are now set at 430 within the MUSIC model.	Refer Appendix G

Agency/Comment	Response	Reference
<p>indicate a filter area greater than the surface area which cannot be the case. All numbers used in the modelling of Water Sensitive Urban Design measures need to be reviewed and amended as necessary.</p>		Refer Appendix G
<p><u>Stormwater Re-Use</u></p> <ul style="list-style-type: none"> The Kellyville Station Precinct Stormwater Management Plan proposes that the neighbourhood park between Blocks C and D is to be connected to a rainwater re-use tank for irrigation purposes. This is not supported and this rainwater tank and re-use system is to be removed from the MUSIC model for the precinct and the pollution reduction achievements recalculated. 	<p>The rainwater re-use system in the Local Urban Park has been maintained in the concept SSDA design as it has several advantages including:</p> <ul style="list-style-type: none"> providing a sustainable method for irrigating open space areas throughout the year by reducing the amount of mains water required. It is noted that a recycled water network is also proposed for the development and this will be utilised to top-up the rainwater tank when necessary reducing the cost to THSC for irrigating the parks reducing the volume of water discharging into the Elizabeth Macarthur Creek reducing erosion issues along the creek assisting in achieving a better water quality for stormwater discharging from the precinct to the Elizabeth Macarthur Creek mitigating the urban heat island effect providing increased viability of future park vegetation and tree plantings. <p>The underground tanks for this system have been sized to provide 45-50% of the non-potable water demand for irrigating the Local Urban Park. A rainwater and re-use system is also consistent with the range of ESD measures proposed as part of future built form across the concept SSDA site.</p>	Refer Appendix G
<p><u>Riparian Assessment</u></p> <ul style="list-style-type: none"> Further progression of the Kellyville precinct SSDA and future Development Applications ought to comply with mitigation measures specified in the riparian assessment completed by EcoLogical Australia in support of the Kellyville precinct SSDA. 	<p>Future DAs within the concept SSDA site would need to ensure they are not inconsistent with the concept proposal for the site.</p>	N/A
<p><u>Stormwater Harvesting</u></p>	<p>Sydney Water are yet to formally release a policy or state their intention regarding the stormwater harvesting pipeline. As noted in the SMP the pipeline is not currently</p>	Refer Appendix G

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Council will not accept ownership or management responsibility of any assets associated with Sydney Water's (conceptual) regional stormwater harvesting pipeline or related drainage infrastructure. 	<p>proposed, however flexibility is sought for its inclusion in future designs. If it is ultimately proposed, an engagement process would be required and mutual agreement between affected parties would be required.</p> <p>Sydney Water would be responsible for the ownership of this planned asset when it is delivered.</p>	
<p>Traffic and Transport</p> <p><u>Connectivity with Private / Other Government Owned Land</u></p> <ul style="list-style-type: none"> The SSDAs should outline how the proposed road network/layout could integrate with any future road network on the land not included as part of the current proposals. These could be shown as 'potential future connections'. Additionally, clarification is needed of which roads are proposed to be provided as part of the current SSDAs. The 'Plans for Approval' and various figures throughout the documentation show certain roads on land outside of the red SSDA boundary which is not within Landcom's control. 	<p>The Structure Plan at section 3.1 of the Design Guidelines illustrates potential pedestrian and vehicle connections. Detailed tie-ins with existing infrastructure would be progressed as part of future applications.</p> <p>Broader road connections have been shown indicatively as they are located outside the concept SSDA site boundary and are not controlled by Landcom. Delivery of these connections would be subject to future negotiation and detailed design by future developers and landowners. Potential off-site links are also shown on the Integration and Green Links Plan at section 5.1 of the Urban Design Report.</p> <p>The 'Plans for Approval' provided at Annexure 2 of the Urban Design Report have been amended to clarify the area of the concept SSDA and the location of potential future off-site connections.</p>	<p>Refer Appendix A and B</p>
<p><u>Road Hierarchy</u></p> <ul style="list-style-type: none"> It is unclear what road types are being proposed, as such a clear road hierarchy needs to be developed. Any public road should comprise of a verge width of 3.5m, except where a wider verge is necessary for a bike path. Narrower 1m verges may be appropriate next to Elizabeth McArthur Creek dependent on stormwater elements installed along this road edge. 	<p>The Design Guidelines seek to establish a road hierarchy with specific road formations across the Kellyville Station Precinct (refer Table 5) to support the future land uses and future local character. Future applications would detail the construction of:</p> <ul style="list-style-type: none"> Extensions to Decora Drive to the south and west from the corner of Wuban Avenue Guragura Street extending south to the future connection to Colonial Street All roads extending to the east of Guragura Street located to the south of the Local Urban Park for Lots D, E and F. <p>The Design Guidelines and Landscape Masterplan have been revised and detail a road hierarchy consisting of a 'Main Street', for core pedestrian and vehicular circulation, 'local streets' to support the Main Street and support the local character of the</p>	<p>Refer to Appendix A, B and C</p>

Agency/Comment	Response	Reference
	<p>Residential Core and 'Riparian Streets' to provide an active frontage for Lots D, E and F that draws in Elizabeth Macarthur Creek.</p> <p>Regarding the request for 3.5m verges, the following is noted:</p> <ul style="list-style-type: none"> • Darani Avenue would provide footpath and shared pathway integrated with the open space on Lot B up to 4m wide • Decora Drive would provide a verge and footpath width up to 3.9m wide on the western side of the road and a 3.5m shared path with additional landscaping between the road carriageway and the shared path • Main Streets next to the Local Urban Park will have a combined verge and footpath width on the northern side up to 4.5m wide. Narrower verge space along the Local Urban Park would vary and be confirmed as part of detailed design. • Main Streets along the rail viaduct include a 3.5m wide shared pathway along the rail line. Detailed landscaping would be confirmed in accordance with Sydney Metro requirements. Verges on the eastern side of the road would provide a verge and footpath width up to 4.5m. • Local Streets would provide a combined verge and footpath width of 3.5m on both sides of the road. <p>Given the proposed verge and path geometry detailed above and detailed in the Design Guidelines, the proposed road hierarchy supports the active transport and TOD principles of the Kellyville Station Precinct.</p>	Refer to Appendix A, B and C
<p><u>Intersections</u></p> <ul style="list-style-type: none"> • The amount of additional land which may be required to facilitate identified intersection upgrades has not been specified. Land-take in association with upgrades at the intersections of Samantha Riley Drive and Decora Drive should be accounted for in plans. 	<p>The concept SSDA site reflects the current property boundaries. No physical road works are proposed. However, the Masterplan under the concept SSDA has been designed to accommodate the land take required to accommodate the intersection upgrades of Samantha Riley Drive and Decora Drive.</p>	Refer Appendix D

Agency/Comment	Response	Reference
<p>Biodiversity</p> <ul style="list-style-type: none"> Clearing of [existing] woodland may result in serious and irreversible impact. Within the Kellyville Precinct, it is not clear that the proposal has been designed to attempt to avoid impacts to Cumberland Plain Woodland or minimise its impact, with 98% of the Cumberland Plain Woodland present within the study area to be impacted. 	<p>Ecological Australia has prepared revised BDAR and Riparian Assessments. The Kellyville Station Precinct has been designed to minimise the level of vegetation clearing while satisfying government objectives to deliver additional housing and local services within key station precincts along the MNWL. The BDAR concludes the removal of 2.05 ha of existing vegetation would not result in serious and irreversible impact.</p> <p>The revised BDAR confirms that 106 ecosystem credits will need to be purchased and retired to offset the removal of existing vegetation:</p> <ul style="list-style-type: none"> PCT 835: 25 credits PCT 849: 80 credits PCT 107: 1 credit <p>An additional 105 fauna species credits for <i>Myotis Macropus</i> (Southern Myotis) will also need to be purchased and retired.</p> <p>Landcom intends to refer the concept SSDA to the Commonwealth Department of Environment, separate to the SSDA assessment process.</p>	<p>Refer Appendix H and I</p>
<ul style="list-style-type: none"> Consideration should be given to exploring options to retain additional Cumberland Plain Woodland or if the proposal does not change, mitigating the loss of Cumberland Plain Woodland via offsets in the Blacktown or Hills Shire LGA. Additional offsets may be required to address indirect impacts such as increases in sedimentation or change in surface flow of water and evidence of this should be demonstrated in the BDAR. 	<p>A revised BDAR and a Riparian Assessment have been prepared by Ecological Australia. The site has been carefully designed to avoid impacts to existing vegetation. Required ecosystem and species credits would be purchased and retired to offset the removal of the existing vegetation on-site.</p>	<p>Refer Appendix H and I</p>
<p>Waste Servicing</p> <ul style="list-style-type: none"> All future roads must be able to accommodate Council's standard 12.5m long Heavy Rigid Vehicle 	<p>The proposed road hierarchy has been designed to promote smooth vehicle circulation throughout the Kellyville Station Precinct for heavy rigid vehicles.</p>	<p>Refer Appendix B</p>


Agency/Comment	Response	Reference
(AS2890.2) to circulate the road network. Waste collection is unlikely to be supported in narrow laneways (less than 10 metres total reservation width). This requirement should be included as a control within the Design Guidelines.	The Design Guidelines have been amended to include a control requiring waste areas for future development that allow waste vehicles to enter and exit sites in a forward direction. This control would be addressed as part of future applications, including specific waste collection points and swept path analysis.	Refer Appendix B
<ul style="list-style-type: none"> A control should also be included within the Design Guidelines that where roads terminate, a cul-de-sac turning head with a minimum diameter of 19 metres must be provided to enable efficient waste collection with no reversing. 	Details of waste collection at cul-de-sac roads would be confirmed as part of future DAs.	N/A
<ul style="list-style-type: none"> A further control should be included that all developments should provide for on-site waste collection either at grade or via a basement, and waste collection vehicles must be able to enter and exit the site in a forward direction. 	<p>The preferred waste serving arrangement for future development blocks is for waste to be collected within basement loading areas. Access to these waste areas for deeper development blocks is proposed from private laneways to reduce the number of crossovers in pedestrian zones.</p> <p>The Design Guidelines have been amended to include a control requiring waste areas for future development that allow waste vehicles to enter and exit sites in a forward direction. This control would be addressed as part of future applications, including specific waste collection points and swept path analysis.</p>	Refer Appendix B
6. Transport for New South Wales		
<p>Parking Rates</p> <ul style="list-style-type: none"> The parking rates are considered generous and will subsequently work against the purposes of encouraging greater public and active transport usage for development located along the Sydney Metro NW Corridor. In order to facilitate the Kellyville and Bella Vista Station Precinct Rezoning Transport Plan's target 	An amended TTA has been prepared that adopts the car parking rate provided by the RMS Guide to Traffic Generating Development for minimum parking provision. A potential maximum rate is proposed to provide upward flexibility for future development. These rates have been included in the Design Guidelines at Section 8.1. Car share rates and retail parking have also been included within the same table and are provided below. The revised car parking ranges are considered to reflect the rates recommended by TfNSW while also providing upward flexibility for units.	Refer Appendix D and E

Agency/Comment	Response	Reference																					
<p>mode share of 47.5% car usage it is recommended that the Residential Parking Rates be amended as follows:</p> <ul style="list-style-type: none"> 0.4 spaces per 1 bedroom unit. 0.7 spaces per 2 bedroom unit. 1.20 spaces per 3 bedroom unit. 1 space per 10 units (visitor parking). 	<table> <tr> <th>Residential</th><th>Min. Rate</th><th>Max. Rate</th></tr> <tr> <td>1 bed</td><td>0.4 per unit</td><td>0.6 per unit</td></tr> <tr> <td>2 bed</td><td>0.7 per unit</td><td>0.9 per unit</td></tr> <tr> <td>3 bed</td><td>1.2 per unit</td><td>1.4 per unit</td></tr> <tr> <td>Visitor</td><td>0.1 per unit</td><td>0.1 per unit</td></tr> <tr> <td>Car share spaces</td><td colspan="2">1 per 150 car parks</td></tr> <tr> <td>Retail</td><td>1 per 130m²</td><td>1 per 60m²</td></tr> </table>	Residential	Min. Rate	Max. Rate	1 bed	0.4 per unit	0.6 per unit	2 bed	0.7 per unit	0.9 per unit	3 bed	1.2 per unit	1.4 per unit	Visitor	0.1 per unit	0.1 per unit	Car share spaces	1 per 150 car parks		Retail	1 per 130m ²	1 per 60m ²	Refer Appendix D and E
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<p>Public Transport Services</p> <ul style="list-style-type: none"> The traffic assessment should be revised to reflect changes to existing bus services and frequencies. References to the Metro West Night Bus should be removed. 	The TTA has been amended to reflect current bus services and frequencies.	Refer Appendix D																					
<ul style="list-style-type: none"> Wuban Avenue will continue to be used for bus circulation and accordingly should not be categorised as a local street. 	The classification of Wuban Avenue has been amended from Local Street to Main Street in the design documents.	Refer Appendix A and B																					
<ul style="list-style-type: none"> TfNSW would like to have bus access from Kellyville Station to Arnold Avenue via Colonial St and the new Main Streets along the metro guideway in order to better serve both the new development and to offer better connections to Kellyville Station. 	The Masterplan and Design Guidelines proposes a vehicle bridge connecting to the corner of Colonial Street and Lewis Jones Drive. This potential connection would link to the future Main Street and allow traffic circulation along Wuban Avenue. Details of this vehicle creek crossing would be submitted with future applications by future developers.	Refer Appendix A and B																					
<ul style="list-style-type: none"> TfNSW would like to reserve land to establish a connection from the North West T-Way to Guragura Street south of the existing station carpark. This would allow for improved services for customers and enable Kellyville Station to become more of a hub for buses in the area. 	Embellishment works constructed under the previous SSI-5414 approval provided wide paved areas extending from the existing pedestrian bridge, under the rail viaduct to Guragura Street to a footpath connection to the T-Way. These areas provide easily accessible areas for pedestrians to reach the T-Way stop.	Refer Appendix D																					

