Appendix A – RTS Matrix

Issue Raised	Response	RTS Appendix
NSW Department of Planning, Housing and Infrastructure		
1. Rouse Hill Statutory and Strategic Considerations		
• Provide an assessment of the impacts from the proposed variation from the Level 1 Masterplan and Level 2 Precinct Plan, including but not limited to: – Justify the suitability of introducing residential land uses and reducing employment generating land uses on the site, particularly the increase in dwelling yield / density / height above what has been previously envisaged and approved under the Level 1 Rouse Hill Masterplan and Level 2 Precinct Plan.	**Level 1 Masterplan DA** ▪ The Level 1 Masterplan DA (1604/2004/HB) was approved by Baulkham Hills Shire Council (now Hills Shire) on 26 March 2004. The Level 1 Masterplan applies to the subject site and wider Rouse Hill Regional Centre. ▪ The Level 1 Masterplan approved 200,000 sqm retail and commercial floor space and 1,800 dwellings, including residential apartments (515), terraces (391), warehouses (54), and villas / single dwellings (840). ▪ The Level 1 Masterplan included a land use plan, open space plan, road hierarchy plan, water plan, residential density plan, and building height plan. Separate approvals were required for each individual Precinct Plan. ▪ On 24 October 2023, Council approved modification application 1604/2004/HB/B (Masterplan MOD B) to modify the 'Town Centre Core Precinct' and 'Northern Precinct' in the approved Level 1 Masterplan. ▪ Relevant to the subject site, the Level 1 Masterplan approved the following – Land use – Town Centre Core. – Height of buildings – six (6) storeys (Note. A variety of heights are required within this zone). – Density – 40 dwellings per net ha.	-

Issue Raised	Response	RTS Appendix
	Level 2 Town Centre Precinct Plan ▪ The Level 2 Precinct Plan was approved by Council on 26 July 2005 (1581/2005/HB). [**Note**. This was amended via four modification approvals, the latest being modification 1581/2005/HB/D]. The Level 2 Precinct Plan approved a context plan, linkage and concept plan, ground floor plan, level 1, level 2, and upper levels plan, basement 1 and 2/3 plans, stage 1 plans, public realm plan, pedestrian and cyclist circulation plan, road hierarchy, loading, and car park access plan, maximum building height plan, contour plan, and section plans. ▪ Relevant to the site, the Level 2 Precinct Plan approved the following: – Land use (ground) – commercial, retail, and community. – Land use (Level 1) – commercial, retail, and community. – Land use (Level 2 and above) – commercial and community. – Height of buildings – five (5) storeys (maximum RL 72.0 to the northwest and RL 67.0 to the southeast). – Building separation – varied. **Assessment against Level 1 Masterplan and Level 2 Precinct Plan** The following provides an assessment of the proposal against the Level 1 Masterplan (1604/2004/HB) and Level 2 Precinct Plan (1581/2005/HB). ▪ The Level 1 Masterplan identified the site in the 'Town Centre Core' with a 6 storey height control. The Level 2 Precinct Plan approved the site for commercial, retail, and community uses and with a 5 storey height control. ▪ The proposal delivers an alternative land use and built form to that envisaged in the Level 1 Masterplan and Level 2 Precinct Plan in order to capitalise on	

Issue Raised	Response	RTS Appendix
	alternative planning approval pathways that incentivise diverse rental housing supply (in this instance the BTR and co-living provisions of the Housing SEPP). ▪ Whilst urban renewal of the Rouse Hill Town Centre has been informed by the Level 1 Masterplan and Level 2 Precinct Plan, these were approved as 'staged' consents under the former section 80(4) of the EP&A Act. At the time of these approvals, there was no requirement that any future detailed DA not be inconsistent with such approvals. **Therefore, the SSDA may be determined without consistency to the Level 1 Masterplan and Level 2 Precinct Plan**. [**Note**. There are no relevant savings or transitional provisions in the EP&A Act which require the Level 1 Masterplan or Level 2 Precinct Plan to be treated as a 'concept DA' for the purposes of the Act.] ▪ Redevelopment of the site for commercial, retail, and community uses within a 5 storey building form (as envisaged in the Level 1 Masterplan and Level 2 Precinct Plan) is financially unviable for the following reasons: – Taking into land acquisition and escalating construction costs, commercial office use is not viable in the current or long-term economic climate. – The transition of Rouse Hill Town Centre away from its traditional commercial / retail centre towards a mixed-use environment reflects the lack of economic viability for traditional commercial and office uses. These functions are becoming complementary to residential uses. – Recent data analysis provides market evidence that there is low projected growth of traditional office and knowledge workers in the Rouse Hill Town Centre and that there will be an oversupply of commercial floor space by 2036. The lack of current and forecast commercial space supply in the town centre is evidence of a softening of future market demand. Forecasted future office jobs and space can be absorbed by existing office stock.	

Issue Raised	Response	RTS Appendix
	– The need for traditional office floorplates has been eroded in commercial cores such as Rouse Hill following the Covid-19 pandemic and the adoption of flexible, remote, and hybrid work practices. ▪ Development on the site 'consistent' with the Level 1 Masterplan and Level 2 Precinct Plan, comprising commercial, retail, and community uses within 5 storeys, cannot be progressed at a scale that is economically feasible or viable. ▪ The existence of the Level 1 Masterplan and Level 2 Precinct Plan approvals does not prevent the granting of consent for a development that deviates from these approvals and it does not follow that development is bound by and subject to the conditions of these approvals. Multiple consents can apply to a site, and the existence of the Level 1 Masterplan and Level 2 Precinct Plan approvals does not prevent the granting of a new consent on the same land.	
– Infrastruture and services demand	As detailed at **page 30**, an assessment has been undertaken of the project's context to existing and proposed infrastructure growth in relation to: ▪ Local and regional road network; ▪ Stormwater drainage; and ▪ Social infrastructure (open space). This assessment concludes that the proposed development does not trigger any infrastructure upgrades and there is no planned infrastructure in the precinct that will be prejudiced by the proposed development. In terms of infrastructure and serviced demand, existing services including electricity, telecommunications, water, and sewage infrastructure are available to the site. These will be extended, expanded, and augmented as required to the meet infrastructure demands of the development.	

Issue Raised	Response	RTS Appendix
– Building bulk	The Rouse Hill Town Centre is undergoing significant transformation and expansion aligned with the Rouse Hill Precinct Plan and NSW Government policies which aim to alleviate Sydney's housing crisis. The emerging context of Rouse Hill as a high-density, mixed-use precinct is evident in recent development approvals and developments under assessment, including: ▪ **Rouse Hill Town Centre northern expansion**: Mixed use development with building heights of 7-, 11-, and 12-storeys. ▪ **GPT Northern Frame planning proposal**: High-density mixed-use development comprising 1,500 dwellings and 60,000 sqm of employment floor space, with building heights up to 24-storeys. ▪ **GPT and Lend Lease Northern Residential Precinct Plan**: Residential development, comprising 400 apartments in 8 residential buildings, with building heights of 3- and 6-storeys. ▪ **Rouse Hill Public Hospital and Health Precinct**: New hospital with expected maternity ward and associated health precinct. The diagram below provides a visual demonstration of the bulk and scale of the emerging high-density developments within the Town Centre.	

Issue Raised	Response	RTS Appendix

Beyond Rouse Hill, the wider context of the Hills Shire LGA is also transforming into a series of high-density, mixed-use centres. At Norwest, developments such as The Esplanade (Capital Corporation, 23 storeys), The Greens (Mulpha, 26 storeys), and the Norwest over station development (25 storeys) illustrate this transition to taller towers with podium forms, particularly in locations close to Metro stations.

The bulk and scale of the project recognises the significant opportunity that the site presents, being adjacent to the Rouse Hill Metro station and on the edge of Town Centre. The site is ideally located to deliver a high-density, mixed-use development with diverse housing and employment-generating uses that reflect the emerging context and contribute to vibrancy of the town centre.

The Urban Design Report has been amended to include further analysis of the building bulk and scale, in the existing and emerging context of the locality.

Issue Raised	Response	RTS Appendix
– Overshadowing and visual impact	**Overshadowing** The architectural drawings include shadow diagrams which identify shadows cast by the proposal at hourly intervals between 9am and 3pm (mid-winter). The shadow diagrams demonstrate that: ▪ Shadows associated with the development fall on Tempus Street, the Metro line, and Windsor Road for most of the day between 9am and 1pm. ▪ Shadows fall on a small portion of Castlebrook Memorial Park between 9am and 11am only. ▪ The proposal will overshadow five apartments at the lower levels of the Deicorp residential development to the south between 2.30pm and 3pm. It is noted that there is a dense line of tree planting directly in front of the Deicorp building fronting White Hart Drive. In this context, it is likely that overshadowing impacts from the proposed development to those apartments will be negligible. ▪ Overall, all surrounding public open spaces and properties maintain at least two hours of solar access. In response to a public submission, additional shadow diagrams have been prepared to assess overshadowing impacts to the Link Wentworth building (located at 6 White Hart Drive) (refer **Appendix D**). These shadow diagrams demonstrate the following: ▪ The development's impact during equinox is minimal, with overshadowing on 6 White Hart Drive beginning at 4pm in both March and September. The proposal does not impede on the neighbouring property's 2 hours solar access between 9am-3pm during winter solstice. ▪ The building has no overshadowing impact on 40 Civic Way.	Appendix D – Architectural Amenity Diagrams

Issue Raised	Response	RTS Appendix
	Visual impact The SSDA is accompanied by a Visual Impact Assessment (**VIA**) to identify the visual catchment of the proposal and identify existing, emerging, and desired future character of the area to understand any sensitive receivers and likely visual impacts. The VIA demonstrates that while the proposal will have an impact on views from some public spaces, heritage items and areas, and nearby residential areas, impacts are reasonable based on the following considerations: ▪ the substantial changes to the surrounding context and built form (as envisioned in the Rouse Hill Precinct Plan); ▪ the neighbouring Rouse Hill Metro station provides increased accessibility to and from the area; ▪ the proposed high-quality design and improvements to the existing visual character and built form within the area; ▪ compliance with the built form controls; ▪ the proposed development establishes a focal point for the Rouse Hill Town Centre and Metro Station; ▪ activation of the ground floor and streetscape; and ▪ consistency with strategic context of the area (including the MU1 zone). The following mitigation measures are recommended in the VIA: ▪ implement a high-quality building design including articulation; ▪ implement a selection of high-quality materials and finishes; and ▪ planting of trees where practicable (as per the landscape plans).	