Agency/Comment	Response	Reference
	A 3.5m shared cycle and pedestrian pathway along the rail viaduct was constructed under the SSI-5414 approval and would promote TfNSW's objective of providing improved access to the T-Way.	Refer Appendix D
<ul style="list-style-type: none"> The bridge across Elizabeth Macarthur Creek, along with any roads from the bridge to Kellyville Station, should be built to be bus capable. 	The road bridge crossing to Colonial Avenue would be built to support bus movements as part of future applications by others.	N/A
<p>Active Transport</p> <ul style="list-style-type: none"> Indicate measures to encourage customers to make sustainable travel choices, including walking, cycling, public transport and car sharing, such as the integration with rail and bus infrastructure and provision of adequate bicycle parking and end of trip facilities. 	<p>The TTA provides a range of Travel Demand Management measures at section 10.6 of the assessment that include:</p> <ul style="list-style-type: none"> Community or workplace shuttle services Providing a quality walking environment Providing bicycle network improvements Car share schemes End of trip facilities to promote bicycle use <p>Development of the Kellyville Station Precinct as a whole, seeks to leverage off the Kellyville Station and existing T-way bus services and feeder bus services to encourage public transport use.</p> <p>Proposed active transport links in the form of a cycleway along the western site interface will be complimented by the proposed shared pathway along Elizabeth Macarthur Creek and existing public transport options. These paths and new east/west links have been designed to provide excellent levels of access and movement.</p> <p>End of trip facilities in commercial, mixed use and residential buildings would be confirmed as part of future applications. The proposal involves sustainable car parking rates to reduce the dependence on cars and encourage active and public transport use.</p>	Refer Appendix D
<ul style="list-style-type: none"> Indicate the provision of bicycle parking including consideration of the availability of public transport and 	The Design Guidelines have been updated to provide specific objectives and controls for bicycle parking at Section 4.5.2. This includes the following bicycle parking rates:	Refer Appendix A, B and E

Agency/Comment	Response	Reference																					
the requirements of the relevant parking codes and Australian Standards.	<table border="1"> <thead> <tr> <th data-bbox="907 343 1211 379">Land Use</th><th data-bbox="1211 343 1491 379">Residents/Employees</th><th data-bbox="1491 343 1756 379">Shoppers/visitors</th></tr> </thead> <tbody> <tr> <td data-bbox="907 379 1211 437"><i>Residential</i></td><td colspan="2" data-bbox="1211 379 1491 437">1 space per 3 units</td></tr> <tr> <td data-bbox="907 437 1211 619"><i>Retail</i></td><td data-bbox="1211 437 1491 619"></td><td data-bbox="1491 437 1756 619"></td></tr> <tr> <td data-bbox="907 619 1211 660">• Supermarket</td><td data-bbox="1211 619 1491 660">1 space per 750m²</td><td data-bbox="1491 619 1756 660">1 space per 1,000m²</td></tr> <tr> <td data-bbox="907 660 1211 702">• Specialty Shops</td><td data-bbox="1211 660 1491 702">1 space per 750m²</td><td data-bbox="1491 660 1756 702">1 space per 300m²</td></tr> <tr> <td data-bbox="907 702 1211 743">• Neighbourhood Shops</td><td data-bbox="1211 702 1491 743">8 spaces minimum</td><td data-bbox="1491 702 1756 743"></td></tr> <tr> <td data-bbox="907 743 1211 785"><i>Open Space/Parks</i></td><td colspan="2" data-bbox="1211 743 1491 785">16 spaces at sports grounds</td></tr> </tbody> </table>	Land Use	Residents/Employees	Shoppers/visitors	<i>Residential</i>	1 space per 3 units		<i>Retail</i>			• Supermarket	1 space per 750m ²	1 space per 1,000m ²	• Specialty Shops	1 space per 750m ²	1 space per 300m ²	• Neighbourhood Shops	8 spaces minimum		<i>Open Space/Parks</i>	16 spaces at sports grounds		Refer Appendix A, B and E
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<p>The TTAR should further demonstrate the integration of the proposed active transport with the current network and proposed land use.</p> <ul style="list-style-type: none"> • Demonstrate ways to align local bike network planning with the proposed Principal Bicycle Network (Old Windsor Road), so that local routes are integrated and well connected with the wider network. • Illustrate ways future pedestrian and cycle routes connect with land use activities i.e. transport, commercial, educational, residential, retail and medical services. Illustrate ways future pedestrian and cycle routes connect with land use. • Create through site links through larger blocks, where new cycling and walking routes provide connectivity and permeability within the local neighbourhood. • Ensure footpaths are wide enough to allow a range of user needs, such as wheelchairs, prams, and family groups. 	<p>Bicycle network</p> <p>Details of the pedestrian and bicycle design and network are provided in the Design Guidelines and Urban Design Report. A new cycle link along Elizabeth Macarthur Creek will frame the eastern edge of the Kellyville Station Precinct and complement the existing cycle infrastructure along the western edge of the site.</p> <p>Connections and site links</p> <p>A new east west link for improved pedestrian permeability has been added as a through site link on Lot B. The Design Guidelines has also been updated requiring this new link to be at least 12m wide. This will ensure the new consolidated urban park is easily accessible to residents and promote walking and cycling for pedestrians and cyclists going to and from Kellyville Station.</p> <p>Footpath design</p> <p>Footpath design across the proposed road hierarchy would provide generous footpaths up to 3.5m wide along the eastern interface with Elizabeth Macarthur Creek, along the alignment of the rail viaduct and on the western side of the Station Precinct. The bicycle path on the western side of the Station Precinct would pass the western edge of the commuter car park to reduce the risk of vehicular conflict before passing along the eastern side of the active recreation area. Indicative connections to the Bella Vista</p>	Refer Appendix A, B and D																					

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Consider wider shared paths that can also safely accommodate bicycle riders, particularly children and inexperienced riders, to get to key local destinations such as public transport, schools, parks and shops. 	<p>Station Precinct are shown but would be subject to detailed design and negotiation with adjacent landowners.</p> <p>An existing shared cycle path runs along the western edge of the Station Precinct. The majority of this pathway would remain, however the extent that meanders between the columns of the rail viaduct from the south of the commuter car park to Memorial Avenue would eventually be replaced with a new extent, 3.5m in width on the western side of the future roads when Lots D, E and F are developed under future applications.</p>	Refer Appendix A, B and D
<p>Traffic Modelling</p> <ul style="list-style-type: none"> Provide further details on the traffic modelling undertaken, including the AIMSUN modelling files, SIDRA modelling files, a Base Model Calibration and Validation Report and an explanation for using SIDRA 7 instead of the latest version SIDRA 8 which was released on the 24 April 2018. 	<p>The TTA includes revised traffic modelling now using SIDRA 8. The modelling files are provided in electronic format.</p> <p>With regard to base AIMSUN model calibration and validation report, section 8.4 of the TTA details how AIMSUN has been used. For this project, it was calibrated to match the observed turning volumes at intersections only. It was not possible to concurrently match the travel times from the model to observed due to the high level of demand creating long queues that were causing modelled flows to drop below observed when attempting to match travel times. For this reason, no base year AIMSUN calibration report has been prepared.</p>	Refer Appendix D
<ul style="list-style-type: none"> The model is not consistent with the Roads and Maritime Improvements proposed as part of the Memorial Avenue Upgrade for the intersection of Old Windsor Road/Memorial Avenue/Sunnyholt Road. Furthermore, some of the Jacobs recommended improvements for this intersection (i.e. additional northbound and southbound approach and departure lanes along Old Windsor Road) are already part of the Memorial Avenue Upgrade Project. The proponent is to update the model in accordance with the latest design for this intersection. 	<p>An updated TTA is provided with this RtS that factors in the latest design for the upgrade of the Old Windsor Road/Memorial Avenue and Sunnyholt Road intersection.</p> <p>With regard to the base AIMSUN model calibration and validation report, section 8.4 of the TTA details how AIMSUN has been used. For this project, it was calibrated to match the observed turning volumes at intersections only. It was not possible to concurrently match the travel times from the model to observed due to the high level of demand creating long queues that were causing modelled flows to drop below observed when attempting to match travel times. For this reason, no base year AIMSUN calibration report has been prepared.</p>	Refer Appendix D

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Investigate the potential for improvements within the existing road reservation at the intersection of Windsor/Old Windsor Roads with the aim to reduce the increased average delay which is a result of the proposed development. 	<p>The potential to widen the intersection is constrained due to the location of the rail viaduct pylons located next to the Windsor Road footpaths (see Figure 14 below). Major upgrades to key roads are outside the scope of this concept SSDA.</p>  <p>Source: Google Maps</p> <p>Figure 14: Street View of Windsor Road Footpaths</p> <p>The increase in the number of right turns into Windsor Road is believed to be due to the AIMSUN model over sensitiveness to travel delays and less on the additional travel distance (1.2km) + 2 sets of traffic lights that are not explicitly modelled. It should be noted that existing traffic surveys show very low utilisation of the right turn bay during peak periods and on Saturdays. Adding more capacity to this intersection would be inappropriate as drivers are unlikely to take the longer route to cause a capacity issue.</p>	<p>Refer Appendix D</p>
<p>Bus Priority Infrastructure Project</p> <ul style="list-style-type: none"> Investigations for bus priority infrastructure are currently underway. The future boundary of the development must be set back at a sufficient distance from the current boundary along Samantha Riley Drive 	<p>If part of the site is required for priority bus infrastructure, this would be subject to discussions and negotiations regarding the acquisition of that land. No land is currently identified for acquisition along Samantha Riley Drive under the relevant maps under THELP 2019.</p>	<p>N/A</p>

Agency/Comment	Response	Reference
that fronts the development to support future road widening for bus priority and capacity improvements between Old Windsor Road and Decora Drive.	TfNSW has advised of an acquisition of approximately 15m from Samantha Riley Drive in Kellyville for the future BPIP. The reference scheme under the Design Guideline incorporates the required setback in the event Samantha Riley Drive is to be widened, however requirements to transfer this land is subject to further consultation with TfNSW and Sydney Metro.	N/A
<ul style="list-style-type: none"> The lands required for this future road widening along Samantha Riley Drive (from Old Windsor Road to Decora Drive) should be dedicated for transport / road widening purposes. 	<p>The reference scheme and plans for approval under the Urban Design Report have been updated to accommodate potential future road widening along Samantha Riley Drive.</p> <p>The SSDA boundary has not changed and requirements to transfer this land is subject to further consultation with TfNSW and Sydney Metro.</p>	Refer Appendix A
<ul style="list-style-type: none"> The developer is to contribute to the design development (and delivery) of any necessary road upgrades needed on Samantha Riley Drive to cater for the increased traffic growth from their development. 	No physical construction works are proposed under this concept SSDA. Any necessary road upgrades would form part of future applications.	N/A
<ul style="list-style-type: none"> The developer is to determine an appropriate contribution mechanism for the delivery of the required future road widening for bus priority and capacity improvements along Samantha Riley Drive between Old Windsor Road and Decora Drive. 	No contribution mechanisms is required for road widening for bus priority infrastructure. This is a matter that would be dealt with in negotiations between Landcom, Sydney Metro and TfNSW.	N/A
<ul style="list-style-type: none"> All information/requests for changes on Classified Roads or traffic signals should be provided to the Roads and Maritime for review. Sighting of this document is not a Roads and Maritime concurrence to such changes. Any changes to each site will be considered on its merits. 	None of the future roads proposed under this concept SSDA constitute Classified Roads. No works are proposed to existing Classified Roads. Should signal changes be required to facilitate future applications, this would be addressed during the relevant assessment process and captured in conditions of consent.	N/A
<ul style="list-style-type: none"> Further detail is to be provided identifying the stages the associated upgrades is to be undertaken. 	An anticipated staging plan has been incorporated into the Urban Design Report. This is subject to changes with Landcom's divestment strategy.	Refer Appendix B

Agency/Comment	Response	Reference
	The staging of the development has been informed by existing infrastructure and the triggers for additional new infrastructure and road connections required to support the future potential of the Kellyville Station Precinct.	Refer Appendix B
<ul style="list-style-type: none"> Clarification is required to determine if [the traffic signal at the intersection of Darani Avenue and Decora Drive are] included in the proposal. A warrant assessment is required to be submitted for any proposed new signalised intersections. 	Traffic signals are the preferred treatment at the intersection of Darani Road and Decora Drive due to the volume of pedestrians and cyclists that would cross Decora Avenue between Kellyville Station and Wenden Avenue via a new pedestrian/cyclist path across Elizabeth Macarthur Creek. Section 9.5.1.2 of the TTA has been updated to detail this design treatment. The delivery of this signalised intersection would be subject to meeting TfNSW traffic warrants.	Refer Appendix D
7. SDRP – Government Architect NSW		
Place and Context <ul style="list-style-type: none"> Articulate a clear and meaningful approach to Indigenous and European cultural heritage, including an understanding and Acknowledgement of Country, for example through local stories which could help inform the character and design of key aspects of the precinct. 	<p>The Urban Design Report and Design Guidelines provide refined character area statements at sections 6.1 and 3.2 of each respective document.</p> <p>These character statements reference the significance of both the natural landscape and water courses for Indigenous communities which has been central to the design concept for the precinct. In direct response to this comment, the sites of Aboriginal significance have been added to the Kellyville constraints plan within the Urban Design Report.</p> <p>The Design Guidelines have been amended to incorporate recommendations made by technical consultants Advision (Non-Indigenous Heritage) and Kelleher Nightingale (Indigenous Heritage) where appropriate. The Design Guidelines for the riparian break away spaces have also been reviewed to require reference to the Indigenous use of the area in future design studies and requires engagement with Aboriginal stakeholders as part of these design processes.</p> <p>The delivery of an item of public art to be procured in accordance with Landcom's SMNWP Public Art Guidelines (Draft Guidelines Attached) has also been included for the Viaduct Park and Station Plaza. Sydney Metro as part of the Station designs along MNWL has incorporated various aspects of natural and European heritage into the</p>	Refer Appendix A, B and P

Agency/Comment	Response	Reference
	<p>station designs. Public art installations are also planned as potential elements for the KV1 Station Plaza, KV2 Local Urban Park, KV3 Contributory Open Space beneath the rail viaduct and KV6.</p> <p>The characteristic grid of the area's historical orchard groves has been used as the organising framework for all the engineering, architectural, landscape and art elements, that form the public domain, including the beams that support the station landscapes, the skylights/lanterns that punctuate and perforate their ceilings, the groves set out within all the station plazas and the sculptural play elements arranged within these groves. Additionally, the vibrant colours of the region's varied orchard produce are given expression in the line-wide colour spectrum and station specific colour palettes.</p>	Refer Appendix A, B and P
<ul style="list-style-type: none"> Look for opportunities to strengthen the response to Elizabeth Macarthur Creek as a key natural asset. The Creek should be considered as a central element between two neighbourhoods (east and west) rather than an edge. 	<p>DPIE has advised that controls related to Elizabeth Macarthur Creek should focus on the interface with the creek, including edge landscaping and built form relationship within the SSDA boundary only.</p> <p>The Urban Design Report has been revised to recognise Elizabeth Macarthur Creek as a key integrating element between the precincts and other land holdings. This includes edge landscaping and built form relationship for land within the Kellyville precinct have been amended to improve its ability to link open space areas and sites beyond the Kellyville Station Precinct. The reference scheme for Kellyville has been amended to open up communal open spaces on lots D, E and F to the creek, strengthening the connection for residents.</p> <p>Clouston has prepared a plan which demonstrates the relationship between the creek with adjacent public domain and the built form interface clearly identifying proposed landownership by Landcom/Sydney Metro, Sydney Water, THSC and private landowners.</p> <p>Opportunities to further improve the Elizabeth Macarthur Creeks ability to perform this function will be investigated through the development of a Plan of Management for the</p>	Refer Appendix A and B and C

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Provide greater response to the Hills and its character, with a link to the Council's draft Local Strategic Planning Statement (LSPS). Provide greater communication of the type of place we are trying to create. 	<p>Creek Corridor to be developed in consultation with THSC, Landcom, Sydney Water and other stakeholders.</p> <p>The Draft LSPS, was exhibited after the completion of the Urban Design Report. It confirms the 'green and leafy' characteristics that permeate The Hills LGA. The project more broadly aims to establish a design and masterplan framework to deliver a vibrant TOD precinct with denser residential and retail development.</p> <p>THSC's LSPS (October 2019) was endorsed by the Greater Sydney Commission on 4 March 2020 and formally made on 6 March 2020. It sets out several planning priorities. Relevant Planning Priorities to this application are:</p> <ul style="list-style-type: none"> Planning Priority 1 – Plan for sufficient jobs. Delivery of future mixed use, retail and commercial areas near Kellyville Station will provide local employment opportunities as the precinct is constructed in addition to construction jobs during delivery. Planning Priority 6 – Plan for new housing to support Greater Sydney's growing population. This concept SSDA directly responds to the need for additional medium and high-density housing near public transport. The Design Guidelines promote a diverse range of high-density housing typologies that would be developed as part of future applications to contribute to achieving THSC's local housing targets in the medium to long-term, consistent with the Local Housing Strategy. Planning Priority 7 – Plan for new housing in the right locations. Delivery of future medium and high-density housing in the Precinct is directly aligned with THSC's Local Housing Strategy, which identifies the site as a Transport Centre and supports the objectives of establishing the MNWL Station Precincts. Planning Priority 8 – Plan for a diversity of housing. The Design Guidelines provide a direct response to a diverse range of medium and high-density housing typologies, (including Affordable Housing) that are encouraged across the character areas in the Kellyville Station Precinct. Planning Priority 9 – Renew and create great places. The delivery of the Kellyville Station Precinct will create a new TOD community with co-located employment, residential, service, open space and education facilities. The Design 	<p>Refer Appendix A, B, C, D, H, I and J</p>

Agency/Comment	Response	Reference
	<p>Guidelines include controls regarding landscaping, open space, material selection, solar access that support the creation of a vibrant community.</p> <ul style="list-style-type: none"> • Planning Priority 10 – Provide social infrastructure and retail services to meet resident needs. A range of public open spaces in the form of riparian break away spaces a 1,600m² Station Plaza, new Local Urban Park and recreation spaces beneath the rail viaduct will provide recreational opportunities to future residents. The land use strategy proposed up to 10,730m² of retail space to service local needs. • Planning Priority 11 – Plan for convenient, connected and accessible public transport. The integration of a robust road hierarchy with existing land uses will ensure future development is highly accessible to public transport services. The masterplan layout provides strong connections to Kellyville Station to be easily accessible to future residents and workers. • Planning Priority 12 – Influence travel behaviour. Providing a connected street network, bicycle parking and local services together with sustainable car parking rates will encourage residents to use alternative forms of transport that are not reliant on private car ownership. • Planning Priority 13 – Expand and improve the active transport network. The proposed shared cycleway along Elizabeth Macarthur Creek complements existing cycle infrastructure along Old Windsor Road. The proposed road hierarchy will ensure a connected pedestrian network to existing transport services delivered alongside a road network. • Planning Priority 14 – Plan for a safe and efficient regional road network. The proposed road hierarchy will provide an efficient and self-contained network that builds on the existing local roads. Narrower streets along Elizabeth Macarthur Creek provide traffic calming measures to reinforce safe spaces for residents and park users while the main roads will provide road capacity for cars, buses and taxis within the site and to off-site locations. • Planning Priority 15 – Provide new and upgraded passive and active open spaces. This concept SSDA seeks approval for Stage 1 principal subdivision to establish superlots for new open space areas that will cater for a mixture of passive and active recreational uses, including a new combined open space area associated with the town centre plaza. • Planning Priority 17 – Protect areas of high environmental value and significance. The Urban Design Report and Design Guidelines aim to expand and 	<p>Refer Appendix A, B, C, D, H, I and J</p>

Agency/Comment	Response	Reference
	<p>enhance the interface of the site with Elizabeth Macarthur Creek and proposed plaza and through site link. The proposal also involves a proposed pedestrian crossing to Wenden Avenue and a vehicular and pedestrian connection to Colonial Street. Impacts to native vegetation have been minimised where practicable and the application proposed vegetation management measures during construction and operation along the VRZ areas aim to ensure the riparian corridor is maintained and enhanced as the precinct is developed.</p> <ul style="list-style-type: none"> • Planning Priority 18 – Increase urban tree canopy cover. The proposed Landscape Masterplan will ensure street tree planting delivers on the 40% target for urban tree coverage. 	Refer Appendix A, B, C, D, H, I and J
<ul style="list-style-type: none"> • Provide greater detail of the urban design response to each of the three-character areas and what makes these distinct and of their place. 	The Urban Design Report has been updated to detail the expectations and design outcomes for each character area. The Design Guidelines have been restructured to provide specific guidelines for the three-character areas.	Refer Appendix A
<ul style="list-style-type: none"> • Ensure that the Design Guidelines provide strong and clear guidance and sufficient detail to achieve these aspirations. 	Landcom has consulted with THSC to improve the granularity within the Kellyville Design Guidelines. The document has also been revised to provide a consistent structure to the Design Guidelines being progressed for the Bella Vista Station Precinct.	Refer Appendix B
<p>Public Domain</p> <ul style="list-style-type: none"> • Further investigation of the public space within Lots A and B to rationalise the primary public space (in the form of a square) to respond to the station and retail uses in this part of the commercial core. 	<p>The public open space has been combined and is now wholly located on Lot B. Further detail on the design of this space is provided at Appendices A and B. Controls are now specified requiring:</p> <ul style="list-style-type: none"> • A minimum of 1,600m² of open space must be provided on Lot B • The Station Plaza must be in direct view from the entry of Kellyville Station. <p>It should be noted that the reference scheme detailed in the Design Guidelines and Urban Design Report is only a potential outcome for the location/arrangement of the open space. The final design will be at the subject of future applications.</p>	Refer Appendix A and B
<ul style="list-style-type: none"> • Introduction of a laneway within Lot B (Darani Avenue and Wuban Street) in order to provide great accessibility. This will improve and increase the public 	Following further consultation with THSC, a through site link is now included on Lot B to increase pedestrian permeability and to create a break in the bulk and scale of development on Lot B. The Design Guidelines have been revised to require this though site link to be a minimum of 12m wide.	Refer Appendix A and B

Agency/Comment	Response	Reference				
domain and may facilitate the response to the point above.	A potential location has been nominated in the reference scheme with the future detailed design to determine the exact location of the path.	Refer Appendix A and B				
<ul style="list-style-type: none">Ensure public domain and open space provisions support State Government targets and priorities.	<p>Elton Consulting prepared an open space demand assessment that forms part of the EIS. The recommendations from this report are based upon State Government targets and priorities, as well as benchmarking of other high-density precincts.</p> <p>The below table provides an assessment of the Masterplan based on Elton's recommendations. It should be noted that the proposed open space quantum in the Masterplan exceeds the space nominated by DPIE in its Kellyville Station Precinct Finalisation Report (Nov 2017) which informed the rezoning of the precincts.</p> <table><tr><th>Recommendation by Elton Consulting</th><th>Masterplan Provision*</th></tr><tr><td><ul style="list-style-type: none">A total of around 8ha of open space to be distributed across:<ul style="list-style-type: none">➢ 6 to 8 local parks (minimum size of 0.2ha)➢ One large district park of approximately 3ha central to both precincts➢ High quality linear open space along the length of Elizabeth Macarthur Creek that is within 10 minutes walking or 800m to residents' (400m preference for high -density areas) to residents and wide enough to accommodate both cyclists and pedestriansOffsite provision to include the extension of the Caddies Creek Sporting Complex to incorporate 4 new single playing fields and associated amenities.</td><td><ul style="list-style-type: none">A total of 8.02ha of open space onsite (total of 2.95ha in Kellyville and 5.61ha in Bella Vista)Includes one 2.74ha district park in Bella Vista, 1.05ha of local recreation (sports courts) in Kellyville and ten local parks, plazas and linear open spaces ranging from 0.77ha to 0.24haIncluding the offsite extension to Caddies Creek this total provision of 8.27ha more than meets the recommended provisionThe study outlines a preference for a minimum size of local parks to be no less than 0.2ha. No parks in the Masterplan are less than 0.2ha (excluding plazas). The smallest park is 0.24ha in Kellyville.</td></tr></table>	Recommendation by Elton Consulting	Masterplan Provision*	<ul style="list-style-type: none">A total of around 8ha of open space to be distributed across:<ul style="list-style-type: none">➢ 6 to 8 local parks (minimum size of 0.2ha)➢ One large district park of approximately 3ha central to both precincts➢ High quality linear open space along the length of Elizabeth Macarthur Creek that is within 10 minutes walking or 800m to residents' (400m preference for high -density areas) to residents and wide enough to accommodate both cyclists and pedestriansOffsite provision to include the extension of the Caddies Creek Sporting Complex to incorporate 4 new single playing fields and associated amenities.	<ul style="list-style-type: none">A total of 8.02ha of open space onsite (total of 2.95ha in Kellyville and 5.61ha in Bella Vista)Includes one 2.74ha district park in Bella Vista, 1.05ha of local recreation (sports courts) in Kellyville and ten local parks, plazas and linear open spaces ranging from 0.77ha to 0.24haIncluding the offsite extension to Caddies Creek this total provision of 8.27ha more than meets the recommended provisionThe study outlines a preference for a minimum size of local parks to be no less than 0.2ha. No parks in the Masterplan are less than 0.2ha (excluding plazas). The smallest park is 0.24ha in Kellyville.	Refer Appendix A for the Design Guidelines
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Agency/Comment	Response	Reference
	Please note this compares both Kellyville and Bella Vista Precincts.	Refer Appendix A
Landscape and Green Infrastructure <ul style="list-style-type: none"> Provide tree canopy targets consistent with State Government targets and priorities. 	The Design Guidelines have been updated to reflect the Greater Sydney Commission's target of 40%. Revised canopy calculations prepared by Clouston are also provided based on a revised street planting layout which demonstrates a canopy cover of 55.1% can be achieved.	Refer Appendix C
<ul style="list-style-type: none"> Explore further opportunities to strengthen the design intent for Elizabeth Macarthur Creek as a key public open space for the neighbourhood and a strong green infrastructure element. This requires greater consideration of the corridor as central open space located between neighbourhoods, rather than the eastern edge of Kellyville. 	<p>It should be noted the extent of Elizabeth Macarthur Creek adjoining the SSDA site is owned and managed by Sydney Water and is not in the control of Landcom.</p> <p>A plan for Elizabeth Macarthur Creek has been prepared by Clouston which highlights:</p> <ul style="list-style-type: none"> The alignment of the creek and protected vegetated areas, the proposed linear path along the creek and adjacent open spaces The relationship between open space, the creek and proposed built form The proposed landownership highlighting land to be owned and managed by Sydney Water, THSC and other landowners. The relationship between the creek and built form on each side of the creek. 	Refer Appendix C
<ul style="list-style-type: none"> Identify the areas of Cumberland Plain Woodland (CPW) and where these can be retained. Provide justification in areas where it is not able to be retained. 	<p>The Kellyville Masterplan directly impacts on 2.05ha of CPW. Landcom's objective is to protect as much CPW as possible, regenerate in the creek and retain trees within open space and private lots where possible. Attempts to minimise and avoid the impact to CPW have been investigated at length.</p> <p>Kellyville Station Precinct was rezoned by the State Government on the basis that the site carries significant strategic merit as a housing and employment provider and would contribute to the meeting of State Government targets/objectives. The retention of further remnant CPW patches outside of the zoned riparian corridors and existing RE1 zoned land would compromise the NSW Government's priorities and actions for the Central City District from being realised.</p> <p>Retention areas of CPW and other areas of native vegetation are concentrated within the riparian corridor including large areas of River Flat Eucalypt Forest and 0.17 ha of</p>	Refer Appendix A and H

Agency/Comment	Response	Reference
	<p>CPW. Impacts to CPW were minimised to the fullest extent possible while still ensuring the required government objectives and targets on housing and employment in investigating the Kellyville Station Precinct.</p> <p>Future applications for the detailed design and construction of civil infrastructure and built form will further investigate the potential for the retention of native vegetation within allotments and open space parkland areas. Residual impacts unable to be avoided will be adequately offset via the Biodiversity Offsets Scheme.</p> <p>Notwithstanding this, the retention of significant mature trees in future layouts and their retention in the streetscape is strongly supported. The Design Guidelines now require the retention of trees of significance where possible and feasible in the next stage of design and the reference scheme has been updated to reflect this.</p>	Refer Appendix A and H
<ul style="list-style-type: none"> Provide details of the open space areas proposed. 	<p>The open space proposed for Kellyville is set out in the Urban Design Report. The Masterplan proposes a total amount of 2.95ha of new open space areas comprised of:</p> <ul style="list-style-type: none"> 0.67ha of passive open space consisting of the Local Urban Park 1.05ha of active open space in the form of a viaduct park 0.16ha of privately owned, publicly accessible open space in the form of the proposed Station Plaza Local open space of 0.49ha Riparian breakaway spaces of 0.24ha and 0.34ha each. <p>Primary and secondary plazas adjacent to Kellyville Station approximately 260m² in area were delivered under SSI-5414 and also provides additional open space.</p>	Refer Appendix C
<p>Streets/ interfaces/ access/ connections</p> <p>Rationalise pedestrian and vehicle movements to:</p> <ul style="list-style-type: none"> Create a clearer circulation hierarchy responding to different character areas of the precinct and the way in which people will move. Identify the different street types and what characteristics define them and the 	<p>The street hierarchy is set out in the Urban Design Report and Design Guidelines and also include street sections. The street hierarchy identifies the proposed street types and the intended function of each street type. Road typologies and their proposed landscape character are also demonstrated in the updated Landscape Masterplan prepared by Clouston.</p>	Refer Appendix A, B and C