Issue Raised	Response	RTS Appendix
	The VIA concludes that the proposal results in an acceptable visual impact on both existing and future surrounding context.	
• Provide a detailed assessment of the proposal against the Rouse Hill Precinct Plan, adopted by Council on 28 November 2023, including justification for any proposed inconsistencies with the Plan and envisaged land use and built form outcome for the 'Tempus Street Sleeve Sites'.	An assessment of the proposal against Rouse Hill Precinct Plan (adopted 28 November 2023) (**Precinct Plan**) is provided at **Appendix F** This assessment provides justification for any deviations to the Plan, including the envisaged land use and built form outcome for the 'Tempus Street Sleeve Sites'.	Appendix F – Rouse Hill Precinct Plan Assessment
2. Planning and Apartment Design Guidelines (ADG)		
• The project description, including any relevant environmental assessment, should include the maximum number of units proposed, being 332 build-to-rent (BTR) units, including 105 potential dual key units. Update any documentation that refers to 227 x BTR units including 105 x in a dual key configuration.	The project description has been amended as follows: *"Construction and operation of an 11, 18, and 23 storey mixed use development, comprising a two-level basement car park, commercial podium, 11-storey tower (containing 216 x co-living units), and 18- and 23-storey towers containing 332 x BTR apartments (including 105 x BTR units in a dual key configuration)."* As detailed in the Amendment Report, the numerical compliance of the project with relevant environmental planning instruments (including the ADG) is assessed the maximum number of BTR apartments (being 332 x units).	Amendment Report
• Confirm the location of the workspace for the manager of the co-living facility in accordance with section 69(1)(d) of State Environmental Planning Policy (Housing) 2021 (Housing SEPP).	In accordance with Cluse 69(1)(d) of the Housing SEPP, the amended architectural drawings identify the location of the workspace for the manager of the co-living facility within the communal area on Level 10.	Appendix B – Architectural Plans
• Update the Apartment Design Guide assessment to clearly identify the extent of the proposed variations and justify these inconsistences.	The ADG Assessment Table (**Appendix E**) has been updated to identify the extent of all proposed variations to the ADG and to provide justification for these variations.	Appendix E – ADG Assessment Table

Issue Raised	Response	RTS Appendix
• Update plans to include minimum dimensions for the internal and external building separation.	The architectural drawings have been updated to identify the minimum dimensions for internal and external building separation (refer **Appendix B**).	Appendix B – Architectural Plans
• Amend ventilation diagrams to demonstrate wind access.	The cross ventilation diagrams have been updated to identify wind access / flow direction throughout apartments (refer **Appendix D**).	Appendix D – Architectural Amenity Diagrams
• Provide further detailed consideration of the construction and operation of the proposed development and how this would be managed to ensure any potential operational impacts on Rouse Hill Town Centre are mitigated.	Freecity acknowledges the importance of maintaining safe and continuous operation of the Rouse Hill Town Centre during construction and following completion of the proposed development. Freecity is committed to: ▪ Coordinating construction activities with GPT to ensure the effective operation of Town Centre facilities, including basement car parks and loading docks. ▪ Preparing a detailed construction and traffic management plan to manage access, safety, and wayfinding around the site. ▪ Coordinating with GPT to confirm any ventilation or mechanical interface requirements to ensure safe ongoing operation of the existing basement car park, noting that any required works would be managed by GPT as the asset owner. ▪ Working collaboratively with GPT on signage and public domain coordination to maintain safe and efficient circulation.	

Issue Raised	Response	RTS Appendix
	Freecity supports the inclusion of appropriate conditions of consent to formalise these commitments and ensure transparent coordination with GPT through design, construction, and operational stages.	
• Confirm whether any works for proposed outside to the northern boundary at the Market Square interface. Where works are proposed please provide property details and landowners consent. If works are not proposed beyond the boundary, amend plans and landscape plans to accurately reflect this interface.		Appendix B – Architectural Plans, Appendix J – Landscape Plans
3. Waste		
• As the proposal seeks to rely on Council's waste collection services for the residential components of development, amend the design and layout of the basement levels and waste servicing arrangements to address the following matters:		
– Relocate the location of the proposed turntable to ensure its operation with the largest vehicle (i.e. 12m HRV) is not obstructed and does not impede or conflict with any other vehicle access arrangements or parking spaces with the basement levels.	The basement layout has been modified to improve the layout with respect to loading dock operation and turntable functionality. The turntable and loading dock are relocated to the northern end of Basement Level B1, with independent operation and manoeuvring achieved (refer Drawing No. DA0092 (Rev 07) in the amended architectural drawings, at **Appendix B**). The layout ensures no impact on car park access and circulation. Vehicle swept path analysis confirm operational efficiency, as assessed in the Traffic and Transport Statement (refer **Appendix G**) and Operational Waste Management Plan (refer **Appendix H)**.	Appendix B – Architectural Plans, Appendix G – Traffic and Transport Statement, Appendix H - OWMP

Issue Raised	Response	RTS Appendix
– Relocate the commercial waste room and bulky waste room to be adjacent to the loading area	The commercial waste room and bulky waste room have been relocated adjacent to the loading area at Basement Level B1, allowing staff to access and collect bulky items and bins directly from the rooms (refer Drawing No. DA0092 (Rev 07) in the amended architectural drawings, at **Appendix B**).	Appendix B – Architectural Plans
– Include a dedicated in-shaft goods personnel hoist to transport bins between levels.	Waste rooms have been relocated to Basement Level B1 to facilitate waste collection (refer Drawing No. DA0092 (Rev 07) in the amended architectural drawings, at **Appendix B**). As a result, a bin hoist is no longer required.	Appendix B – Architectural Plans
4. Traffic		
• Amend vehicle swept plans and/or proposed plans to demonstrate: – The largest vehicle entering the premise and a B99 vehicle would be capable of manoeuvring concurrently. – A waste vehicle using the loading bay would not impede internal traffic and would allow for safe vehicle movements during loading. – The provision turning bays at the termination of blind aisles.	The Transport and Accessibility Impact Assessment (**TAIA**) submitted with the original SSDA included details of a combination of vehicle swept paths both internal to the site and at the access driveway on White Hart Drive. This assessment demonstrated appropriate amenity and independent access is achieved for a 10.6m waste vehicle and 99th percentile car at the access driveway. This ensures that all vehicles and combinations intended for access to the B1 loading dock can move independently of other cars. This includes all service vehicles, delivery vehicles and private waste contractors. In the event that a 12.5m waste truck is required to access the B1 loading dock, such access needs would be infrequent and able to be managed through a Loading Dock Management Plan. This is both common and expected in high density residential developments across Sydney. High density residential developments across Sydney are also rarely required to be designed to allow for concurrent movement of cars and all service vehicles at site access points for the following reasons:	Appendix G – Traffic and Transport Statement

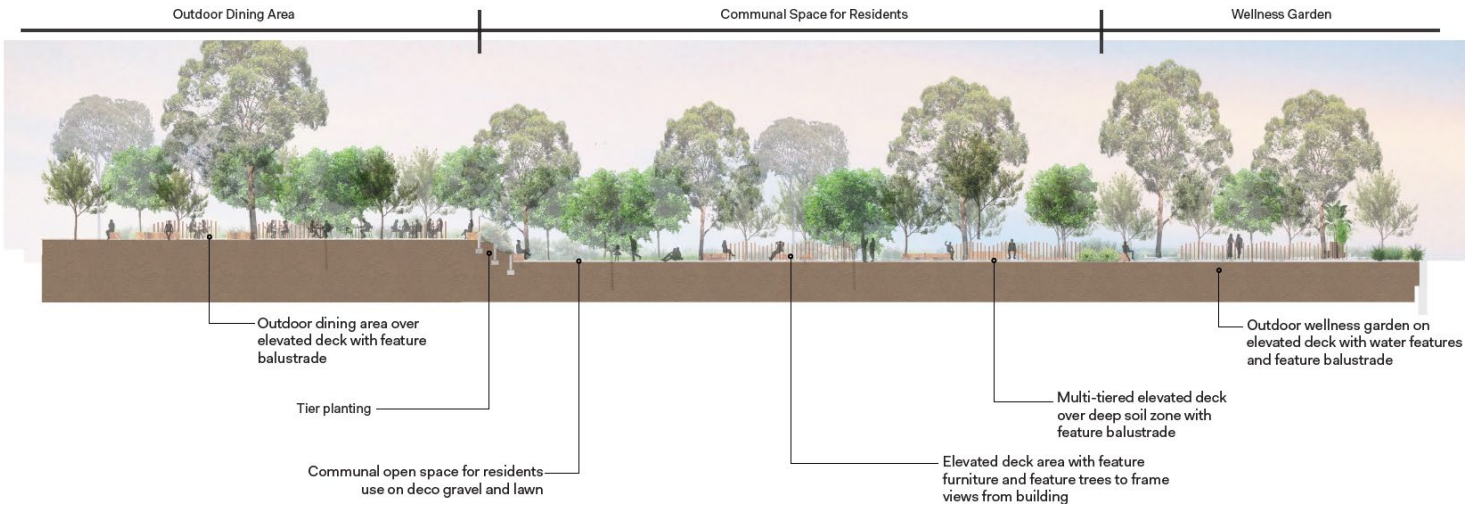
Issue Raised	Response	RTS Appendix
	▪ the spatial requirements to facilitate such independence are significant and result in unnecessarily wide driveways that exceed driveway crossover design requirements ▪ wide driveways increase crossing distances for pedestrians and result in undesirable public domain outcomes ▪ infrequent service vehicle activity outside peak periods aids the practical management of waste servicing and minimises risk of encountering other vehicles on-site. The proposed access driveway and ramp facilitate the concurrent movement of all cars at the site access driveway and along the ramp to and from the basement with adequate passing opportunities for all other vehicle combinations. This would be supplemented by use of basic management practices, including flashing warning lights at each end of the ramp, convex mirrors and signage and line-marking. Such basic management measures are common and acceptable. The modifications to the B1 layout also improve circulation and with BTR and with all basement parking allocated to specific users, there is no need to provide a formal turnaround bay on any level. This is consistent with build to sell residential developments in which there is no requirement for turnaround bays in resident only car parks.	
• Prepare and submit a draft Loading Dock Management Plan (LDMP) that outlines how on-site waste services, loading activities, and vehicle movements will be managed to ensure conflicts between resident and service vehicles are minimised.	Ason Group has included a draft Loading Dock Management Plan (**LDMP**) with the Traffic and Transport Statement (**Appendix G**) to provide detail as to how on-site waste services, loading activities, and vehicle movements will be managed to minimise conflicts between resident and service vehicles. In summary: ▪ The loading arrangements and service vehicle are is appropriate and readily able to be managed. With low demand for service vehicles generally on	Appendix G – Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
	account of the proposed land uses, dwelling mix and future resident demographic, the site and loading dock layout would function as intended. ▪ As detailed in the TAIA (Section 9.2), servicing by medium rigid trucks (or larger) would be infrequent due to the proposed land uses and bulky goods deliveries and removalist trucks associated with the BTR apartments. ▪ The co-living dwellings comprise over 40% of the total residential yield and are typically furnished, removing any such demand for removalist trucks. On this basis and given the infrequent nature of large truck movements associated with the proposed land uses, the management measures outlined in the draft LDMP are considered appropriate for the development.	
• The Department considers the assumptions used for the car parking and traffic assessment to be incorrect. Amend the Transport and Accessibility Impact Assessment to: – Consider all dual key BTR as separate units (being 332 units).	The RTS Traffic and Transport Statement (**Appendix G**) provides a detailed response to these matters, summarised as follows: ▪ The provision of dual-key apartments allows for flexibility for apartments to be split into two separate apartments. Considering the site's location in north-west Sydney where market trends favour family oriented demand and larger apartments, it is unlikely that all dual-key apartments will be utilised as separate dwellings. A conservative assumption assumes 50% of the dual-key apartments would function as two separate apartments, while the remaining 50% would be occupied as single apartments. In reality, the percentage of dual-key apartments being used as two separate apartments would likely be much less. All dual-key apartments being used as two separate apartments is not considered a probable design scenario. ▪ Notwithstanding, assuming all dual-key apartments are used as two separate apartments, this would result in a slightly higher non-discretionary standard for 109 spaces. The additional 10 residential parking spaces from that assessed in the original TAIA would result in an increase of three (3) vehicle trips in the	Appendix G – Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
	assessed road network peak hours. This is minor and well within hourly traffic volume fluctuations along White Hart Drive and Windsor Road. Table: Parking requirement with all dual key units operating as separate units Use / Yield / Car parking rate / Car parking requirement BTR / 332 apartments / 0.2 spaces / unit / 66 Co-living / 216 apartments / 0.2 spaces / unit / 43 109 spaces	
– Provide detailed justification for: ○ The applied modal split;	The RTS Traffic and Transport Statement (**Appendix G**) provides a detailed response to these matters, summarised as follows: ▪ The modal split of person trips was estimated by reverse calculating the approximate travel mode split by car based on the vehicle trip estimates (as per the original TAIA) and estimating the remaining public and active transport target mode share with consideration to existing travel patterns in the surrounding area. Noting the low provision of on-site parking for residents and staff and the proximity of the site to frequent public transport services, the anticipated public transport and active transport mode share targets (as detailed in the TAIA) are considered realistic and appropriate.	Appendix G – Traffic and Transport Statement
○ Any departures to section 74(2)(d) of housing SEPP (relating to BTR car parking); and	▪ The amended proposal increases the residential parking provision to 109 car parking spaces. This complies with Section 74(2)(d) of the Housing SEPP on the basis of assuming 100% of the dual-key apartments would function as two separate apartments, noting the following: – the site is located within an accessible area within the Central River City;	Appendix B – Architectural Plans