Agency/Comment	Response	Reference
way in which they respond to their location and function. Provide street sections to describe.		Refer Appendix A, B and C
<ul style="list-style-type: none"> Improve utilisation of the streets. For example, whilst some streets have already been delivered, there are opportunities to the way in which the street trees, parking, footpaths might be designed to respond to associated uses. 	The street design has considered footpath and carriageway widths to respond to different locations and character in the Station Precinct. For example, high thoroughfare streets such as Darani Avenue provide 4m wide footpaths, parking bays on both sides of the street and two way traffic, while roads fronting the creek in the residential core provide one way traffic and a 3.5m shared path along the riparian area.	Refer Appendix B
<ul style="list-style-type: none"> Review the location of carpark entries to the eastern side of the site, facing the creek. The current locations do not optimise the opportunities for prioritising pedestrian movement and activation of this area with a direct interface with the creek corridor. 	<p>The current design of the street network is to prioritise pedestrian movement, slow vehicular traffic and discourage unnecessary through traffic. The active pedestrian movement plan included in the Urban Design Report illustrates desired future connections and pedestrian prioritised streets within the SSDA boundary. Aligned with active frontages the key pedestrian movements in the Kellyville Town Centre are anticipated to be along Guragura Street and Darani Avenue facilitating access to the station and across Elizabeth Macarthur Creek. Pedestrians are expected to utilise the creek side of Decora Drive as the main north to south pedestrian route rather than the superlot side.</p> <p>The locations of carpark entrances in the concept SSDA have been identified to avoid creating conflict between pedestrians and vehicles and other vehicular movements (bus routes, commuter car park and key routes to retail destinations). Vehicular access is prohibited primarily around intersections, along the riparian corridor (Lots D, E and F) and along frontages where a high volume of pedestrian movement is expected such as Darani Avenue. Vehicular access to development lots is discouraged from block edges fronting onto open spaces and the riparian corridor. Recommended access points are on either lower order neighbourhood streets or where access to retail development from the eastern side is required in the northern blocks. Crossover details would be confirmed as part of future applications.</p> <p>Vehicular access to lot A is restricted to left in, left out only from Guragura Street. Vehicular access to lot B is restricted entirely from Guragura Street. Vehicular access to</p>	Refer Appendix A

Agency/Comment	Response	Reference
	<p>lots A and B is also restricted from Darani Avenue. These restricted access arrangements are proposed in order to limit pedestrian conflict on key pedestrian linkages. Access to Lot A is also prohibited by TfNSW from Samantha Riley Drive limiting access alternatives to the eastern side of these lots. Access to these superlots from the east is also preferable from a topographic perspective, as the eastern side of the superlots is lower than the western side, sloping down towards Elizabeth Macarthur Creek.</p> <p>Lot B has a 2-3m level change between Decora Avenue and Guragura Street. It is more efficient that an entrance into basement parking as part of future DAs is from the lowest part of the site (Decora). Access from this edge of the block is preferred to avoid additional vehicles accessing the lot from Guragura Street as this would encourage more traffic past the Station Plaza and station entrance where the intention is to reduce traffic movement along this zone.</p> <p>As such no changes to the carpark entries are proposed. The Urban Design Report has been updated with sections demonstrating how the entrances fit within site levels and further detail on expected pedestrian movement patterns.</p>	Refer Appendix A
<ul style="list-style-type: none"> Confirm minimum active frontage to the streets and how this will be delivered. 	The Design Guidelines have been amended to require active frontage for a minimum length that is equivalent to the length of frontage in the TLEP 2019 (150m). An active frontage plan is included in the Urban Design Report.	Refer Appendix A .
<ul style="list-style-type: none"> Confirm the street ownership. 	All streets identified in the Masterplan will be public streets. They will be constructed to THSC's requirements and transferred to THSC after construction.	N/A
<ul style="list-style-type: none"> Confirm measures to ensure basements are not incorporated under streets. 	Landcom confirms that no basements will be incorporated under public streets. Labels and connections depicting this have been removed from the Design Guidelines and Urban Design Report.	Refer Appendix B
<p>Land Use</p> <ul style="list-style-type: none"> Review the arrangement of the proposed retail uses within the commercial core in conjunction with the review of public space location and arrangement. 	The town centre design has been amended to consolidate the proposed public plaza on Lot B. The retail land use allocations on Lots A and B have been amended to reflect the updated design. A peer review recommended a major anchor on Lot A with a sub-anchor on Lot B. These have been incorporated into the Masterplan reference scheme.	Refer Appendix B and O

Agency/Comment	Response	Reference
<p>There is concern that the proposed flexible approach to retail space may not result in the best outcome.</p>	<p>The revised town centre design is consistent with the LEP controls for the B2 zone, which permits a range of retail uses and active street frontages. Restricting potential retail offerings would be inconsistent with the objectives of the B2 zone. The outcomes proposed under future applications would be assessed on their merits and subject to the Design Excellence Strategy (Appendix O) which supports the concept SSDA ensuring a good design outcome.</p>	<p>Refer Appendix B and O</p>
<ul style="list-style-type: none"> Provide a retail strategy which will describe the intent for retail and commercial uses in more detail, integrated with the public open space intentions. 	<p>The Urban Design Report and Design Guidelines provide a broad and enabling framework within which developers and designers will develop their own approach to the sites in response to their desires and market conditions at the time. For this reason, it would be inappropriate for a retail strategy to be prescribed in the Design Guidelines.</p> <p>A broad strategy for the approach to retail within the station precinct has been outlined in the land use and town centre sections of the Urban Design Report based on specialist retail advice (provided by Ethos Urban) that has been revised as part of this RtS (Appendix K). The reference scheme suggests a retail strategy that responds to the controls and site conditions to demonstrate one possible built form outcome.</p>	<p>Refer Appendix A, B and K</p>
<p>Building Envelopes and Massing</p> <ul style="list-style-type: none"> Ensure building envelopes are configured to enable innovative design (i.e. envelope surplus well in excess of max GFA), and a high-quality public domain by confirming the maximum building envelope to GFA ratios. 	<p>The Design Guidelines are not prescriptive and aim to align with the existing TLEP 2019 FSR and height controls for the site while providing site specific design goals. It is noted that the concept SSDA does not seek approval for the reference scheme.</p> <p>The broad development envelope allows for a wide variety of design solutions. The GFA sought under the application fits easily within the proposed reference scheme and allows for flexibility in design. The building envelopes illustrated in the reference scheme are crude in that they illustrate a volume that is 25% larger than the maximum GFA to allow for internal circulation, building articulation and services. This conservative model would allow innovative designs to be progressed as part of the revised Design Excellence Strategy.</p>	<p>Refer Appendix B and O</p>
<ul style="list-style-type: none"> Review the form and orientation of the building envelopes above the podiums – tower forms do not 	<p>Previously, controls for buildings above ground floor or podium level were not included. The Design Guidelines now allows for multiple options of tower built form and provide additional clarity and ensure flexibility in the orientation of towers above podiums. Building envelopes within Kellyville have been designed to:</p>	<p>Refer Appendix A and B</p>

Agency/Comment	Response	Reference
<p>need to follow the street geometry and could be more varied in form.</p>	<ul style="list-style-type: none"> • Provide a consistent street experience to Decora Drive and Guragura Street • Provide excellent solar access to publicly accessible open space, Station Plaza and through site link • Increase opportunities for view sharing to Elizabeth Macarthur Creek • Provide flexibility of form and orientation across the site. <p>Whilst the above performance objectives are outlined in the Design Guidelines, the building envelopes are sufficiently large to allow for a range of potential design solutions under future applications to achieve design excellence.</p>	<p>Refer Appendix A and B</p>
<p>Sustainability</p> <ul style="list-style-type: none"> • Clarify the sustainability targets proposed, including response to greater temperatures. Ensure targets are ambitious but achievable. 	<p>The sustainability targets are outlined in the updated Ecologically Sustainable Development Report prepared by AECOM 'Kellyville Station Precinct Ecologically Sustainable Development Report' (August 2019) at Appendix J. A summary of the targets for Kellyville include:</p> <ul style="list-style-type: none"> • 5-star Green Star – Communities certification or equivalent and a minimum 5-star green star rating for development areas outside of the existing infrastructure and roads • WSUD as a minimum for all public realm • Rooftop provision for solar panels • Built form arrangement that enables buildings to achieve greater than minimum ADG requirements for solar access • Street planting and regular public/ private realm in accordance with targets set by NSW Government and recommended by Clouston to achieve attractive, cool streets and open space • Minimum 40% tree canopy coverages • Provision of a street and block network that enables active transport for local trips. 	<p>Refer Appendix J</p>
<p>Staging, Divestment and Implementation</p> <ul style="list-style-type: none"> • Provide a staging, divestment and implementation strategy to describe the intent. 	<p>An indicative staging plan has been provided with the EIS and the Urban Design Report and is provided again in the revised Urban Design Report as part of this RtS. However, the staging approach is subject to change based on the divestment strategy for the site and prevailing market conditions.</p>	<p>Refer Appendix A</p>

Agency/Comment	Response	Reference
	<p>The staging of the development has been informed by existing infrastructure and the triggers for additional new infrastructure and road connections required to support the future potential of the Kellyville Station Precinct.</p> <p>Landcom's strategy is to divest serviced superlots to the market. As such, Landcom will be responsible for delivering key pieces of enabling infrastructure and subdivision works to create serviced superlots.</p>	Refer Appendix A
<ul style="list-style-type: none"> Provide details of the timing of the commercial centre and the public realm. The early stages are the opportunity to set the canvas and provide temporary activation. 	<p>Landcom's intended divestment strategy is to divest superlots A and B to the market as the first stage for Kellyville. This will enable the delivery of the town centre early in the development life cycle and ensure activation around the metro station.</p> <p>The successful developer who purchases the Lots will have contract conditions, requiring timely delivery of buildings and Station Plaza.</p>	N/A
<ul style="list-style-type: none"> Develop a working group with all key agencies, (Sydney Metro, the Council, Sydney Water, RMS and others as required) to work collaboratively to develop a delivery and on-going management strategy. 	<p>Landcom will prepare a strategy for ongoing management of the creek with external stakeholders including Sydney Water and THSC. DPIE has advised that Design Guidelines requiring the need for third party agreement and/or works outside the Kellyville SSDA boundary should not be incorporated into the concept SSDAs.</p> <p>Landcom is proposing to transfer ownership and management of all roads and proposed open space to THSC for ownership and ongoing maintenance with the exception of the Station Plaza in the Kellyville Town Centre which is proposed as publicly accessible private open space.</p>	N/A
<ul style="list-style-type: none"> Clarify the proposed divestment strategy on both precincts. It is stated that 'Landcom is the master developer of the precincts, in collaboration with Sydney Metro (landowner). Landcom's responsibility includes: Developing the concept masterplans for Kellyville and Bella Vista. 	<p>Landcom's Role</p> <p>Under a Delivery Agreement with Sydney Metro, Landcom is responsible for master-planning and developing the Kellyville and Bella Vista Station Precincts. This includes the development of the concept design of each station precinct and submission of concept SSDAs. Landcom will also be responsible for divesting superlots and other portions of the site to proponents who will then prepare and lodge future applications. As these DAs are prepared, Applicants will be required to consult with Landcom and Sydney Metro, who will ultimately need to provide endorsement. The Design Guidelines and Design Review Panel will have important roles in ensuring the design quality is maintained through the life of the project.</p>	Refer Appendix A, B and O

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Facilitating future development by achieving planning certainty Delivery of key infrastructure Provide greater detail of Landcom's role as the master developer, and the role of other developers in ensuring design quality through the life of the project. 	<p>Sydney Metro's Role Sydney Metro is Landcom's project delivery partner and landowner of the station precincts. Sydney Metro's responsibilities include delivery and operation of the Sydney Metro, collaboration with Landcom through development of the concept proposal as well as evaluating tenders during the divestment stage. During the preparation of future applications, the applicant will be required to consult with Sydney Metro and achieve landowners' consent prior to the submission of any DAs.</p> <p>Divestment Strategy Landcom's divestment strategy is to deliver key enabling infrastructure works including roads, lead-in services and subdivision to release superlots to the market. Private developers will participate in a tendering process. The preferred tenderer will be required to prepare a DA for built form. During preparation of future DAs, the proponent will be required to consult with Landcom and Sydney Metro, who will ultimately need to provide endorsement for submission of future applications.</p> <p>The Design Guidelines and Design Review Panel, through the proposed Design Excellence process, will have important ongoing roles in ensuring the design quality is maintained through the life of the project.</p>	Refer Appendix A, B and O
<p>Design Guidelines</p> <ul style="list-style-type: none"> Provide greater clarity of the role of the Design Guidelines in relation to the concept Masterplan, and subsequent stages of the project. 	The Design Guidelines will be the key document which outlines objectives, parameters and controls to guide future development. In concert with the broader SSDA, the Design Guidelines, together with the supporting elements of the concept SSDA, will act as the deemed DCP for the site pursuant to section 4.23 of the EP&A Act. This process also seeks to satisfy the requirement and matters detailed under clause 8.5 of THLEP 2019.	N/A
<ul style="list-style-type: none"> Ensure that they are sufficiently detailed to inform future DCPs for the two precincts. Ensure that the Guidelines allow for and support difference where appropriate and do not support development that is homogenous and non-place specific. 	<p>The Design Guidelines have been reviewed and more detail included following engagement with THSC. The intent of the Design Guidelines, together with supporting elements of this concept SSDA, seek to act as an alternative to a DCP pursuant to section 4.23 of the EP&A Act.</p> <p>The Kellyville Station Precinct will have a distinct residential character with supporting retail uses. The concept SSDA site contains two Character Areas. The first, the Station Precinct – aims to be the focus of social life in the Kellyville Station Precinct and</p>	Refer Appendix A and B