Issue Raised	Response	RTS Appendix
	– the applicable parking rate of 0.2 spaces per dwelling generates requirement for 109 residential parking spaces; and – a total of 109 residential parking spaces are proposed.	
○ The applied commercial car parking rate, including evidence to support the quantum of car parking proposed will meet the demand generated by the proposal.	▪ With regard to the proposed commercial parking provision, the site's characteristics are aligned with the Castle Hill North Precinct which are bound by the maximum rates of one space per 200 sqm (GFA). The DCP specifies that "to encourage provision of employment uses, there is no minimum requirement for car parking for 'commercial premises' where provided as a mixed-use development with 'residential flat buildings'". ▪ To ensure a more robust parking provision and minimise impacts on surrounding parking supply, the commercial parking provision has been increased to 19 spaces to align with the Castle Hill North Precinct rate. On this basis, the proposed commercial parking is appropriate and consistent with comparable area parking requirements in The Hills Shire Council LGA.	Appendix G – Traffic and Transport Statement
– Consider the weekday AM peak for intersection performance.	▪ Transport for NSW (**TfNSW**) engagement on 26 February 2025 included discussion regarding traffic modelling expectations for the project. TfNSW feedback was that they were interested in understanding the traffic impact of the proposal along White Hart Drive during the weekday PM and Saturday midday peak periods only, as these were the critical peak hours due to the adjacent Rouse Hill Town Centre. Further, historical traffic counts along Windsor Road indicate that traffic volumes on the surrounding road network are generally lower in the AM peak hour compared to the PM peak hour. As such, the modelled peak hours represent the critical assessment periods. The original TAIA confirms the proposal would have a negligible impact on the surrounding road network during the weekday PM and Saturday peak hours. Therefore, it can be deduced that the development would similarly have a negligible (and	Appendix G – Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
	less) impact on the surrounding road network during the weekday AM peak hour. TfNSW has similarly not raised any matters in this regard in their submission to the SSDA.	
– Consider predicted trip generation of construction vehicle movements and assessment of impact on the road network within the Construction Pedestrian and Traffic Management Plan.	▪ Based on experience on other similar-scale residential developments, construction could be expected to generate around 10-15 construction vehicle trips per hour. This is less than that assessed for the operation of the proposed development and would therefore likely result in a lower traffic impact on the surrounding road network – and mostly during non-peak periods. Overall, the construction impact on the surrounding road network is expected to be minor and able to be appropriately managed through a detailed Construction Pedestrian and Traffic Management Plan.	Appendix G – Traffic and Transport Statement
5. Communal open space and landscaping		
• Confirm whether the communal open space (COS) between the BTR apartments and co-living housing is to be shared across the development and: – If so, provide management measures to ensure this will be implemented on an ongoing basis.	Communal open spaces for use by residents only, equate to 1,703sqm or 38.8% of the total site area and have been designed to be shared across the development. Management measures such as key card access can be implemented allow access to residents.	
– If not, provide a separate break down of COS for the BTR housing and co-living housing that considers minimum dimension requirements under the Housing SEPP.		
• Demonstrate the COS for the co-living would receive a minimum of 3 hours of direct solar access between 9 am and 3pm.	The Co-living communal open space located on the L10 rooftop receives full solar access in winter from 9am-3pm. This is captured in a new solar access diagram, (DA0603) provided in **Appendix D**.	Appendix D – Architectural Amenity Diagrams

Issue Raised	Response	RTS Appendix
• Confirm if the rear deep soil area will be publicly accessible at all times or whether it would be restricted access.	The rear deep soil area will be separated into publicly accessible space towards the northern entrance of the site, in association with the ground level retail use, and communal open space for residents and users of the wellness centre. The publicly and privately accessible space will be separated by a fence and drop in ground level.	Appendix K – Landscape Design Report
		
• Update landscape plans to provide plant quantities and induvial plant symbols for plants.	The landscape drawings have been updated to identify plant quantities and individual plant symbols for plants (refer **Appendix J**).	Appendix J – Landscape Plans

Issue Raised	Response	RTS Appendix
6. Aboriginal Cultural Heritage		
• Update the ACHAR in accordance with the recommendations of Heritage NSW Aboriginal cultural heritage (ACH).	The ACHAR has been updated to address the following recommendations of provided by Heritage NSW (Aboriginal cultural heritage) (refer **Appendix L**): 1. *Update Sections 5, 7, and 9 of the assessment to reflect the outcomes of consultation with Registered Aboriginal Parties. It is noted for example that the ACHAR currently includes references to the requirement to provide the draft assessment to RAPs for review.* 2. *Provide evidence of consultation with the Aboriginal community for this ACHAR, including all correspondence from the proponent and responses received as per the Aboriginal cultural heritage consultation requirements for proponents (2010) and Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (2011).* 3. *It is noted that a number of Aboriginal sites have previously been recorded in close proximity to the study, including AHIMS 45-5-2904 / PAD 2, AHIMS 45-5-2904 / PAD 3, and AHIMS 45-5-3077 / MTV. Please provide additional information regarding these sites, including site extents, to demonstrate that they will not be impacted by the proposed works.*	Appendix L – ACHA Report
7. Flooding		
• Where necessary, the Flood Impact and Risk Assessment must be updated to have regard to Council's latest flood models. Any updated Assessment and modelling must be provided and any changes to flood planning level requirements reflected in the proposal (i.e. updated architectural plans).	The project flood and stormwater consultant (Robert Bird Group) consulted with The Hills Shire Council to obtain their flood model and were subsequently directed to Sydney Water for the latest flood model. There has been extensive communication with both The Hills Shire Council and Sydney Water to obtain the correct flood model and necessary consent.	
8. Sydney Metro		

Issue Raised	Response	RTS Appendix
• Provide the following plans as requested by Sydney Metro: – A survey plan with cross sections detailing the proposed development and protection reserves of the Metro rail corridor.	LTS prepared a Survey Plan to identify cross sections of the proposed development and protection reserves of the Metro rail corridor (**Appendix M**).	Appendix M – Detailed Survey
– Shoring Design Plans detailing any ground anchors within the second reserve. – An engineering impact assessment where shoring design requires ground anchors within the second reserve. – Details into foundation design, including whether tension piles are to be installed.	The architectural plans have been amended to ensure the basement footprint does not encroach into the second reserve. The project structural engineers, Robert Bird Group, have reviewed the amended basement design and confirm that the excavation strategy will limit anchors to no more than 5m into the second reserve by using internal propping where required. As such this would result in the development classification risk being 'Low' as per the Sydney Metro Guidelines which means that a detailed Engineering Impact Assessment is not required. Regarding the use of tension piles, the standing water table measured is circa 38.8mAHD. The lowest basement level is shown to be at 38.3. The use of the lowest basement slab will be at circa 800mm below the ground water level. Therefore, it is not anticipated that there will be a need for the use of pure tension piles.	Appendix B – Architectural Plans
– An updated Acoustic report that considers impacts of rail operations on the proposed development	The updated Acoustic Assessment Report (**Appendix N**) includes a Metro Noise and Vibration Impact Assessment. This confirms that as the Metro corridor is above ground, the impact of airborne noise on the future residents will be greater than the potential for structure borne noise levels. The Report includes façade construction recommendations to ensure compliance with noise level criteria.	Appendix N – Acoustic Assessment Report
– Crane locations and operation ranges if tower cranes would be used for construction.	A Crane Radius Plan is provided at **Appendix O**.	Appendix O – Crane Radius Plan

Issue Raised	Response	RTS Appendix
The Hills Shire Council (1 August 2025)		
Development Comments: a. Concerns are raised in regard to the proposed height and use of the development in regard to its inconsistency with the approved Masterplan (DA 1604/2004/HB as amended) and Precinct Plan (DA 1581/2005/HB as amended). The proposal should be amended to reduce the height and provide commercial uses in accordance with the previous approvals in place. This would result in the site being used for commercial, retail and community uses and the height being a maximum of five storey (height as per approved Precinct Plan 1581/2005/HB). You are requested to review the applicant's proposal in regard to lodging later modification applications to exclude Lot 19 (the subject site) and determine whether this is the appropriate way forward.	A detailed assessment of the proposal against the Level 1 Masterplan (1604/2004/HB) and Level 2 Precinct Plan (1581/2005/HB) is provided in response to the Department's comments (page 1). This is summarised below: ▪ The Level 1 Masterplan identified the site in the 'Town Centre Core' with a 6 storey building height. The Level 2 Precinct Plan approved the site for commercial, retail, and community uses and set a 5 storey building height. ▪ Redevelopment of the site for commercial, retail, and community uses within a 5 / 6 storey building form is not economically viable in the current and long-term, taking into land acquisition and construction costs, ▪ The Rouse Hill Town Centre is undergoing a significant urban transition away from its traditional commercial / retail centre towards a mixed-use environment, characterised by commercial ground plane activation and high-rise residential towers. This transition reflects the lack of economic viability for traditional commercial and office land uses. Whilst existing uses with the centre contribute to economic growth, these functions are complementary to residential uses. There is low projected growth of traditional office and knowledge workers in the area and that there will be an oversupply of commercial floor space by 2036. The lack of current and forecast commercial space supply is evidence of a softening of future market demand. Forecasted future office jobs and space can be absorbed by existing office stock. ▪ Furthermore, traditional office market demands have been altered by remote work practices following the Covid-19 pandemic, with businesses offering permanent flexible or hybrid positions. The need for traditional office floorplates	N/A

Issue Raised	Response	RTS Appendix
	such as those envisaged in the Level 1 Masterplan and Level 2 Precinct Plan has been eroded in town centre such as Rouse Hill. ▪ Development 'consistent' with the Level 1 Masterplan and Level 2 Precinct Plan, for commercial, retail, and community uses within a 5 storey building height, cannot be progressed at a scale that is economically feasible. Such a development would not capitalise on planning approval pathways for alternative rental residential forms (such as BTR and co-living housing). ▪ The Level 1 Masterplan and Level 2 Precinct Plan were approved as 'staged' consents under the former section 80(4) of the EP&A Act. At the time of these approvals, there was no requirement that any future detailed DA not be inconsistent with such approvals. **Therefore, the SSDA may be determined without consistency to the Level 1 Masterplan and Level 2 Precinct Plan**.	
b. The Masterplan referred to a total of 1800 dwellings within the Regional Centre as a whole. To date a total of 2165 dwellings (comprising apartments, affordable rental housing, integrated housing and single dwellings) have been approved. The subject application will result in a total of 2608 dwellings which exceeds the Masterplan. See further comments below in regard to residential development on the site.	Noted.	N/A
c. Whilst it is acknowledged that the site adjoins the Metro and bus links, concerns are raised regarding the adequacy of parking provided for the development. Given the high car ownership in the Shire, the parking provided is unlikely to address the needs of future residents.	A Traffic and Transport Statement has been prepared to reflect the amended design and to address traffic and parking comments raised in submissions (refer **Appendix G**). An additional partial basement level is provided within the proposal which allows for the parking provision to be increased from 111 car spaces to 129 car spaces.	Appendix G – Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
d. Undertake a full assessment of the proposal in regard to compliance with the approved Masterplan (DA 1604/2004/HB as amended) and Precinct Plan (DA 1581/2005/HB as amended) including the relevant Design Guidelines.	An assessment of the proposal in regard to compliance with the approved Masterplan (DA 1604/2004/HB as amended) and Precinct Plan (DA 1581/2005/HB as amended) has been provided in the EIS and within this document (page 1). It is considered that *Level 2 Town Centre Core Design Guidelines* are akin to a development control plan and as such do not apply to SSDAs in accordance with Clause 2.10 of the Planning Systems SEPP.	N/A
Forward Planning Comments: a. The proposal is inconsistent with the Rouse Hill Strategic Centre Precinct Plan which was adopted by Council in November 2023. The Precinct Plan identifies employment generating uses for this site, noting that residential development on this site would be beyond the capacity of the necessary existing and planned infrastructure. The residential growth identified in this Precinct Plan is envisaged on other sites, without providing the necessary supporting infrastructure. The proposal fails to deliver on the envisaged commercial outcomes, as the Precinct Plan anticipates significantly more commercial floor space than is proposed in this application. The proposal also fails to adequately address breaching the maximum building height of 8 storeys identified in the Precinct Plan and does not provide the identified continuous awnings fronting Tempus Street, as envisaged in the Precinct Plan.	The Rouse Hill Strategic Centre Precinct Plan establishes a framework for Rouse Hill to develop into a thriving regional destination and mixed use strategic centre. It envisions Rouse Hill as an appealing and safe place to shop, dine, socialise, live, and enjoy cultural and leisure experiences, all within walking distance of high frequency public transport. The project is consistent with key principles of the Precinct Plan, as follows: ▪ **Growing Employment**: The project includes range of commercial uses that will deliver quality employment opportunities that meet the skills of residents and contribute to growing a competitive, resilient local economy. The project will contribute towards meeting the forecasts in the Precinct Plan for 10,100 new jobs by 2036 and 12,500 new jobs by 2041. ▪ **Enhancing the Public Domain**: The project delivers a built form outcome which is aligned with the emerging character of the Rouse Hill Town Centre and responds to the site's gateway location, creating a sense of arrival for residents and visitors. It will create an active public domain, with public spaces that contribute to a vibrant and lively community. ▪ **Diversity of Housing**: The project will deliver high-quality co-living and BTR housing at a well-located site. It will contribute towards meeting the forecasts in the Precinct Plan for 4,100 new homes by 2036 and 4,500 new homes by 2041.	Appendix F - Rouse Hill Precinct Plan Assessment

Issue Raised	Response	RTS Appendix
	▪ **Achieving a 30-Minute City**: The project combines commercial and retail land uses with diverse residential accommodation, allowing residents to work close to home and enjoy local amenities and services, decreasing commute times, and reducing traffic congestion. ▪ **Delivering Transit-Oriented Development**: The project contributes to the creation of Rouse Hill as a compact, walkable and liveable centre that contain a diverse mix of uses within immediate proximity of the Rouse Hill Metro station and multiple local bus services. **Appendix F** provides a detailed assessment against the Precinct Plan.	
b. The SSD application notes that the development is subject to Contributions Plan No. 8 Kellyville/Rouse Hill and the applicant anticipates that the development will be levied accordingly under this Plan for open space and recreation, roadworks, community facilities and drainage. The subject site is identified for commercial purposes under the Rouse Hill Town Centre Master Plan concept development application. Any residential development on the subject site is therefore unplanned and not catered for under Contributions Plan No. 8 – Kellyville/Rouse Hill. As such, any funds collected under the Plan would be inadequate to complete the necessary infrastructure upgrades that are required to support a residential development of this scale, and an alternative infrastructure solution is required to address the infrastructure demand arising from the proposed development.	The Hills Shire Council has adopted a Section 7.11 Contribution Plan. The proposal will be subject to contributions under the Contribution Plan No.8 Kellyville / Rouse Hill. The Section 7.11 Contribution Plan contains individual contribution plans for: ▪ open space and recreation; ▪ roadworks; ▪ community facilities; ▪ studies and administration; and ▪ drainage. The Applicant anticipates a condition of consent to be imposed requiring a nexus based payment (accounting for offsets and credits) to be made before the first construction certificate, in accordance with Contribution Plan No.8. **Note**. For the purposes of calculating Section 7.11 contributions: ▪ the build-to-rent (BTR) component is to be categorised as 'residential', and	N/A

Issue Raised	Response	RTS Appendix

- the co-living units categorised as 'commercial'.

The following table calculates the estimated contributions that the proposed development will deliver under Contribution Plan No.8 Kellyville / Rouse Hill.

Component	Contribution rate*	Quantity	Estimate
BTR – Studio	$7,832.89	147 x units	$1,151,434.83
BTR – 1 Bed	$7,832.89	99 x units	$775,456.11
BTR – 2 Bed	$12,653	62 x units	$784,486
BTR – 3 Bed	$16,268	24 x units	$390,432
Sub total	**332 x units**		**$3,101,808.94**
Co-living – S7.12 CP	1% estimated cost	$49,779,000 (+$3,042,280 amenity areas)	$528,212
Drainage	23,060 ha	0.4385 ha	$10,111
Commercial – S7.12	1% estimated cost	$16,290,000	$162,900
Ground floor – S7.12	1% estimated cost	$11,870,000	$118,700
Basement & loading	1% estimated cost	$21,686,610	$216,866
External and infrastructure works	1% estimated cost	$6,470,000	$64,700

Issue Raised	Response				RTS Appendix
	Demolition/site prep	1% estimated cost	$280,000	$2,800	
	Sub-total			**$1,104,289**	
	Estimate Total			**$4,206,097.94**	
c. Council's pre-lodgement advice dated 6 March 2024 identified the need for a Letter of Offer to be accompanied by any application for residential growth. This approach is consistent with other development consents in the area for residential growth in excess of what is anticipated under Contributions Plan 8. Reference is made to DA 1225/2023/JP where a development application was approved for a high density residential development, which was accompanied by a Voluntary Planning Agreement to cater for development in excess of the growth envisaged under Contributions Plan 8.	The proposed development will make a significant financial contribution towards the funding and delivery of future local and regional infrastructure: ▪ **Local contribution**: The proposal will contribute ~ $4,206,097.94 levied against the Contribution Plan No.8 Kellyville / Rouse Hill. This contribution will facilitate infrastructure funding and delivery, including parks, community facilities, local roads, footpaths, drainage and traffic management. ▪ **Regional contribution**: The proposal will contribute ~$3,975,449.97 via the Housing and Productivity Contribution (**HPC**). This contribution will facilitate regional infrastructure, including public amenities, public services, affordable housing, transport infrastructure, regional and State roads, and measures to conserve and enhance the natural environment. **Infrastructure Analysis** The following analysis identifies the context of the project in relation to existing infrastructure and proposed infrastructure growth in relation to: 1. Local and regional road network; 2. Stormwater drainage; and 3. Social infrastructure (open space). This analysis demonstrates that additional demand can be met within existing and planned infrastructure capacity. The proposed development does not trigger				Appendix G – Traffic and Transport Statement, Appendix P – Stormwater Response

Issue Raised	Response	RTS Appendix
	any infrastructure upgrades and no planned infrastructure in the precinct will be prejudiced by the proposed development. 1. Local and regional road network The SSDA is supported by a Transport and Accessibility Impact Assessment (**TAIA**) which has been prepared to assess anticipated traffic implications of the development during construction and operational stages. The proposal is expected to generate up to 45 vehicle trips in any peak hour across the week. Traffic modelling for key nearby intersections during the weekday afternoons and Saturday peak hours indicates traffic from the development will have a negligible impact on the surrounding road network. In this regard, TAIA undertakes SIDRA modelling for the following scenarios: ▪ 2025 without the development and 2025 with the development ▪ 2035 without the development and 2035 with the development Intersection analysis indicates that key intersections around the site would continue operating at the same satisfactory Level of Service (**LOS**) as existing conditions with the additional traffic expected to be generated by the proposed development, with generally minor changes to average vehicle delay and vehicle queues across the intersections. Modelling for the proposed site access point on White Hart Drive also indicates the site access is expected to operate well at a LOS A with minimal delays and no vehicle queues. Similarly, the future 2035 scenario key intersections are expected to continue operating satisfactorily at a LOS D or better during the weekday PM and Saturday peak hours with or without the development. The TAIA analysis demonstrates that the proposed development is expected to only have a minor impact on the surrounding road network and can be	

Issue Raised	Response	RTS Appendix
	supported from a traffic impact perspective without the need for any physical mitigation measures. This is supported by the Rouse Hill Precinct Plan which does not identify any required road upgrades or intersection improvements around or near the site. No upgrades are needed to support the development, nor is the proposal prejudicial to their future intended delivery. In conclusion, there are no identified upgrades required to the existing local and regional road network arising from the proposed development, beyond the immediate site improvements proposed as part of the SSDA. 2. Stormwater drainage The SSDA is accompanied by an Integrated Water Management Plan to assess stormwater management requirements for the site. This includes drainage plans of the proposed stormwater management design. An existing 200mm water mains runs along Market Lane, Tempus Street, and White Hart Drive. An OSD tank with a total volume of 190m³ is proposed in Basement Level 1 beneath the proposed driveway ramp off White Hart Drive. The OSD is designed to comply with Council's guidelines. All surface water will be directed via pits and pipes and connect into the water quality chamber located within the OSD tank. The discharge point for the project will be an existing kerb inlet pit that will be demolished and replaced with a v-grate inlet pit downstream of White Hart Drive at the location of the new driveway. The Integrated Water Management Plan includes a water quality assessment which indicates that the post-development water quality objectives will be met by the proposed stormwater treatment train. A reduction in average annual stormwater discharge has been achieved through the rainwater reuse scheme, supporting irrigation and non-potable water demand.	