Agency/Comment	Response	Reference
	<p>provides more compact urban form and plazas for a distinctly more urban character. Buildings will be mixed use in nature to provide local ground floor services with residential accommodation above. Buildings would have generous building separation.</p> <p>The Residential Core Character Area emphasises a pedestrian orientated district with significant street landscaping, excellent access to the Local Urban Park and viaduct park and strong connections to Elizabeth Macarthur Creek. The area will provide a range of residential dwelling types including apartments, integrated terrace style units at ground level and attached dwelling typologies. Small scale non-residential uses would provide highlights to the area.</p>	Refer Appendix A and B
<ul style="list-style-type: none"> Ensure that they are co-ordinated with the Design Guidelines for Bella Vista. 	<p>Updates to Design Guidelines have been coordinated across both precincts with the same structure implemented across both sets of Design Guidelines. Specific changes have also been made to the Design Guidelines following further consultation with the SDRP including:</p> <ul style="list-style-type: none"> Defining the relationship between the Design Guidelines and THLEP Identifying figures are illustrative where necessary Detail opportunities for design diversity in the Design Guidelines and accompanying Design Excellence Strategy. 	Refer Appendix B, M and O
8. Sydney Metro		
<ul style="list-style-type: none"> Noted that concurrence under Clause 86 of <i>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)</i> does not apply as the application is SSD. Recommends a condition is included requiring any future applications and requested any amended DA to be referred for review. 	Landcom agrees to the imposition of a condition requiring future DAs or modification applications to be referred to Sydney Metro for review.	N/A

Agency/Comment	Response	Reference
9. Office of Environment and Heritage (now EES)		
<ul style="list-style-type: none"> Recommends that any conditions recommended by the Aboriginal Cultural Heritage Assessment Report prepared by Kelleher Nightingale Consulting Pty Ltd dated July 2019 be included as conditions of consent. 	<p>As the final Aboriginal Cultural Heritage Assessment Report (ACHAR) forms part of the application (as amended by this RfS at Appendix N), it would be captured in any approval issued by DPIE. Management measures for sites PK/GD1 near Parklea (including duplicate recording Burns Road North IF1) and KV/CD1 and NWRL PAD 8 are provided at section 9 of the ACHAR and include:</p> <ul style="list-style-type: none"> Salvage excavations at the sites prior to any activities that may harm Aboriginal objects. Protection of archaeological sites via identification in a Construction Environmental Management Plan. Fencing areas of the archaeological sites that are outside of the concept SSDA site boundary to ensure they are not inadvertently affected. <p>The only changes in the revised ACHAR at Appendix N relates to details on consultation.</p>	Refer Appendix N
<ul style="list-style-type: none"> EES considers that the BDAR has not provided a justification for why the footprint cannot be reduced to avoid clearing a CEEC. 	<p>The rezoning and proposed urbanisation of both of the Kellyville and Bella Vista station precincts strongly align with the Greater Sydney Commission's housing and employment targets for The Hills Shire as set out in its Central City District Plan and associated priorities and actions. This includes the priority of accommodating the predicted growth demand of 207,500 dwellings across the district by the year 2036.</p> <p>Attempts to minimise and avoid impacts to vegetation have been provided in the BDAR. The retention of remnant CPW patches outside of the riparian corridors and existing RE1 zoned land would compromise the NSW Government's priorities and actions for the Central City District from being realised. Areas of CPW and other areas of native vegetation are proposed to be retained within planned open space areas and other site locations where their retention is practical.</p> <p>No physical works are proposed and future applications for the detailed design and construction of civil infrastructure and built form would further investigate the potential for the retention of native vegetation within the proposed lots and open space areas. For</p>	Refer Appendix H

Agency/Comment	Response	Reference
	abundant caution, all identified areas that are likely to be impacted by future development are proposed to be adequately offset through the purchase and retirement of the necessary credits.	Refer Appendix H
<ul style="list-style-type: none"> EES recommends that [the identified] inconsistencies are rectified so that the correct required number of credits will be retired. 	An updated BDAR has been proposed addressing the inconsistencies raised by EES (OEI).	Refer Appendix H
<ul style="list-style-type: none"> A flood impact assessment should be undertaken. 	<p>An updated SMP has been prepared that includes the existing detailed flood modelling associated with the preferred concept design of Elizabeth Macarthur Creek commissioned by Sydney Water and is provided at Appendix G.</p> <p>The AAJV report identifies that part of the Kellyville Station Precinct Site is affected by the baseline (no works being undertaken) 1 in 100 Average Recurrence Interval (ARI) event. This area is located in the mid-point of the site in line with the southern half of Lot B and Lot C and shown at Figure 4.14 of the SMP.</p> <p>As the site will be filled as part of future applications, the SMP identifies the relevant flood planning levels considered in future DAs will either be:</p> <ul style="list-style-type: none"> The 1 in 100 ARI level from Elizabeth Macarthur Creek plus a 500mm freeboard, or The 1 in 100 ARI overland flow level plus 500mm freeboard. <p>Given the existing flood extents affecting the site demonstrated by the AAJV report and that an adequate flood planning level has already been identified, Landcom is of the view that a further flood impact assessment is not required. Notwithstanding, future applications may include further investigations into flooding impacts and potential changes to finished floor levels, basement design and materials as part of the detailed design process. An overland flow path assessment would also be undertaken for the detailed design of the proposed road reserves to confirm overland flood depths in the 1 in 100 ARI event.</p>	Refer Appendix G

Agency/Comment	Response	Reference
<ul style="list-style-type: none"> Recommended the need to obtain and retire the necessary Ecosystem Credits and Species Credits are specified in conditions of consent. 	<p>Incorporating the ecosystem and species credits into any recommended conditions of consent will be a matter for DPIE to finalise as part of their assessment.</p>	<p>N/A</p>
<p>10. Heritage Council of NSW</p>		
<ul style="list-style-type: none"> Recommendations from the Advisian report would need to be addressed in detail as part of future SSD applications. 	<p>The “<i>Landcom European Heritage Services for the Bella Vista and Kellyville Precincts – Precinct Wide Heritage Significance and Impact Assessment</i>” report prepared by Advisian and provided with the EIS recommended design considerations to investigate the:</p> <ul style="list-style-type: none"> opportunity for the design of open space areas to incorporate cues from the historic agricultural and farming land along the Old Windsor Road alignment that supported the growing NSW colony. potential to interpret the ‘19th century cottage site’ through a combination of signage, an archaeological drawing, images and plans and/or artefact/relic displays. opportunity to name local streets and/or public spaces after the Rudd and James families who were long-term residents of the area and notable in the local community. potential for the form, materials and finish of sandstone ‘boundary stones’ to be reflected in the design and finish of bollards, street kerbing, wayfinding markers and other similar demarcations. <p>The Design Guidelines have also been updated to reference this report and would therefore need to be considered as part of future applications.</p>	<p>Refer Appendix A</p>
<p>11. Environment Protection Authority (EPA)</p>		
<ul style="list-style-type: none"> Advised the development is not a Scheduled Activity but noted future developments near the rail line should include requirements for acceptable vibration and ground-borne noise limits from EPA and DECC guidelines. 	<p>Future applications would be referred to the EPA from either DPIE or THSC depending on the characteristics and location of each DA and their assessment pathway.</p>	<p>N/A</p>

Agency/Comment	Response	Reference
12. Sydney Water		
<ul style="list-style-type: none"> Existing 300mm DICL watermain along Memorial Avenue will need to be extended for water servicing. 	Delivery of this service connection would be detailed as part of future stages and applications and is detailed in the updated Utilities Servicing Report. No physical works are proposed under this application.	Refer Appendix F
<ul style="list-style-type: none"> The 250mm recycled watermain in Memorial Avenue can service the site but would need to be extended by the Applicant. 	Extension of this service connection would be detailed as part of future stages and applications. No physical works are proposed under this application.	Refer Appendix F
<ul style="list-style-type: none"> The Balmoral Road Carrier has sufficient capacity for wastewater servicing. The Applicant will need to submit a flow schedule for the development as part of their Section 73 application. 	Extension of this service connection would be detailed as part of future stages and applications. No physical works are proposed under this application and therefore a Section 73 application is unlikely to occur following the determination of this specific SSDA.	Refer Appendix F
<ul style="list-style-type: none"> Existing stormwater assets will need to be protected. 	It is anticipated future DAs and conditions will consider the protection of existing stormwater assets, including dilapidation reports.	N/A
13. Blacktown City Council		
<ul style="list-style-type: none"> Raised no issues and did not object. 	No response required.	N/A
14. Endeavour Energy		
<ul style="list-style-type: none"> Confirmed the site can be serviced with power infrastructure by installing feeders from the Parklea Zone Substation. Raised concern regarding reduced setbacks and location of pad mount substations and additional fire rated construction standards. Endeavour energy has a preference for pad mount substations. 	Details of future substation location and design would be addressed as part of future applications.	Refer Appendix F

3.2. Public Submissions

During the exhibition of the proposal, a total of 21 organisation and community submissions were received, of which ten objected to the proposal, seven provided support, while four provided comments.

18 submissions were provided from individuals. Three submissions were made by organisations consisting of:

- Woolworths Group Limited
- Bridget Macquarie Island Development Group
- Neighbourhood Group Kellyville – a group submission with 14 signatures.

Key issues and concerns raised by the local community were:

- the proposal is an overdevelopment for the locality and no additional housing, particularly high-density housing, is needed
- insufficient supporting infrastructure to support the proposal, including:
 - transport/road upgrades
 - green/open space
 - car parking
 - pedestrian infrastructure
 - hospital services.
- existing traffic congestion will be exacerbated
- not consistent with existing zoning and incompatible with the lifestyle of the locality
- proposed height, scale and setback of future built form
- concerns regarding consistency of application design excellence measures
- visual and privacy impacts
- construction impacts (i.e. noise and off-site car parking impacts).

Each submission and associated responses are provided in **Table 10** below. A summary of some submissions and the issue raised has been provided for brevity.

Table 10: Response to Organisation and Community Submissions

Submitter/Issues	Response	Reference
Gemini Grace – Comments STANHOPE GARDENS, New South Wales <ul style="list-style-type: none"> Street parking dominated by commuters Metro parking is insufficient for commuters Walking distance to stores 	Car parking Car parking rates for the range of uses across the site have been considered in designing the Kellyville Station Precinct. A revised Traffic Impact Statement is provided at Appendix D in response to traffic matters raised by DPIE, THSC and RMS.	Refer Appendix D
Adrian Clarke – Objects STANHOPE GARDENS, New South Wales <ul style="list-style-type: none"> Concerns regarding road upgrades, road congestion and vehicle delays Infrastructure impacts associated with the SSD applications for Kellyville (SSD-10343) and Bella Vista (SSD-10344) Impacts of additional vehicles across Kellyville and Bella Vista Development should only proceed after infrastructure demands are met. 	Traffic impacts The EIS was supported by a TTA which has been revised as part of this RtS to factor in revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic. The Design Guidelines proposed to apply sustainable car parking rates to reduce the dependency on private car use and increase the travel mode share of public and active transport. Infrastructure delivery mechanism Landcom intends to submit a Letter of Offer to deliver a package of land and infrastructure works to THSC to confirm the delivery of these upgrades.	Refer Appendix D
Paul Singh – Comments KELLYVILLE, New South Wales <ul style="list-style-type: none"> Traffic congestion Requests to expand the zoning to the area between Memorial Avenue, Arnold Avenue, Gainsford Drive and Samantha Riley Drive. 	Traffic Impacts The EIS was supported by a TTA which has been revised as part of this RtS to factor in revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic. Rezoning of additional land This concept SSDA does not seek to rezone any additional land and therefore does not form part of the application.	N/A

Submitter/Issues	Response	Reference
<p>Raymond Abe – Comments KELLYVILLE RIDGE, New South Wales</p> <ul style="list-style-type: none"> • Welcomes the new public transport link • The development of the North West Metro with only about 4,000 parking spaces at Tallawong, Kellyville and Bella Vista stations was a gross under-estimation by planners. • Other forms of 'public' transport are proposed, but the statements reflect 'possible aspirations'. • The area is changing from rural to residential so planning needs to be contemplative of a more wholistic outcome. • Concern that additional station parking has not been considered. Parking should be extended for Metro customers. • There are positive concepts with respect to open space, building offsets and building form. • Consideration needs to be given on how the development looks. It appears the proposed built form will continue the ongoing practice of rectilinear design. • The quality of architectural excellence in the area is mediocre. • This area should be developed into something special. • The current examples of high rise in the area may become ghettos. 	<p>The purpose of this concept SSDA is to develop and apply a new and holistic design approach across the Kellyville Station Precinct.</p> <p>Commuter parking</p> <p>There are no plans to construct additional commuter car parking in or around Sydney Metro Northwest stations. The provision of additional commuter parking in residential streets would increase traffic generation and have adverse impacts on the amenity of residential neighbourhoods. Sydney Metro encourages customers to consider other access modes including walking, cycling, bus, taxi/ride share and kiss and ride.</p> <p>Character, design and built form</p> <p>No built form is proposed under this stage of the development. The reference scheme provided in the Design Guidelines is an indicative example of possible built form when applying the solar access, height, setback and landscaping controls sought.</p> <p>The proposed Design Guidelines will provide a framework to ensure future built form reflects the desired character statements across the Kellyville Station Precinct. The Station Precinct Character Area aims to be the northern gateway to the site and provide a hub for retail and social activity through compact urban form that provides retail and mixed use opportunities. The Residential Core Character Area is focused around the proposed Local Urban Park and will provide a diverse range of housing including apartments, terraces and attached dwellings in a highly landscaped context with a strong connection to Elizabeth Macarthur Creek.</p> <p>Furthermore, the revised Design Excellence Strategy (Appendix O) will ensure robust designs are developed, commensurate with the status of the Station Precinct. This strategy and the Design Guidelines seek to deliver a new community that exhibits design excellence.</p>	<p>Refer Appendix A and B and O</p>

Submitter/Issues	Response	Reference
<ul style="list-style-type: none"> Should specify architectural design that reflects liveability as well as provide something of interest to look at. 		Refer Appendix A and B
<p>Rebecca Correa – Objects STANHOPE GARDENS, New South Wales</p> <ul style="list-style-type: none"> The necessary infrastructure is not there. The current schools are at capacity. There are no nearby public hospitals 	<p>Infrastructure</p> <p>This concept SSDA identifies necessary infrastructure and service upgrades to support future development. These works would be subject to detailed design and construction as part of future applications. The EIS was supported by a TTA which has been revised as part of this RfS to factor in revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic.</p> <p>Education demand</p> <p>Glenwood High School is located near to the site and is currently being upgraded. Other nearby public high schools that can service the site include Rouse Hill High School (Rouse Hill) and Kellyville High School (Kellyville). It is acknowledged that Castle Hill High School is currently considered at capacity, however enrolment trends are subject to change over time.</p> <p>The proposed primary school site in the Bella Vista Station Precinct (under SSD-10344) to the south will also provide additional school capacity in the area.</p> <p>Consultation with the Department of Education confirmed that existing high school facilities will be able to cope with new demand from the proposal, estimated to be around 400 high school places. Some of this demand (approximately 120 places) is likely to be met by nearby independent high schools.</p> <p>Hospital demand</p> <p>Consultation with the Western Sydney Local Health District confirmed that existing hospital infrastructure is meeting all acute demand, and can cope with additional new population demand that would arise from the proposal.</p>	Refer to the Social Impact Assessment at Appendix M of the EIS.

Submitter/Issues	Response	Reference
	<p>There are several major hospitals that are considered nearby the site (less than 20-minute drive). The nearest public hospital is 9km from the site (Blacktown Hospital) and the nearest private hospital is located 7km from the site (Norwest). A new public health service is also being planned for Rouse Hill. Blacktown and Mount Druitt Hospitals are undergoing expansions that will enhance their capacity.</p>	<p>Refer to the Social Impact Assessment at Appendix M of the EIS.</p>
<p>John Blair – Objects STANHOPE GARDENS, New South Wales</p> <ul style="list-style-type: none"> The height of the proposed buildings should be restricted to a maximum of five floors. Negative visual impact from building heights. There will be additional commuter overflow parking over into the Newbury Estate during construction and after occupation of residential, commercial and retail activities. Construction parking impacts in Newbury Estate. Air quality impacts during construction. Noise impacts during construction. Residents and tenants will use commuter parking places. This should be addressed. Possible by introducing a 13 hour time limit. 	<p>Height of future built form</p> <p>The reference scheme detailed in the Design Guidelines draws on the height limits allowed under THELP 2019. Future applications would be assessed on their merits, including their height. Restricting future development to five storeys is not consistent with the vision of the Kellyville Station Precinct to create a vibrant TOD site. The visual impacts of future built form will be assessed on their merits in future applications when detailed architectural designs are prepared as part the revised Design Excellence process.</p> <p>No physical construction works are proposed under this concept SSDA. However, construction impacts for traffic, air quality and noise would be assessed as part of future applications.</p> <p>Commuter parking</p> <p>TfNSW is progressively implementing Transport Park&Ride at its commuter car parks throughout NSW. Transport Park&Ride provides up to 18 hours free parking each day. When users complete a public transport journey by tapping on and off using an accepted Opal card, they then use that card when exiting the car park.</p>	<p>Refer Appendix B and O</p>
<p>Joseph D'Silva – Objects KELLYVILLE, New South Wales</p> <ul style="list-style-type: none"> Does not support any construction of any type in the area other than converting the open land to garden facilities only due to traffic congestion already being experienced in the area, close to Kellyville Station. 	<p>The Kellyville Station Precinct is a planned strategic centre highlighted in the Greater Sydney Regional Plan, District Plan and LSPS that seeks to create a new, vibrant TOD precinct to provide service and employment opportunities to new residents located near public and active transport options.</p> <p>Traffic impacts</p> <p>The EIS was supported by a TTA which has been revised as part of this RtS to factor in</p>	<p>Refer Appendix B and D</p>

Submitter/Issues	Response	Reference
<p>No vehicle access to be made, only walking or bicycle amenities.</p>	<p>revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic.</p> <p>Land use and design</p> <p>The urban renewal of the Kellyville Station Precinct for open space and garden facilities would not deliver commercial and medium and high-density residential development that would deliver the compact town centre and vision of the Kellyville Station Precinct.</p> <p>The proposed road network and associated pathways emphasises pedestrian and cyclist connectivity to, from and within the site.</p>	<p>Refer Appendix B and D</p>
<p>Name Withheld – Objects KELLYVILLE, New South Wales</p> <ul style="list-style-type: none"> Concern with the number of dwellings proposed and the height of buildings. This will have increase in traffic around the area and noise level. Also proposed height of the building affects our privacy. This proposal affects value of my property. 	<p>Dwelling numbers</p> <p>The number of dwellings proposed as part of this concept SSDA is consistent with the dwelling cap imposed by the State Government as part of the precinct planning process for the Kellyville Station Precinct.</p> <p>Height of future built form</p> <p>The Design Guidelines seek to establish development controls for building heights for future applications that are consistent with the existing building height controls in THLEP 2019. Indicative shadow analysis shows future areas of public open space can achieve specified solar access targets. Future applications will be required to be consistent with the Design Guidelines and matters relating to privacy will be assessed on merit.</p> <p>Traffic impacts</p> <p>The EIS was supported by a TTA which has been revised as part of this RtS to factor in revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic.</p>	<p>Refer Appendix A and B</p>

Submitter/Issues	Response	Reference
	<p>Noise impacts</p> <p>Noise impacts from construction would be assessed as part of future applications. The Noise impact assessment provided with the EIS concludes future buildings would require a range of glazing finishes to comply with internal amenity criteria. Operational noise impacts from plant and equipment and road traffic noise would be assessed as part of future applications for built form.</p> <p>Property values</p> <p>Property values are not an item for consideration for a Consent Authority under 4.15 of the EP&A Act.</p>	Refer Appendix A and B
<p>Name Withheld – Objects</p> <p>KELLYVILLE, New South Wales</p> <ul style="list-style-type: none"> The development is not in line with the land use zoning of the area and is not complimentary with the lifestyle in the area An area 800m in radius should be re-zoned to Medium Density (2-8 stories) to allow for a progression from High to Low density rather than having a Low Density pocket surrounded by High and Medium developments. 	<p>Land use</p> <p>The distribution of land uses and future works under the concept SSDA are all permissible with development consent under THLEP 2019 and support the delivery of a new TOD community.</p> <p>Height of future built form</p> <p>The Design Guidelines incorporate measures for future buildings to transition from 50m in height (approximately 15 storeys) on Lots A and B in the Station Precinct, to 40m high on the southern part of Lot B and Lot C to a mixture of 40m (approximately 12 storeys) and 21m (approximately 6 storeys) for Lots D, E and F fronting Elizabeth Macarthur Creek. Lots D, E and F would have a height of 21m at the interface of Elizabeth Macarthur Creek.</p>	Refer Appendix A and B
<p>Name Withheld – Supports</p> <p>KELLYVILLE, New South Wales</p> <ul style="list-style-type: none"> Please have more services centres like RTA(RMS), Centrelink centres available. Banks and medical centres. 	<p>Local services</p> <p>Future services within the Kellyville Station Precinct would be determined as part of future applications on each of the development blocks. The land use provisions under THSC LEP would allow services and businesses such as banks and medical centres to potentially form part of future retail tenancies in the commercial core in the B2 Local Centre zoned land.</p>	N/A

Submitter/Issues	Response	Reference
<p>Name Withheld – Objects KELLYVILLE RIDGE, New South Wales</p> <ul style="list-style-type: none"> The district does not need additional housing whether apartments or individual dwellings. The local infrastructure is already overstretched and the roads are becoming more and more clogged with traffic. Need more green space to provide a more sustainable and pleasant environment for the future. Building more housing along the Kellyville Station corridor is not environmentally friendly. Commented on the perception of the SSDA along the rail corridor. The proposal needs a drastic rethink to provide what the area really needs - more green space to cater for the already over-crowded greater Kellyville-Kellyville Ridge-The Ponds and North Kellyville areas. Do not need any more housing units of poor quality. In addition, allowing more high-density housing will not lead to more permanent jobs prospects in the area for the people who will live in the proposed buildings. Most will have to travel out of the area to go to their jobs causing even more strain on roads and public transport and cause more air pollution. 	<p>Housing provision</p> <p>The project has been designed to respond to Sydney's housing demand and seeks to realise the Kellyville Station Precinct as a strategic centre as detailed in the Greater Sydney Regional Plan and District Plan.</p> <p>Open space provision</p> <p>The Masterplan provided in the Urban Design Report and Design Guidelines contributes a total of 2.95ha of new open space areas comprised of:</p> <ul style="list-style-type: none"> 0.67ha of passive open space consisting of the Local Urban Park 1.05ha of active open space in the form of a viaduct park 0.16ha of privately owned, publicly accessible open space in the form of the proposed Station Plaza Local open space of 0.49ha Riparian breakaway spaces of 0.24ha and 0.34ha each. <p>These new open spaces areas will be delivered as part of future stages under future applications.</p> <p>Concerns regarding overdevelopment</p> <p>The Station Precinct was investigated to deliver additional housing supply as new TOD communities and were rezoned with an identified maximum number of dwellings. This 'cap' is specified under Clause 8.9 of THLEP 2019 which states a maximum of 8,400 dwellings can be approved across both precincts. This concept SSDA seeks to set a design framework for a maximum of 1,910 new residential dwellings. The design guidelines for the Bella Vista Station Precinct under SSD-10344 seeks approval for a maximum of 3,804 dwellings. Therefore, the total development across both sites is 5,714, which is well below the legislated development 'cap' for both precincts.</p> <p>Traffic impacts</p> <p>The EIS was supported by a TTA which has been revised as part of this RtS to factor in</p>	<p>Refer Appendix A, B and D</p>

Submitter/Issues	Response	Reference
	<p>revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic.</p> <p>Air quality impacts</p> <p>The EIS included an air quality assessment prepared by GHD which concluded the concept SSDA is not anticipated to result in any adverse air quality impacts. Air quality impacts associated with future construction activities and operation across the Station Precinct would be assessed in detail as part of future applications for civil works and built form.</p>	Refer Appendix A, B and D
<p>Name Withheld – Supports GLENWOOD, New South Wales</p> <ul style="list-style-type: none"> There are a thousand of people move to northwest recent years. Government should consider how to reduce vehicles on the Old Windsor Road. This project might offer more jobs. 	<p>A key objective of the Kellyville Station Precinct is to provide a vibrant TOD community with excellent levels of access to public and active transport to reduce dependency on cars and foster sustainable travel behaviours.</p> <p>Traffic impacts</p> <p>TfNSW are progressing with separate upgrades to Memorial Avenue to a four lane divided road. This project would also include the signalisation of intersections at Memorial Avenue/ Arnold Avenue / Free Settlers Drive and Memorial Avenue / T-Way near Old Windsor Road.</p> <p>The EIS was supported by a TTA which has been revised as part of this RtS to factor in revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic.</p>	Refer Appendix D
<p>Name Withheld – Supports HASSALL GROVE, New South Wales</p> <ul style="list-style-type: none"> Raised concern regarding apartment in Stanhope Gardens as part of the Precinct Planning process Strategic planning regarding apartment development 	<p>Land use</p> <p>The DPIE Finalisation Report noted the rezoning of Stanhope Gardens to R4 High Density Residential had strategic planning merit. However, the DPIE concluded more detailed assessments were required before a rezoning was considered and the area was removed from the final Precinct Plan. The land subject to the earlier planning</p>	N/A

Submitter/Issues	Response	Reference
<ul style="list-style-type: none"> Amenities / shops and apartments in Kellyville and Stanhope should be progressed 	<p>proposal is beyond the scope of and does not form part of the Kellyville Station Precinct SSDA site.</p> <p>The land use strategy in the Kellyville Station Precinct would facilitate the development of local amenities, retail shops and apartments to establish a TOD community.</p> <p>Pedestrian access</p> <p>The pedestrian footbridge across Old Windsor Road at Kellyville was constructed to improve pedestrian safety and reduce delays to vehicles and pedestrians at the Old Windsor Road/Samantha Riley Drive/ Newbury intersection. This intersection upgrade was undertaken as part of the development of Kellyville Station to improve pedestrian amenity for customers.</p>	N/A
<p>Name Withheld – Supports LEUMEAH, New South Wales</p> <ul style="list-style-type: none"> Rezoning at Stanhope Gardens Newbury Estate should be reconsidered as it will allow more people to affordably move into this decent area that is also conveniently close to the metro station, and further develop this area into a richer diverse community. 	<p>Land use</p> <p>The land subject to the earlier planning proposal is beyond the scope of and does not form part of the Kellyville Station Precinct SSDA site.</p>	N/A
<p>Name Withheld – Supports BELMORE, New South Wales</p> <ul style="list-style-type: none"> Supports recreation facilities such as tennis courts beneath the rail viaduct Suggests apartments being constructed above car parks Raised concern regarding apartment in Stanhope Gardens as part of the Precinct Planning process 	<p>Land use and apartment development</p> <p>The consideration of rezoning land in Stanhope Gardens is outside the scope of this concept SSDA.</p> <p>There are no plans to construct additional commuter car parking in or around Sydney Metro Northwest stations. The provision of additional commuter parking in residential streets would increase traffic generation and have adverse impacts on the amenity of residential neighbourhoods. Sydney Metro encourages customers to consider other access modes including walking, cycling, bus, taxi/ride share and kiss and ride.</p>	N/A

Submitter/Issues	Response	Reference
<ul style="list-style-type: none"> Car parking concerns in Stanhope Gardens 		
<p>Name Withheld – Supports STANHOPE GARDENS, New South Wales</p> <ul style="list-style-type: none"> Metro project is Australia's largest transport infrastructure project under construction and a priority rail project for the NSW Government. Areas close to the station (5-10 min walking distances) have to be redeveloped in order to fully utilise the metro stations, regardless the houses in Kellyville or Stanhope Gardens. Houses in this area have to be replaced by modern apartment buildings to provide more affordable homes for people. It is a total waste to keep the old houses in these areas. With the benefits of higher population around the station, shops / restaurants / other facilities need to be built as well. Making town centres around the stations is a great idea. This helps to move the population from East to West in the Greater Sydney region. This also aligns with the general development plan of the Greater Sydney Commission. 	<p>The Kellyville Station Precinct has been master-planned to provide residential dwellings within 800m of Kellyville Station and also provide new public open space areas. The Design Guidelines also seek to achieve a diverse mixture of housing types across the Station Precinct and Residential Core Character Areas such as apartments, mixed use buildings, ground floor terraces and attached dwellings.</p> <p>The anticipated residential dwelling yields across the both the Kellyville and Bella Vista Station Precincts also seek to include a minimum of 5% of dwellings as Affordable Housing over both sites.</p> <p>It is noted Stanhope Gardens falls outside of the concept SDA site area.</p> <p>The Design Guidelines seek to establish a design framework to deliver a new, vibrant Station Plaza at the corner of Darani Avenue and Decora Drive. This space will encourage passive recreation with high levels of street activation along new retail spaces.</p>	N/A
<p>Name withheld – Supports SCHOFIELDS, New South Wales</p> <ul style="list-style-type: none"> The development will help creating more job opportunities and create a better living environment around the area. 	<p>Employment</p> <p>The land use strategy within the Urban Design Report and Design Guidelines include specified areas for commercial and retail uses that are consistent with the land uses permitted under THLEP. The design framework seeks to deliver a minimum retail GFA of 5,369m² and up to a maximum retail GFA of 10,736m² to provide local services, amenities and employment opportunities that are highly accessible.</p>	Refer Appendix A and B