Issue Raised	Response	RTS Appendix
	In conclusion, there are no identified upgrades required to the existing stormwater network arising from the proposed development, beyond the immediate site improvements proposed as part of the SSDA. 3. Social infrastructure (open space) The Rouse Hill Precinct Plan (2023) and Council's Recreation Strategy (2019) highlight the need for adequate local infrastructure to meet the ongoing needs of residents and users of the Rouse Hill Town Centre. Being located close to Rouse Hill Town Centre, the proposal offers easy access to various health services, including medical centres, allied health services, and the future Rouse Hill Health Precinct. Schools and other educational facilities are also located nearby, including Ironbark Ridge Public School, Rouse Hill High School, and various childcare and early education centres. Feedback from School Infrastructure NSW has confirmed that the number of students projected to result from the proposed development can be accommodated by the existing and planned network of schools servicing the area. Consideration is given to the access and proximity to services, facilities and open space, noting that the incoming population will generate demand and contribute pressure on existing infrastructure. The proposal includes various measures to address the needs of incoming residents and reduce cumulative pressure on certain social infrastructure, including community facilities. These include the provision of communal spaces for residents to satisfy social and recreational needs. These spaces include yoga facilities, spa and sauna amenities, lounge areas, a library, cinema, dining areas, rooftop bar, and outdoor spaces. The proposal includes a diverse range of highly programmed outdoor spaces, including a central courtyard and dining and seating areas. The 'Forest Gully Lane' at the rear of the site includes a deep soil landscaped buffer zone, a communal lawn, private garden areas for residents, communal gathering spaces	

Issue Raised	Response	RTS Appendix
	on elevated decks with seating, and a wellness garden with a water feature. The proposal also includes outdoor rooftop areas for residents, including terraces on Levels 10, 17, and 22 and a green roof on Level 3. The co-living outdoor rooftop includes trees and vegetation, a shade structure, BBQ and dining areas, outdoor gathering space, and a lawn viewing space. The BTR outdoor rooftops include tree planting and other vegetation, an outdoor yoga space, a flexible outdoor exercise and gym area, private seating and gathering nooks, an outdoor cinema space, an outdoor lounge and dining area, a community garden, a BBQ area, and a viewing lawn. While the proposal's outdoor spaces will address incoming residents' needs for communal open space, there will still be residual demand for public open spaces in the surrounding area that should be considered. <u>4. Open Space Provision – Passive</u> The site comprises temporary landscape treatments, implemented by GPT Group in 2006 as part of Stage 1 Rouse Hill Town Centre development. Open spaces for active and passive recreation are located within proximity from the site, including Caddies Creek Park and Reserve to the south of the site and Iron Bark Ridge Reserve to the west of the site at Caddies Creek. The below extract from the Precinct Plan illustrates the existing and planned passive open space. Relevantly: ▪ The Precinct is well serviced in terms of passive open space. ▪ Council's Recreation Strategy indicates that dwellings should generally be located within 400m of passive open spaces. Where possible, existing parks will be enhanced to a higher quality.	

Issue Raised	Response	RTS Appendix
	▪ Areas of open space are planned for the Northern Frame Area to meet the needs of future residents.	

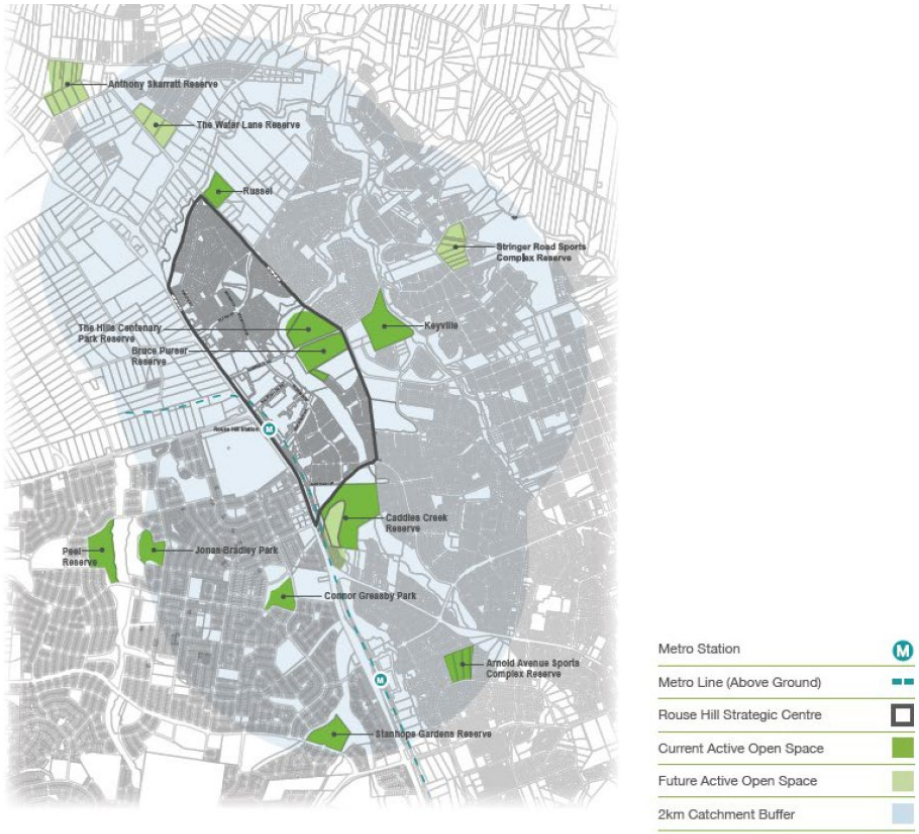


Figure 63. Current and Future Active Open Space Areas

Issue Raised	Response	RTS Appendix
	5. Open Space Provision – Active The Rouse Hill Precinct Plan (2023) assesses that the area is nearing capacity for active recreation facilities. The Precinct Plan states as follows: *"There is only capacity to cater for an additional 500-1,000 dwellings within the Strategic Centre (beyond the growth already anticipated under the current controls) subject to further embellishments to increase capacity."* While not unlimited, figures of 500-1000 dwellings confirm that there is some capacity presently remaining. Under the provisions of Contribution Plan No. 8, there is also provision for contributions to be made by development towards open space provision, both capital and land. The recommendations of the Precinct Plan do not specifically alter the planning framework for the site. The ability to advance the development is not dependent on the precinct plan recommendations and implementation.	
d. The application should be accompanied by infrastructure analysis that considers the demand generated by the proposed development and includes contributions towards infrastructure upgrades within a Letter of Offer, particularly with respect to traffic and transport items and active and passive open space.	The project will make a local contribution of $4,206,097.94 levied against Contribution Plan No.8 and a regional contribution of ~ $3,975,449.97 via the HPC. As detailed in the above analysis, the impacts of the proposed development do not generate demand that requires any infrastructure upgrades in relation to the local or regional road network, stormwater drainage, or social infrastructure (open space). Further, there is no future planned infrastructure in the precinct that will be prejudiced by the proposed development. [**Note**. The provisions of the EP&A Act prevent a consent authority from refusing to grant development consent on the grounds that a planning agreement has not been entered into in relation to the development or that the developer has not offered to enter into such an agreement.]	N/A

Issue Raised	Response	RTS Appendix
e. If the Department requires contributions conditions, these should be requested from Council following the assessment of the application.	Noted.	N/A
The applicant should provide plant quantities and individual plant symbols for plants rather than have them shown as mixes.	The landscape drawings have been amended to identify the plant quantities and individual plant symbols for plants (refer **Appendix J**).	Appendix J – Landscape Plans
It is recommended that compliance with the acoustic report be a condition of approval. The acoustic report also predicts noise exceedances for construction, and it is important that a Construction Noise Management Plan be prepared and conditioned to be implemented. The Construction Environmental Management Plan (CEMP) for the construction phase of the project is to include protocols to address any unexpected finds which may be encounter during potential targeted minor excavations as part of the proposed development.	The applicant accepts appropriately worded condition of consents that require compliance with the Acoustic Report and the preparation and implementation of a Construction Noise Management Plan. The applicant accepts that the Construction Environmental Management Plan (**CEMP**) for the construction phase will include protocols to address any unexpected finds which may be encountered during potential targeted minor excavations as part of the proposed development.	Noted.
<u>Engineering Comments:</u> a. A stormwater report is required detailing the stormwater strategy for the development. The strategy is to be reflected on the stormwater plans.	Refer to Integrated Stormwater Management Plan Report (24378-RBG-XXXX-RP-CV-00004) detailing stormwater strategy which was provided as Appendix BB to the EIS.	N/A
b. The capacity of the existing stormwater to which this development discharges into must be checked/ analysed. The street pit is not to surcharge for all minor events up to the 10 years ARI and up to the 20 years ARI for a sag pit.	The capacity has been computed using the Rational Method to ensure no surcharge occurs for all minor events up to the 100-year ARI for all stormwater pit and pipes, including the sag pit. The flows presented in the below table were computed as part of the preliminary design and are subject to further assessment during the detailed design stage.	Appendix P – Stormwater Response