Submitter/Issues	Response	Reference
<p>Woolworths Group Limited</p> <ul style="list-style-type: none"> The economic impact assessment did not consider all land in the primary catchment that allows 'commercial premises' including B2 zoned land at Hector Court, Kellyville as a neighbourhood centre Consideration of Councils LSPS and other THSC strategic planning policies Failure to consider other approvals Retail impacts on Woolworths operations. 	<p>Retail impacts</p> <p>Ethos Urban has prepared an updated Economic Impact Assessment and Benefits Analysis (see Appendix K) that includes the Woolworths supermarket that was granted a deferred commencement development consent in June 2019. The updated assessment assumed this retail space of 5,200m² of gross lettable area is operational before 2036. The assessment concludes:</p> <ul style="list-style-type: none"> the development of the retail GLA in the Kellyville Station Precinct would have a - 5.1% (equating to \$2.6 million) impact on trading for the future Woolworths operation, the overall trading impact on other retail centres from delivering the Kellyville Station Precinct retail would be \$34.6 million reduction in 2036 sales existing centres would experience increase in sales between 29% and 64% the indicative trading impacts are within the normal range of a competitive retail environment. <p>LSPS and strategic policies</p> <p>The assessment also considers THSC's Productivity and Centres Strategy at section 3.2.6. In this regard, the strategy identifies the station as a rail hub and being able to accommodate commercial and retail uses including a supermarket and specialty retail.</p> <p>Future consideration of the relevant planning objectives under THSCs now endorsed LSPS are provided in the response to the SDRPs comments on the project. The concept SSDA is consistent with the planning priorities to strengthen strategic centres and provide retail services to meets residents needs.</p>	<p>Refer Appendix K</p>
<p>Bridget Macquarie Island Development Group</p> <ul style="list-style-type: none"> Advocates for the up-zoning of the site located northeast of Kellyville Station bordered by Elizabeth Macarthur Creek to the west, Samantha Riley Drive to the south and Macquarie Avenue to the east. 	<p>The sites of 2-18 Macquarie Avenue and 4-16 Bridget Place, Kellyville do not form part of this concept SSDA. This concept SSDA does seek to rezone any additional land.</p>	<p>N/A</p>

Submitter/Issues	Response	Reference
<p>Name Withheld – Objects KELLYVILLE, New South Wales</p> <ul style="list-style-type: none"> Overdevelopment and infrastructure demands <p>The following are items would need to be addressed to meet infrastructure demands:</p> <ul style="list-style-type: none"> Expansion (Stage 2) of Caddies Creek Reserve Playing Fields with four (4) additional playing fields 8ha of new local parks (including riparian land along the Elizabeth Macarthur Creek corridor) New roads and intersection upgrades New pedestrian footpaths/cycleways and creek crossings (bridges). A new community facility of 1,650m² to be located in the Bella Vista Town Centre (with potential for a 4,000m² facility subject to Council agreement to fund the additional 2,350m² of GFA). <p>The following are other concerns.</p> <ul style="list-style-type: none"> Concern regarding proposed setback variations for residential flat buildings Concern regarding insufficient car parking proposed Request that future development achieve The Hills Shire Council's housing mix and diversity objectives Concern regarding excessive street wall lengths Proposal of a mechanism to secure delivery of medium density housing forms 	<p>Concerns regarding overdevelopment</p> <p>The proposal builds upon previous strategic planning undertaken by both THSC and DPIE, wherein land surrounding the Kellyville Station was identified for urban renewal, and the importance this role would have in supporting the creation of a vibrant and active place around the station.</p> <p>The Kellyville and Bella Vista Station Precincts were both investigated to deliver additional housing supply as new TOD communities and were rezoned with an identified maximum number of dwellings. This 'cap' is specified under Clause 8.9 of THLEP 2019 which states a maximum of 8,400 dwellings can be approved across both precincts. This SSDA seeks to set a design framework for a maximum of 1,910 new residential dwellings. The design guidelines for the Bella Vista Station Precinct under SSD-10344 seeks approval for a maximum of 3,804 dwellings. Therefore, the total development across both sites is 5,714, which is well below the legislated development 'cap' for both precincts.</p> <p>Expansion of open space and local parks</p> <p>The Social Impact Assessment and Open Space report prepared by Elton Consulting at Appendix M of the EIS recommended:</p> <ul style="list-style-type: none"> the offsite extension of the Caddies Creek Sporting Complex, including the addition of four new playing fields the delivery of 8ha of new open space across both the Kellyville and Bella Vista Station Precincts. <p>With respect to Caddies Creek, the assessment concluded this expanded facility is likely to have capacity to service the additional demand for future residents in the Kellyville and Bella Vista Station Precincts.</p> <p>The masterplan provided in the Urban Design Report and Design Guidelines contributes a total of 2.95ha of new open space areas comprised of:</p> <ul style="list-style-type: none"> 0.67ha of passive open space consisting of the Local Urban Park 	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
<ul style="list-style-type: none"> • Identification of the need to ensure streets provide a uniform and logical profile with the existing streets already constructed by NRT and that a 2.5 metres shared path is provided along all streets to facilitate both pedestrian and cycle movements • Concern regarding undersized parks proposed in Kellyville Town Centre • Concern regarding the design excellence strategy and consistency of built form outcomes if different consent authorities and Design Review Panels are utilised for different projects within the Precincts • Concern that the additional population will also generate demand for an additional high school which has not been identified; and • Concern regarding inconsistency of information presented within different material and supporting studies. 	<ul style="list-style-type: none"> • 1.05ha of active open space in the form of a viaduct park • 0.16ha of privately owned, publicly accessible open space in the form of the proposed Station Plaza • Local open space of 0.49ha • Riparian breakaway spaces of 0.24ha and 0.34ha each. <p>The space provided in Kellyville complements a total of 5.16ha of new open space areas in the Bella Vista Station Precinct comprised of:</p> <ul style="list-style-type: none"> • Local parks totalling 1.04ha • Commercial plazas totalling 0.58ha • A district park of 2.74ha • Open space areas adjacent to Elizabeth Macarthur Creek 1.1ha • A green link to the south of Florey Avenue totalling 0.15ha. <p>The development of both station precincts would achieve the recommended 8ha of open space, in addition to the Caddies Creek expansion.</p> <p>Road upgrades</p> <p>The EIS was supported by a TTA which has been revised as part of this RtS to factor in revised residential yield values. The TTA identifies several road upgrade options to the local road network to mitigate the impact of the Kellyville Station Precinct traffic only and do not seek to address background traffic.</p> <p>New footpath/cycleways and creek crossings</p> <p>The Urban Design Report and Design Guidelines have been prepared to demonstrate the following proposed connections:</p> <ul style="list-style-type: none"> • one pedestrian bridge over Elizabeth Macarthur Creek from the intersection of Decora Drive and Darani Avenue • one vehicular road bridge connecting to Colonial Street to the east. 	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
	<p>Community Facility</p> <p>An identified site for a community facility is proposed under the concept SSDA (SSD-10344) in the commercial core of the Bella Vista Station Precinct. No community facility is proposed in Kellyville.</p> <p>Setbacks for residential buildings</p> <p>The proposed setback arrangement has been revised within the Urban Design Report and Design Guidelines. The amended setback controls will reduce the ultimate residential yield across the precinct. A revised clause 4.6 variation request is provided regarding the new setback regime.</p> <p>Car parking</p> <p>Following additional discussions with DPIE, and a review of the submission from TfNSW, the car parking rates have been revised to align with the rates provided in the <i>Guide to Traffic Generating Development</i>. These car parking rates have also been included in the Design Guidelines.</p> <p>The reduced car parking rates aim to deliver on best practices TOD principles by providing greater residential and employment density near the Kellyville Station, T-Way and feeder bus services. Providing higher car parking rates would undermine the objective to achieve a TOD community and the travel mode shifts for new residents.</p> <p>Housing Diversity</p> <p>The Design Guidelines aim to create a unique TOD community through a design framework that allows a diverse range of residential housing typologies. A mixture of dwellings types including apartments, integrated ground floor terraces and residential flat buildings are encouraged in the Design Guidelines.</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
	<p>Clause 7.12 of THLEP provides housing diversity targets for specified sites on the FSR maps identified as 'Area A'. The Kellyville Station Precinct is not mapped as 'Area A' and therefore, clause 7.12 does not apply to this SSDA.</p> <p>Street wall lengths</p> <p>The Design Guidelines have been amended to provide additional controls for street wall lengths. These include to limit them to a maximum of 50m and include articulation via a 3m deep and 6m wide recess. Residential flat buildings also now have a maximum length control of 70m, which must also include recesses.</p> <p>Shared pathways</p> <p>The Urban Design Report and Design Guidelines seek to provide a 3.5m wide pedestrian and cycle route along Elizabeth Macarthur Creek. The 'Main Street' typology across the Kellyville Station Precinct also includes generous footpaths between 2.5m and 4m wide. The future needs of pedestrians and cyclists would be sufficiently serviced by the proposed shared pathway fronting Elizabeth Macarthur Creek.</p> <p>Local streets that provide an east/west connection between Lots D, E and F provide a maximum path width of 2m. A 2m wide pathway is considered an appropriate design response for these lots and local streets as they are located in the heart of the Residential Core Character Area and these local streets are not intended to perform a shared pedestrian/cycle function. The Design Guidelines have been updated with specific bicycle objectives and controls at section 4.5.2.</p> <p>Infrastructure delivery mechanism</p> <p>Landcom is preparing a Letter of Offer to detail the infrastructure items and their staged delivery.</p> <p>Park size in the Station Plaza</p> <p>In response to concerns regarding the size of the separated Station Plaza open space</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
	<p>areas, the Design Guideline has been amended to consolidate the space into single parcel of publicly accessible open space on Lot B. Specific controls have been included in the Design Guidelines requiring this space to be a minimum of 1,600m² in area and to guide how this space is delivered.</p> <p>Medium density housing</p> <p>Kellyville is identified as a Transit Centre under THSC's Draft Housing Strategy. Revised controls to encourage integrated terrace style medium density development have been included in the Design Guidelines.</p> <p>Education demand</p> <p>Based on demographic trend analysis undertaken in the Social Impact Assessment at Appendix M of the EIS, it is assumed that around 3% of the population will be of high school age, creating potential new demand for approximately 400 high school places. Based on existing trends, it can be expected at least 30% of this demand will be met by the private school sector. It is assessed that the estimated remaining public school demand of around 280 enrolment places can be accommodated within existing nearby high school facilities (Glenwood High School, Rouse Hill High School, Crestwood High School and Kellyville High School). Consultation with the Department of Education confirmed existing nearby high school facilities can cope with estimated new demand from the proposal, and a new high school is not warranted on the site.</p> <p>The proposed primary school site in the Bella Vista Station Precinct (under SSD-10344) to the south will also provide additional school capacity for approximately 1,000 students.</p> <p>Material consistency</p> <p>Background reports have been revised and reviewed as part of this RtS to present a consistent design scheme supporting technical information.</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
<p>Kellyville Neighbourhood Group – 14 signatures</p> <ul style="list-style-type: none"> • Overdevelopment of the area • Infrastructure demands and delivery including: <ul style="list-style-type: none"> ○ Expansion (Stage 2) of Caddies Creek Reserve Playing Fields with four (4) additional playing fields ○ 8ha of new local parks (including riparian land along the Elizabeth Macarthur Creek corridor) ○ New roads and intersection upgrades ○ New pedestrian footpaths/cycleways and creek crossings (bridges). ○ A new community facility of 1,650m² to be located in the Bella Vista Town Centre (with potential for a 4,000m² facility subject to Council agreement to fund the additional 2,350m² of GFA). • Urban design concerns regarding: <ul style="list-style-type: none"> ○ setbacks for residential flat building ○ excessive street wall lengths ○ request that future development achieve The Hills Shire Council's housing mix and diversity objectives • Number of car parking spaces proposed • Need to confirm delivery mechanisms to deliver medium density housing • Street layout and provision of 2.5 metres shared paths are provided along all streets • Concern regarding undersized parks proposed in Kellyville Town Centre 	<p>Concerns regarding overdevelopment</p> <p>The proposal builds upon previous strategic planning undertaken by both THSC and DPIE, wherein land surrounding the Kellyville Station was identified for urban renewal, and the importance this role would have in supporting the creation of a vibrant and active place around the station.</p> <p>The Kellyville and Bella Vista Station Precincts were both investigated to deliver additional housing supply as new TOD communities and were rezoned with an identified maximum number of dwellings. This 'cap' is specified under Clause 8.9 of THLEP 2019 which states a maximum of 8,400 dwellings can be approved across both precincts. This SSDA seeks to set a design framework for a maximum of 1,910 new residential dwellings. The design guidelines for the Bella Vista Station Precinct under SSD-10344 seeks approval for a maximum of 3,804 dwellings. Therefore, the total development across both sites is 5,714, which is well below the legislated development 'cap' for both precincts.</p> <p>Expansion of open space and local parks</p> <p>The Social Impact Assessment and Open Space report prepared by Elton Consulting at Appendix M of the EIS recommended:</p> <ul style="list-style-type: none"> • the offsite extension of the Caddies Creek Sporting Complex, including the addition of four new playing fields • the delivery of 8ha of new open space across both the Kellyville and Bella Vista Station Precincts. <p>With respect to Caddies Creek, the assessment concluded this expanded facility is likely to have capacity to service the additional demand for future residents in the Kellyville and Bella Vista Station Precincts.</p> <p>The masterplan provided in the Urban Design Report and Design Guidelines contributes a total of 2.95ha of new open space areas comprised of:</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
<ul style="list-style-type: none"> Concern regarding the design excellence strategy and consistency of built form outcomes if different consent authorities and Design Review Panels are utilised for different projects within the Precincts Concern that the additional population will also generate demand for an additional high school which has not been identified 	<ul style="list-style-type: none"> 0.67ha of passive open space consisting of the Local Urban Park 1.05ha of active open space in the form of a viaduct park 0.16ha of privately owned, publicly accessible open space in the form of the proposed Station Plaza Local open space of 0.49ha Riparian breakaway spaces of 0.24ha and 0.34ha each. <p>The space provided in Kellyville complements a total of 5.16ha of new open space areas in the Bella Vista Station Precinct comprised of:</p> <ul style="list-style-type: none"> Local parks totalling 1.04ha Commercial plazas totalling 0.58ha A district park of 2.74ha Open space areas adjacent to Elizabeth Macarthur Creek 1.1ha A green link to the south of Florey Avenue totalling 0.15ha. <p>The development of both station precincts would achieve the recommended 8ha of open space, in addition to the Caddies Creek expansion.</p> <p>Road upgrades</p> <p>The revised TTA provided with this RtS identifies several infrastructure upgrades that aim to ensure that development of the Kellyville Station Precinct would not make traffic conditions on the external roads worse than the situation without the project. These upgrades are provided in section 9.4.1.1 of the TTA.</p> <p>New footpath/cycleways and creek crossings</p> <p>The Urban Design Report and Design Guidelines have been prepared to demonstrate the following proposed connections:</p> <ul style="list-style-type: none"> one pedestrian bridge over Elizabeth Macarthur Creek from the intersection of Decora Drive and Darani Avenue one vehicular road bridge connecting to Colonial Street to the east. 	Refer Appendix A, B, C, D, E, L and O