Issue Raised	Response	RTS Appendix
c. OSD details such as cross section plans, Discharge Control Pit details, top of water levels etc. is to be provided on the stormwater plans along with calculations comply with the Upper Parramatta River Catchment Trust Handbook (UPRCT) parameters for the Hawkesbury Catchment. The OSD will need to be designed for the drowned condition.	As referenced in the SSDA Stormwater Management Report, the on-site stormwater detention is designed in accordance with UPRCT and Hawkesbury parameters. In line with The Hills Shire Development Control Plan (Guideline in Section 4.22), for the Hawkesbury River catchment, the permissible site discharge (PSD) and Site Storage Volume (SSV) requirements is derived from the below. The existing street frontage slope is about 2.5%, hence PSD for the site is 87 (L/s/ha) and SSV 412 (m3/ha). The OSD cross-sectional details and the orifice details will be provided in the detailed design post-approval.	Appendix P – Stormwater Response
d. The grade for the driveway crossover between the kerb and the property boundary is to be between 2-4%.	As per 24378-RBG-XX-XX-DR-CV-83101, the driveway crossover between the kerb and the property boundary is currently approx. 5.96%. This can be amended to achieve slope between 2-4%. [Refer to Stormwater Response Appendix B-sheet 83101 for markup of new driveway crossover.]	Appendix P – Stormwater Response
e. The entry to the site is to be splayed to allow for the largest vehicle entering the premise and a B99 vehicle to manoeuvre concurrently	Refer to Stormwater Response Appendix B – Sheet 83101 for the marked-up vehicular crossing layback profile, prepared in accordance with The Hills Shire Council Standard Drawing SD.15. This detail provides a standard council splay (450mm wide), which is sufficient to accommodate concurrent manoeuvring of a B99 vehicle.	Appendix P – Stormwater Response
f. The waste vehicle loading bay is to be clear of the aisle so two way traffic flow can be maintained in the aisle at all times.	See updated Architectural Plans for relocated loading bay on Basement Level 1.	Appendix B – Architectural Plans
g. Turning bays are to be provided at the termination of blind aisles.	The amendments to the B1 layout improves circulation and with all basement parking allocated to specific users, there is no need to provide a formal turnaround bay on any level. This is consistent with build to sell residential	Appendix G – Traffic and

Issue Raised	Response	RTS Appendix
	developments in which there is no requirement for turnaround bays in resident only car parks.	Transport Statement.
h. The Geotechnical Report prepared by Martens dated 13 March 2025 indicates that groundwater was not encountered during the ground water investigation however a basement pump out system is still required to attenuate seepage and any tracked in water from the basement entry. This is required to be demonstrated on the stormwater plans.	The Applicant will accept an appropriately worded condition requiring construction-level stormwater plans.	Appendix P – Stormwater Response
i. If the developer redesigns their waste collection to have a separate service entry, they will need to provide adequate splays in the driveway to ensure that waste vehicle can manoeuvre in/ out without encroaching into oncoming traffic. This will need to be supported with the provision of swept paths. In addition, an amended traffic report will need to be provided supporting the separate driveway and addressing sight distances, grades, clearance heights etc.	The layout ensures no impact on car park access and circulation. Vehicle swept paths have been completed to confirm operational efficiency and are included in the Traffic and Transport Statement (**Appendix G**) and the revised Operational Waste Management Plan (**Appendix H**).	Appendix G - Traffic and Transport Statement
<u>Waste Comments:</u> a. The size and the location of the turntable is not suitable and cannot be supported. i. The 12.5m long Heavy Rigid Vehicle overhangs at both ends when parked at the turntable. This has potential for the truck to conflict with cars parked in the car parking spaces directly adjacent to the turntable when in operation (turning around). ii. When a waste collection vehicle is parked at the turntable and collecting bins it blocks access to a significant number of car	The basement layout has been modified to achieve an improved layout with respect to loading dock operation and turntable functionality. The turntable and loading dock have been relocated to the northern end of Basement Level B1, with independent operation and manoeuvring achieved (refer Drawing No. DA0092 (Rev 07) in the amended architectural drawings, at **Appendix B**).	Appendix B – Architectural Plans

Issue Raised	Response	RTS Appendix
parking spaces behind the turntable. This is noted as a significant concern as the scale of the development requires intensive waste collection frequencies. iii. Residential waste will be collected: 2 x a week for garbage and 2 x a week for recycling by a HRV sized vehicle. iv. Commercial waste (as proposed) will be collected: 3 x a week for garbage and 3 x a week for recycling. It must be noted that commercial waste collection vehicles have the potential to be collected at a higher frequency perhaps even daily. It is strongly recommended that a redesign is implemented to provide a loading bay that is located off the internal driveway aisle ensuring the standard 12.5m long HRV (AS2890.2) does not impeded internal traffic or parked cars. Ideally, for a development of this scale, separate loading bays (sized for the 12.5m long HRV) for the residential and commercial collection vehicles are to be provided, however given the limited constraints of the site, the implementation of a Loading Dock Management Plan may be supported as long as it can be confirmed that Council's waste collection vehicles will be prioritised to ensure residential bins can be safely collected. Residential waste collection may occur anytime between 5am5pm on the scheduled collection days. Specific times cannot be guaranteed. It must also be noted that the suggested consolidation of waste collection by a private waste contractor cannot be supported by Council. Council is legislated by the Local Government Act 1993 to apply a domestic waste management charge to the development		

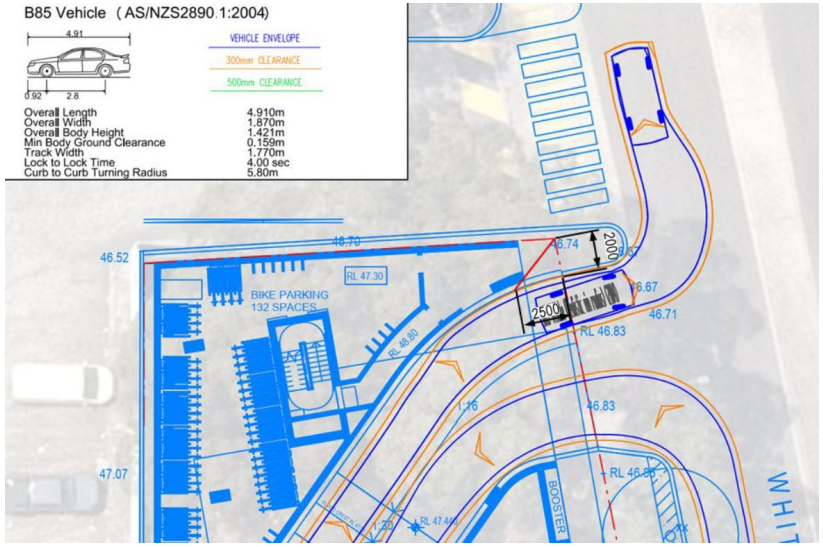
Issue Raised	Response	RTS Appendix
and therefore will take the responsibility to service the residential component of the development.		
b. The residential bulky waste room is located in basement 2. This must be relocated to be on the same level and open directly onto the loading area. This is because Council's bulky waste collection service will be conducted onsite with collection staff accessing the items directly from within the room. The proposal for the building caretaker to transport bulky waste into the bin holding room on basement 1 is not supported as: i. This will conflict with space for bin collection staff to access the bins. ii. Given the significant scale of the development and the expected volumes of bulky waste, there is no space to place bulky items to be placed in the bin holding room. iii. Given the above two points, the only other option would be to present items at the loading area/turntable which will not work as this would conflict with truck manoeuvring space and also pose serious safety issues rendering the turntable unusable.	The commercial waste room and bulky waste room have been relocated adjacent to the loading area at Basement Level B1, allowing staff to access and collect bulky items and bins directly from the rooms (refer Drawing No. DA0092 (Rev 07) in the amended architectural drawings, at **Appendix B**).	Appendix B – Architectural Plans
c. The commercial bin room is located in basement 2. This must be relocated to be on the same level and open directly onto the loading area. The commercial bins must not be placed in the residential bin holding room, and similar to the reasons in point (b) above, if presented at the loading area, will conflict with truck manoeuvring space and turntable operations.		

Issue Raised	Response	RTS Appendix
d. There is potential to reduce the size of the chute termination room under Tower A. The chute termination room is only required to store enough bins to hold 2 days worth of waste. The current design shows 10 x 1100L bins and 14 x 660L bins in the chute room.	The chute termination room has been revised in the amended architectural plans (Drawing No. DA0092 (Rev 07) at **Appendix B**.	Appendix B – Architectural Plans
e. A dedicated in-shaft goods personnel hoist must be provided to transport bins between levels. The hoist must have minimum dimensions: 3m x 2.4 platform (approx. 3m x 3m shaft). It is not clear on the plans if the hoist has been provided in the proposal. Bins and bulky waste must not be transported over vehicle access ramps.	Waste rooms have been relocated to Basement Level B1 to facilitate waste collection (refer Drawing No. DA0092 (Rev 07) in the amended architectural drawings, at **Appendix B**). As a result, a bin hoist is no longer required.	Appendix B – Architectural Plans
One potential option is to provide a separate service entry leading to a dedicated loading bay at grade. This service entry may incorporate the turntable suitable for the 12.5m long HRV (AS2890.2) to assist trucks in achieving forward in and forward out manoeuvres to/from the site. The residential bin room, residential bulky waste room and commercial bin rooms will need to be relocated to open directly onto the loading bay at grade. This service entry must comply with AS2890.2 headroom clearance requirements of 4.5m. This is standard advice provided to RFB proposals with 400 or more units (see Council's Guidelines for Planning Waste Management in New Developments – 4. Residential Flat Buildings). This option is envisioned to not only benefit waste storage and collections to the site but also potentially assists the site with other planning considerations as it leaves the basement for passenger vehicle access only.	The number of residential bins has been calculated based on the waste generation rates provided by Council. Detailed bin requirements are: **Total of number of bins required for the site** ▪ 14 x 1100L garbage bins ▪ 27 x 1100L recycling bins ▪ 25 x 240L FOGO bins **Total of number of bins per core** ▪ Core 1 (BTR) 196 units ▪ 6 x 1100L garbage bins ▪ 11 x 1100L recycling bins ▪ 11 x 240L FOGO bins **Core 2 (BTR) 136 units**	Appendix I – Waste Response Letter

Issue Raised	Response	RTS Appendix
For further assistance, the following residential bin numbers apply to the proposal in its current design. This is the minimum number of bins the residential bin collection room must be designed to safely store. • 13 x 1100L garbage bins • 13 x 1100L recycling bins • 15 x 240L FOGO bins These bin numbers are based on the following waste generation rates and collection frequencies: Co-living • 80L garbage per room (compacted 2:1 ratio) • 80L recycling per room • 7.5L FOGO per room BTR • 120L garbage per unit (compacted 2:1 ratio) • 120L recycling per unit • 15L FOGO per unit Garbage collected twice weekly Recycling collected twice weekly FOGO collected twice weekly	▪ 4 x 1100L garbage bins ▪ 8 x 1100L recycling bins ▪ 8 x 240L FOGO bins **Core 3 (Co-living) 216 units** ▪ 4 x 1100L garbage bins ▪ 8 x 1100L recycling bins ▪ 6 x 240L FOGO bins	
<u>Waterways Comments</u> a. The flood report indicates the hydrologic and flood models used in the flood study were supplied by Council. The models were sourced from Sydney Water.	The flood engineer has prepared a consolidated response to the matters raised (refer **RTS Appendix Q**). In summary: a. Noted. The wording will be modified.	Appendix Q – Flood Response

Issue Raised	Response	RTS Appendix
b. Flood modelling files are required to be provided and a detailed review of the flood modelling undertaken. The flood study is to be undertaken in accordance with Council's flood modelling guidelines and requirements. c. Compliance with flood planning level requirements is required to be undertaken once a review of the flood models is completed. d. An assessment of whether the development will impact on flooding elsewhere is required once a review of the flood models is undertaken. e. The applicant is required to demonstrate the effect of wind-driven rain, via a sensitivity assessment, on the site's hydrology as well as on overland flooding within and around the site. Compared to its current vegetated state, the addition of more impervious areas including three high-rise buildings will significantly add more rain captured within the site and this needs to be considered in the design of the site's stormwater management system and in the flood models. The wind-driven rain's angle of incidence can be taken as 45 degrees. f. The area along the site's eastern boundary between the new buildings and the existing wall of the Rouse Hill Town Centre (refer screenshot below) will be a 'trapped' area and can potentially flood when pits and pipes are blocked or fail during a major storm event. At this stage, it is not clear whether an escape route for the trapped floodwaters is available or can be provided. How flooding within this trapped area is addressed especially in consideration of	b. The flood model will be provided to Council for review. The assessment has been undertaken in accordance with Council's DCP and national guidelines. c. Flood planning level was advised based on Council's DCP. d. The Flood Impact Assessment was undertaken as part of this study; refer to Section 4.3 of the report accompanying the EIS for details. e. It is not necessary to account for wind in the flood modelling, as the flows in this case will be predominantly sheet flow. f. The flood model assumes the drainage network is fully blocked. Wind-driven rain does not significantly affect flooding, since flows will remain as sheet flow. This should be addressed in the Stormwater Management Plan.	

Issue Raised	Response	RTS Appendix
wind-driven rain falling between the new buildings and the town centre is to be addressed.		
<u>Traffic Comments:</u> a. The traffic report has adopted traffic generation rates based on parking spaces and person trips, resulting in significantly lower volumes compared to traditional vehicle-per-dwelling unit rates. As a result, the traffic modelling may not reflect a worst-case scenario. Furthermore, the report does not detail how the commercial trip rates were determined. No references to the Sydney site averages of 0.69 and 0.53 trips per space can be found in TfNSW GTIA 2024 and Technical Direction TDT 2013/04a.	The Traffic and Transport Statement (**Appendix G**) provides a consolidated response to traffic matters raised in Council's submission. ▪ Considering the development includes a relatively low permissible parking provision in relation to the total number of apartments and commercial floor area, and that much of the surrounding public car parking near the subject site is time-restricted, this in turn inhibits the ability for residents and staff associated with the site to travel to/from the site by private vehicle unless they have a dedicated car parking space. As such, traffic generation is best estimated based on car parking provision rather than floor area. ▪ As outlined in Section 8.1.1 of the original TAIA, the surveyed residential sites referenced in the GTIA 2024 and Technical Direction TDT 2013/04 suggest traffic generation rates of 0.15, 0.12 and 0.21 trips per car space for the weekday AM, PM and Saturday peak hours, respectively. However, given that the proposal includes a reduced parking provision in line with the Housing SEPP 2021, higher daily vehicle usage may be anticipated. As such, a rate of 0.3 trips per car space was adopted for the residential component of the development to ensure a conservative assessment. ▪ For the commercial car spaces, reference was made to the traffic survey data collected for the commercial office sites in the Sydney metropolitan area outlined in the GTIA 2024 and TDT 2013/04. A summary of car parking spaces and vehicle trips recorded at the surveyed sites (referenced in the GTIA 2024 and TDT 2013/04) is included in Appendix C of the Transport and Accessibility Impact Statement.	Appendix G - Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
b. It is not clear from the plans whether adequate pedestrian sight distance will be achieved at the proposed driveway access on White Hart Drive, and whether a smooth and continuous transition will be provided along the footpath across the proposed driveway and the adjoining driveway. The south elevation appears to show a wall on one or both sides of the driveway at the footpath, while the site plan indicates kerbs on either side of the proposed driveway, with an island separating it from the neighbouring driveway. Adequate pedestrian sight lines must be provided at the driveway in accordance with AS2890.1 – Off-Street Parking to ensure pedestrian safety. The footpath in front of the site must be flush with both the proposed and adjoining driveways to eliminate trip hazards and ensure compliance with the DDA requirements.	▪ Clear sight lines to pedestrians are achieved in accordance with AS/NZS 2890.1:2004 requirements to ensure adequate visibility between vehicles leaving the car park and pedestrians on the frontage road footpath. The below figure demonstrates the 2.5m by 2m sight line triangle adjacent to the driveway is kept clear of obstructions to ensure necessary visibility. 	Appendix G - Traffic and Transport Statement
c. Simultaneous two-way movements of the largest service vehicle and a B99 passenger vehicle must be accommodated at the proposed driveway entrance and exit point, with an 8.8m Medium Rigid Vehicle (MRV) as the minimum design vehicle and a 12.5m Heavy Rigid Vehicle (HRV) as the minimum checked vehicle. The submitted swept path diagrams indicate that both the MRV and	▪ Residential developments across Sydney are rarely designed to facilitate for concurrent independent movements of cars and service vehicles at site access driveways.	Appendix G - Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
HRV are unable to pass a B99 vehicle at the proposed driveway access from White Hart Drive.	▪ The access driveway allows for the concurrent movement of cars at the top of the site access driveway and along the ramp to and from the basement. These vehicles are the most prevalent and full independence is important. ▪ Adequate passing opportunities are accommodated along the access ramp to accommodate the unlikely scenario of a large truck using the ramp simultaneously with an oncoming car, ensuring smooth and safe vehicle movement. This includes the ability for 8.8m MRVs and 10.6m waste trucks to pass a car at key locations.	
GPT Group		
1. Relationship of SSDA with existing Planning Approvals: We note the Applicant's approach (section 4.4 of EIS) to the relationship of the proposed SSDA to the existing Planning Approvals relevant to the site, being the Level 1 Masterplan Consent (1604/2004/HB) and Level 2 Town Centre Core Precinct Plan Consent (1581/2005/HB), and the nature of disregarding these for the purpose of DPHI's assessment of the proposed development. Both Consents remain integral components to the long-term strategic and statutory planning of the Rouse Hill Regional Centre, and are enshrined in The Hills Shire Council's Local Environmental Plan and Development Control Plan. We urge DPHI to pay consideration to both Consents as part of its assessment of this application, particularly maximum building heights (6 storeys for this site) and the Town Centre Core Precinct Plan DA Design Guidelines.	Freecity acknowledges GPT's long-standing role in establishing and shaping the Rouse Hill Town Centre and values GPT's continued investment and stewardship of the precinct. The proposed development has been designed to complement this legacy by introducing a new residential community that further strengthens the Town Centre's vitality and supports its long-term success. Freecity shares GPT's recognition of Rouse Hill's importance as a regional centre and agrees that commercial activity remains fundamental to its identity. The proposal includes ground-floor activation to ensure local employment opportunities and active street frontages, while also delivering housing diversity through the introduction of build-to-rent and co-living housing, consistent with current State priorities for diverse and accessible rental supply. This mix of uses aims to create a balanced community that supports day- and evening-time activity and enhances the performance of existing retail and services within the Town Centre. While the Level 1 Masterplan (1604/2004/HB) and Level 2 Town Centre Core Precinct Plan (1581/2005/HB) have provided a framework for the precinct, both were approved almost two decades ago under the former Section 80(4) of the	N/A

Issue Raised	Response	RTS Appendix
A key component of these approvals was the intended use of the land for commercial floorspace and job creation, we fail to see how this proposal is consistent with the intent of the current planning controls.	EP&A Act. At that time, there was no requirement for future applications to remain consistent with those staged approvals. Since then, the strategic and statutory context has evolved through the introduction of the Housing SEPP, the Central City District Plan, and the Rouse Hill Precinct Plan, all of which encourage a greater diversity of housing near major transport infrastructure. In this context, the SSDA is being assessed as a State Significant Development under Schedule 1, Clause 27 of the Planning Systems SEPP. It responds directly to the NSW Government's housing and sustainability objectives, while continuing to align with the broader intent of the earlier master planning to deliver a vibrant and mixed-use regional centre that balances living, working, and community life. Freecity remains committed to ongoing collaboration with GPT throughout detailed design and delivery to ensure both projects continue to complement each other and provide long term benefits for the community.	
2. Parking Rates: The proposed parking rates for the application are grossly insufficient for the proposed use despite the location opposite the Metro reflecting an overall ratio of 0.3 cars per sqm GFA (111 car spaces for 33,401sqm GFA). For example, the commercial floor space is noted at 1 car bay per 100sqm. Whilst it's acknowledged that the Applicant's justification is proximity to the Sydney Metro, based on commercial market demands in North-West of Sydney, parking ratios are more akin to 1 car bay per 40sqm. The Applicant's proposal should not set a precedent regarding parking rates applied for future developments of this nature. The proposal as it stands today will put immense pressure on existing parking availability within the Rouse Hill Town Centre.	Freecity acknowledges GPT's comments regarding parking provision and appreciates the opportunity to clarify how the parking strategy has been refined in response to both planning policy and local conditions. The Traffic and Transport Statement (**Appendix G**) provides a consolidated response to all traffic and parking matters raised during the exhibition period and in GPT's submission. The proposed residential parking provision complies with the non-discretionary development standards outlined in the Housing SEPP for build-to-rent and co-living developments located within an accessible area. This approach aligns with the intent of State policy to encourage housing diversity and reduce car dependency in centers with direct access to mass transit. The commercial parking rate has been increased from the earlier rate of approximately one space per 340 square meters to one space per 200 square meters. This adjustment ensures consistency with comparable transit-oriented	Appendix G - Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
	centers such as Castle Hill North and responds to local employment expectations. The rate is considered appropriate for the following reasons: ▪ The site's position directly opposite Rouse Hill Metro Station and the Northwest T-way provides an opportunity to encourage a genuine mode shift toward public and active transport, supporting the long-term goal of a more connected and sustainable center. ▪ The Rouse Hill Town Centre already supports a diverse mix of uses and a substantial residential catchment, resulting in shorter travel distances and higher rates of walking and cycling. ▪ The commercial component forms a small proportion of the overall development and will contribute to local employment opportunities without generating a high volume of new vehicle trips. ▪ The parking approach is consistent with the Rouse Hill Precinct Plan and broader State objectives to support travel demand management and promote sustainable transport choices. Freecity will continue to collaborate with GPT to manage any operational interfaces related to parking, access, and traffic during both construction and occupation phases.	
3. Proposed Building Mass & Heights Impacts: The bulk and scale of the proposal is significant and unlike other proposed (or completed) development within the Town Centre Core Precinct, ranging from 11 to 23 storeys over 3 buildings. Given the scale, this will impact the amenity of customers of Rouse Hill Town Centre to the East, users of a valuable community public space in Market Square and the Metro Station Precinct to the North, along with the residential	Freecity acknowledges and appreciates the importance of maintaining a high level of amenity for visitors, residents, and workers across the Rouse Hill Town Centre. The proposed building form has been carefully designed to respond to its surrounding context, to preserve solar access to key public spaces, and to ensure wind and pedestrian comfort remain within acceptable levels. The proposal adopts a composition of three slender towers with activated setbacks and separations to reduce visual bulk and maintain sky views. Each	N/A