Submitter/Issues	Response	Reference
	<p>Community Facility</p> <p>An identified site for a community facility is proposed under the concept SSDA (SSD-10344) in the commercial core of the Bella Vista Station Precinct. No community facility is proposed in Kellyville.</p> <p>Setbacks for residential buildings</p> <p>The proposed setback arrangement has been revised within the Urban Design Report and Design Guidelines. The amended setback controls will reduce the ultimate residential yield across the precinct. A revised clause 4.6 variation request is provided regarding the new setback regime.</p> <p>Car parking</p> <p>Following additional discussions with DPIE, and a review of the submission from TfNSW, the car parking rates have been revised to align with the rates provided in the <i>Guide to Traffic Generating Development</i>. These car parking rates have also been included in the Design Guidelines.</p> <p>The reduced car parking rates aim to deliver on best practices TOD principles by providing greater residential and employment density near the Kellyville Station, T-Way and feeder bus services. Providing higher car parking rates would undermine the objective to achieve a TOD community and the travel mode shifts for new residents.</p> <p>Housing diversity</p> <p>The Design Guidelines aim to create a unique TOD community through a design framework that allows a diverse range of residential housing typologies. A mixture of dwellings types including apartments, ground floor terraces, multi-level units and attached dwellings are encouraged in the Design Guidelines.</p> <p>Clause 7.12 of THLEP provides housing diversity targets for specified sites on the FSR maps identified as 'Area A'. The Kellyville Station Precinct is not mapped as 'Area A' and therefore, clause 7.12 does not apply to this SSDA.</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
	<p>Street wall lengths</p> <p>The Design Guidelines have been amended to provide additional controls for street wall lengths. These include to limit them to a maximum of 50m and include articulation via a 3m deep and 6m wide recess. Residential flat buildings also now have a maximum length control of 70m, which must also include recesses.</p> <p>Shared pathways</p> <p>The Urban Design Report and Design Guidelines seek to provide a 3.5m wide pedestrian and cycle route along Elizabeth Macarthur Creek. The 'Main Street' typology across the Kellyville Station Precinct also includes generous footpaths between 2.5m and 4m wide. The future needs of pedestrians and cyclists would be sufficiently serviced by the proposed shared pathway fronting Elizabeth Macarthur Creek.</p> <p>Local streets that provide an east/west connection between Lots D, E and F provide a maximum path width of 2m. A 2m wide pathway is considered an appropriate design response for these lots and local streets as they are located in the heart of the Residential Core Character Area and these local streets are not intended to perform a shared pedestrian/cycle function. The Design Guidelines have been updated with specific bicycle objectives and controls at section 4.5.2.</p> <p>Infrastructure delivery mechanism</p> <p>Landcom is preparing a Letter of Offer to detail the infrastructure items and their staged delivery.</p> <p>Park size in the Station Plaza</p> <p>In response to concerns regarding the size of the separated Station Plaza open space areas, the Design Guideline has been amended to consolidate the space into single parcel of publicly accessible open space on Lot B. Specific controls have been included in the Design Guidelines requiring this space to be a minimum of 1,600m² in area and to guide how this space is delivered.</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

Submitter/Issues	Response	Reference
	<p>Medium density housing</p> <p>Kellyville is identified as a Transit Centre under THSC's Draft Housing Strategy. Revised controls to encourage terrace style medium density development have been included.</p> <p>Education demand</p> <p>Based on demographic trend analysis, it is assumed that around 3% of the population will be of high school age, creating potential new demand for approximately 400 high school places. Based on existing trends, it can be expected at least 30% of this demand will be met by the private school sector. It is assessed that the estimated remaining public school demand of around 280 enrolment places can be accommodated within existing nearby high school facilities (Glenwood High School, Rouse Hill High School, Crestwood High School and Kellyville High School). Consultation with the Department of Education confirmed existing nearby high school facilities can cope with estimated new demand from the proposal, and a new high school is not warranted on the site.</p> <p>The proposed primary school site in the Bella Vista Station Precinct (under SSD-10344) to the south will also provide additional school capacity for approximately 1,000 students.</p> <p>Material consistency</p> <p>Background reports have been revised and reviewed as part of this RtS to present a consistent design scheme supporting technical information. A revised Design Excellence Strategy is provided at Appendix O.</p>	<p>Refer Appendix A, B, C, D, E, L and O</p>

4.0 Conclusion

This RtS report has been prepared to satisfy Section 4.39 of the EP&A Act and Section 58A of the EP&A Regulation. It has been prepared to respond to the issues raised during the public exhibition of SSD-10343 for the Kellyville Station Precinct. All submissions received have been reviewed and carefully considered. Amendments to the application have been made to address issues raised in submissions. These include:

- updates to the legal description of the site to capture recent subdivision works
- a revision to the proposed delivery of Affordable Housing across the site
- an amended land use strategy with revised potential dwelling yields and areas of:
 - a minimum residential GFA of 119,417m² (compared to 119,979m² under the EIS)
 - a potential maximum residential GFA of 152,772m² (compared to 153,372m² under the EIS)
 - revised potential residential dwelling yields of:
 - a minimum of 1,492 dwellings, (compared to 1,410 under the EIS)
 - a maximum of 1,910 dwellings, (compared to 1,804 under the EIS)
 - providing a minimum of 5% of Affordable Housing between the Kellyville and Bella Vista Station Precincts
 - a minimum retail GFA of 5,369m² (compared to 5,649m² under the EIS)
 - a maximum retail GFA of 10,736m² (compared to 10,047m² under the EIS)
- revised and updated Design Guidelines and Urban Design Report to facilitate future development with additional controls regarding public open space design to:
 - provide a through site link on Lot B with a minimum width of 12m
 - specify a requirement for the new 1,600m² Station Plaza to be located entirely on Lot B
 - revised location of the new Station Plaza from being split across lots A and B, to be located entirely on Lot B.
 - provide revised setbacks of:
 - Zero metres for retail uses on Lot A and Lot B
 - 2m for non-commercial uses on Lot A
 - 2m for ground floor residential in the Station Precinct Character Area on Lot B
 - 3m setbacks in the Residential Core over Lots C, D, E and F

- 2m setback for residential development on Lot A
- 5m for buildings between 7 to 8 storeys over lots D, E and F
- revise the street wall heights and articulation controls requiring a minimum 3m deep and 6m wide recess every 50m and setting a maximum residential wall length in the Residential Core of 70m
- revise the proposed car parking rates that would apply to future development within the station precinct SSDA site to encourage public transport use as recommended by TfNSW
- detail a revised concept masterplan clarifying potential future connections from the Kellyville Station Precinct to existing local roads, including a pedestrian bridge to Wenden Avenue and a future road bridge to Colonial Street/Arnold Avenue
- detail a revised road hierarchy that reclassifies Wuban Avenue as a 'Main Street'
- additional changes for architectural diversity, background studies to demonstrate targets for solar access, clarification for the relationship between the Design Guidelines and THELP 2019 and an updated Design Excellence Strategy
- an amended street hierarchy, road typologies and access points surrounding future development blocks and potential future connections to the existing road network
- an increased the setback of Lot A from Samantha Riley Drive to accommodate future road widening
- a revised street tree planting strategy with deep soil specifications
- a revised site boundary along Elizabeth Macarthur Creek in line with NRAR guidelines
- a revised ESD measures to seek Green Star – Communities certification or equivalent for the Kellyville and Bella Vista Precincts and are targeting a minimum five-star rating for the development areas outside the existing infrastructure and roads.

The proposal will provide the planning and design framework to guide future development in a location that benefits from a high level of public transport access at the new Kellyville Station. The mix and allocation of land uses proposed across the site is consistent with the existing land use zoning under THLEP 2019, are suitable for the location, and capitalise on the NSW Government's substantial public transport investment, ensuring that future residents, workers and visitors are able to enjoy the significant benefits offered by the Sydney Metro project.

The proposal builds upon previous strategic planning undertaken by both THSC and DPIE, wherein land surrounding the Kellyville Station was identified for urban renewal, and the importance this role would have in supporting the creation of a vibrant and active place around the station.

The urban renewal of the station precinct in conjunction with the implementation of the Masterplan layout will ensure the delivery of an integrated station precinct that provides housing, employment and recreation opportunities that contribute to an active and vibrant transport precinct. The framework established by this concept SSDA complements the operations of Kellyville Station and supports the

creation of a TOD precinct, while appropriately managing and mitigating adverse impacts through the consideration of the Design Guidelines under future applications.

Having regard to the above, the revised concept SSDA is considered to warrant approval for the following key reasons:

- Potential impacts have been avoided, adequately justified or appropriately mitigated.
- The development blocks and proposed layout enables a degree of flexibility for future detailed building design to enable refinements that facilitate a high-quality built environment outcome across the site. This is achieved while providing an indication of the maximum residential yields attainable on each block and recognising the reference scheme is one of several possible outcomes for the site.
- The proposal continues to respond to the demand for additional housing in locations close to jobs, consistent with the 30-minute city concept, which would provide greater residential amenity and contribute to reduced congestion associated with longer commutes.
- Potential impacts of any future buildings on proposed public domain and open space areas are shown to be minimal, and amenity impacts are to be appropriately mitigated through the application of the revised Design Guidelines.
- The proposal includes an urban design framework supported by updated Design Guidelines and a Design Excellence Strategy to ensure design excellence is achieved by future built form.
- The concept SSDA would result in several significant benefits including the provision of increased housing diversity, open space and public domain infrastructure with high levels of amenity.
- The site is suitable for the proposed development.

Overall, it is considered that the proposal affords substantial benefits for the surrounding locality, which would help to contribute to the strong legacy of the SMNWP Program. Where potential impacts have been identified, these have been considered and evaluated as being appropriate in the context of the site. On this basis, it is considered approval of the concept SSDA is warranted.

Glossary and Abbreviations

Term	Definition
Applicant	Landcom, on behalf of Sydney Metro
BAM	Biodiversity Assessment Method
BDAR	Biodiversity Development Assessment Report
CHP	Community Housing Provider
Concept SSDA	A concept development application as defined in section 4.22 of the EP&A Act, as a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications. Note: Also refer to definition for State significant development (SSD)
CPW	Cumberland Plain Woodland
DCP	Development Control Plan
Detailed SSD Application	The subsequent detailed Development Applications made after a concept SSDA is approved, that seeks consent to carry out the proposal.
DPIE	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
FSR	Floor Space Ratio
GA NSW	Government Architect NSW
GFA	Gross Floor Area
GLFA	Gross Lettable Floor Area
GPT	Gross Pollutant Trap
Heritage item	An item of environmental heritage listed in Schedule 5 of <i>The Hills Local Environmental Plan 2012</i> or on the State Heritage Register under the <i>Heritage Act 1977</i> .
Landcom	The Applicant for the concept SSDA.
LSPS	Local Strategic Planning Statement
Minister	Minister for Planning and Public Spaces
MNWL	Metro North West Line
RtS	Response to Submissions
SDRP	State Design Review Panel
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary, NSW Department of Planning, Industry and Environment, or their delegate

Term	Definition
SMNWP Program	Sydney Metro Northwest Places Program
SMP	Stormwater Management Plan
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State significant development as defined by section 4.36 of the EP&A Act
SSI	State significant infrastructure, as defined by section 5.12 of the EP&A Act
SSI 5100	The approval under the EP&A Act of a modification to the transitional staged SSI approval (MP 06_0157) and for major civil construction works for North West Rail Link Stage 1 project between Epping and the Sydney Metro Trains Facility. SS1 5100 was approved by the Minister for Planning on 25 September 2012 and was amended on 18 April 2013 (SSI 5100 MOD 1).
SSI 5414	The approval under the EP&A Act for North West Rail Link Stage 2 comprising the construction and operation of the railway, station construction and operation. SS1 5414 was approved by the Minister for Planning on 8 May 2013 and was amended on 20 May 2014 (SSI 5414 MOD 1).
THSC	The Hills Shire Council
TNSW	Transport for NSW
TOD	Transit oriented development
VMP	Vegetation Management Plan
VRZ	Vegetated Riparian Zone

Appendix A Updated Urban Design Report

Appendix B Updated Design Guidelines

Appendix C Updated Landscape Masterplan and Open Space Strategy

Appendix D Updated Traffic and Transport Assessment Report

Appendix E Car Parking Technical Memorandum

Appendix F Updated Utilities & Servicing Report

Appendix G Updated Stormwater Management Plan

Appendix H Updated Biodiversity Development Assessment Report

Appendix I Updated Riparian Assessment

Appendix J Updated Ecologically Sustainable Development Report

Appendix K Updated Kellyville Economic Impact Assessment and Benefits Statement

Appendix L Amended Clause 4.6 Variation Request

Appendix M State Design Review Panel Response

Appendix N Final Aboriginal Cultural Heritage Assessment

Appendix O Final Design Excellence Strategy

Appendix P Draft Sydney Metro Northwest Places (SMNWP) Public Art Guidelines