Issue Raised	Response	RTS Appendix
dwellings to the South. DPHI should carefully consider impacts such as solar access and overshadowing, along with wind and pedestrian comfort as part of its assessment.	building is anchored by a human-scale podium that contributes to an active and comfortable streetscape. Detailed shadow and wind studies confirm that Market Square and adjoining pedestrian areas retain sunlight and comfort throughout the day, consistent with the relevant design guidelines. The emerging character of Rouse Hill supports higher density mixed use development that aligns with the NSW Government's housing and infrastructure policies. This context is demonstrated by several recent and approved developments including: ▪ Rouse Hill Town Centre northern expansion: mixed use development with building heights of 7, 11 and 12 storeys. ▪ GPT Northern Frame planning proposal: high density mixed use development including 1,500 dwellings and 60,000 square metres of employment floor space with building heights up to 24 storeys. ▪ GPT and Lendlease Northern Residential Precinct Plan: residential development comprising 400 apartments across eight buildings of 3 to 6 storeys. ▪ Rouse Hill Public Hospital and Health Precinct: new hospital and associated facilities now under delivery. Freecity remains committed to ongoing collaboration with GPT to ensure that the project continues to complement the Town Centre's role, protects amenity, and enhances the overall quality of the precinct for all users.	
Further to the above points, we provide the following feedback and recommendations for the Department's consideration: **4. Lease Obligations:**	Freecity acknowledges GPT's comments regarding existing lease obligations and understands the importance of ensuring that the proposed development does not interfere with the operation or contractual responsibilities of the Rouse Hill Town Centre.	N/A

Issue Raised	Response	RTS Appendix
Given the nature of RHTC as a Regional Shopping Centre, existing Lease obligations shall not be compromised, contravened, hindered or breached, to the detriment of GPT and / or its Tenants, due to impacts associated with the proposed Development Application. The Applicant should thoroughly familiarise itself with Lease obligations of the neighbouring properties and ensure these are not breached or contravened based on its proposed development.	Freecity has not yet reviewed the detailed lease documentation relating to adjoining properties but recognises that this will be an essential step during the next stage of project delivery. As part of detailed design and construction planning, Freecity will work collaboratively with GPT to confirm the relevant obligations, identify any interface requirements, and agree on suitable management measures to avoid disruption to existing tenants or operations. Freecity supports the inclusion of a condition of consent requiring this coordination to occur prior to the commencement of construction, ensuring that all lease and operational interfaces are properly managed and documented.	
5. Rouse Hill Town Centre Operational Interfaces: Given the close proximity and interface with the Rouse Hill Town Centre, which will remain in operation throughout the construction of the proposed development, and post-completion, there are several key operational interfaces that must be considered by the Department and Applicant. These are summarised as follows: a. Impacts of proposed Development on RHTC Basement Car Park: the Applicant should be obligated to coordinate the construction of its Development with GPT, given the proposal will enclose the naturally ventilated portion of our basement car park. GPT should be provided with access to the Applicant's land to construct any required mechanical and ventilation infrastructure to ensure safe operation of the existing car park. b. Loading Dock No. 4/5 (Coles): one of our key operational loading docks is directly to the east of the proposed development. Based on the SSDA architectural plans, the proposed Build to Rent and Co-Living Units will overlook the loading dock. There should be no	Freecity acknowledges the importance of maintaining safe and continuous operation of the Rouse Hill Town Centre during construction and following completion of the proposed development. Freecity is committed to: ▪ Coordinating construction activities with GPT to ensure the effective operation of Town Centre facilities, including basement car parks and loading docks. ▪ Preparing a detailed construction and traffic management plan to manage access, safety, and wayfinding around the site. ▪ Coordinating with GPT to confirm any ventilation or mechanical interface requirements to ensure safe ongoing operation of the existing basement car park, noting that any required works would be managed by GPT as the asset owner. ▪ Working collaboratively with GPT on signage and public domain coordination to maintain safe and efficient circulation.	N/A

Issue Raised	Response	RTS Appendix
operational constraints placed on GPT, or its Tenants, to the detriment of the approved use of the loading dock. c. Vehicular Access to RHTC Basement Car Park: the Applicant shall ensure that all car park entries and exits to the RHTC Basement Car Park remain open and operational throughout construction of the proposed Development. d. Proposed basement car park driveway access: the proposed basement car park access is in close proximity to the adjacent loading dock entry / exit. For safety reasons, greater separation should be provided from the proposed car park driveway entry to the existing loading dock entry / exit driveway. Furthermore, clarity is required with regard to adequate signage provisions as part of the proposed Development, to avoid its residents and tenants entering the existing loading dock. e. Overshadowing impacts of Rooftop Solar PV System on rooftop of RHTC: given the scale of the proposed development, there is a potential impact that overshadowing will impact the performance of the existing rooftop solar PV system, being a key sustainability initiative of the Asset. Modelling should be undertaken to avoid any impacts to the existing system. f. Crane Oversail, Ground Anchors, Access and other arrangements: any requirements for access (into, below or above) GPT's land shall be subject to the Applicant entering into a Licence arrangement with GPT, under terms satisfactory to GPT. g. Dilapidation Survey: the Applicant should be conditioned to undertake a detailed dilapidation survey prior to and post	Freecity supports the inclusion of appropriate conditions of consent to formalise these commitments and ensure transparent coordination with GPT through design, construction, and operational stages.	

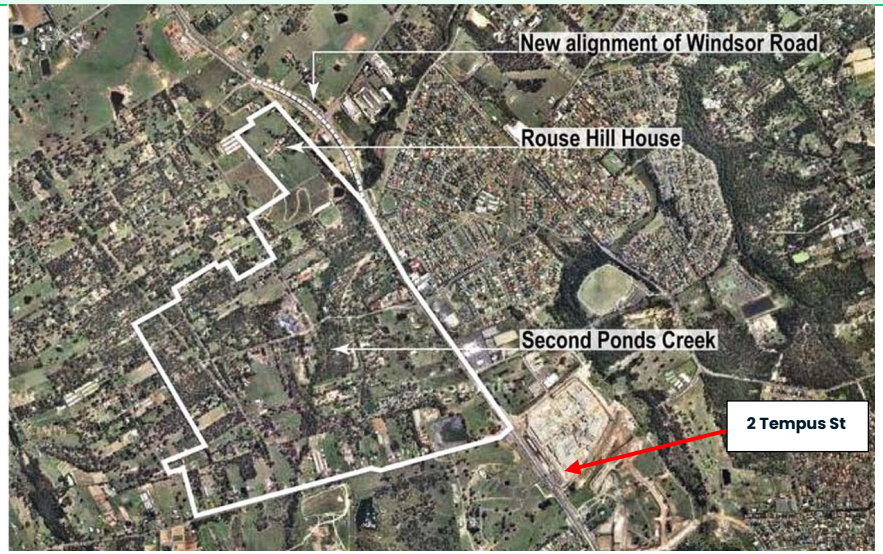
Issue Raised	Response	RTS Appendix
development, and shall be obligated to rectify any damage to GPT's existing Asset and its associated infrastructure. h. Relocation of adjacent Trolley Bay: the Applicant shall be responsible for relocation of the adjacent approved Trolley Bay to a location agreeable to GPT, at the Applicant's cost.		
6. Proposed Landscape Lane "Forrest Gully Lane" The Applicant is proposed a landscape laneway connection abutting RHTC and associated treatments to the existing western elevation of the Centre. All treatments shall be subject to review and agreement by GPT, as the owner of RHTC, and shall be at the cost of the Applicant.	GPT's role as owner of the Rouse Hill Town Centre is recognised, and the design intent for the laneway aims to complement and enhance the existing Town Centre environment. An appropriate condition of consent can require the landscape materials and finishes associated with the laneway to be reviewed and agreed by GPT to ensure consistency with the adjoining public domain. A placemaking strategy will also be prepared by Freecity to encourage activation of the communal public spaces. Collaboration with GPT on these activation opportunities is welcomed to build on the successful community initiatives and events already delivered within the Town Centre.	N/A
7. Transport & Accessibility Impact Assessment: The TAIA does not appear to have appropriately considered traffic generation as a result of the New Rouse Hill Public Hospital nor the proposed Northern Precinct Planning Proposal, therefore the Department should seek further detail and modelling from the Applicant.	The Traffic and Transport Statement (**Appendix G**) provides a consolidated response to traffic matters raised in GPT's submission. ▪ As detailed in the original TAIA, future 2035 background traffic volumes were estimated by applying a standard 2% per annum growth rate to existing traffic volumes. This approach is consistent with that adopted and accepted by TfNSW for other transport studies in the surrounding area. ▪ When considering the incremental increase this traffic growth rate equates to at the surrounding key intersections, the rate is considered suitable for accounting for the estimated increase in traffic associated with the approved Rouse Hill Town Centre (**RHTC**) Stage 2, Northern Precinct Planning Proposal	Appendix G – Traffic and Transport Statement

Issue Raised	Response	RTS Appendix
	(**Northern Frame**), and Rouse Hill Hospital, while still also having further allowance for future traffic growth in the surrounding area. ▪ Specifically, the Traffic Impact Assessment (AECOM, dated 23 June 2023) prepared for the RHTC Stage 2 development indicated these surrounding developments would generate the following: **RHTC Stage 2**: – PM peak hour: 335 vehicle trips per hour. – Saturday peak hour: 440 vehicle trips per hour. **Northern Frame:** – PM peak hour: 1,337 vehicle trips per hour. – Saturday peak hour: 536 vehicle trips per hour. **Rouse Hill Hospital:** – PM peak hour: 200 vehicle trips per hour – Saturday peak hour: 100 vehicle trips per hour. When compared with these forecasts, the background growth model adopted in the TAIA aligns closely with the expected traffic volumes at key intersections such as Caddies Boulevard and White Hart Lane, confirming that these developments have been appropriately considered. Overall, the modelling demonstrates that the surrounding road network can accommodate the forecast traffic without requiring major upgrades, with all key intersections continuing to operate within acceptable levels of service.	
8. Consultation Post-SSDA Consent:	Ongoing consultation with GPT as the adjoining landowner is supported and recognised as essential to the successful coordination of the project.	

Issue Raised	Response	RTS Appendix
The Applicant is to consult with GPT, as the neighbouring landowner, as it develops and finalises its design, given the important interfaces with RHTC. Furthermore, the Applicant is to provide GPT with the opportunity to review and comment on its Management Plans that are prepared for construction purposes, in particular Construction Management Plans and Traffic Management Plans.	Freecity is committed to transparent and proactive engagement through design development, construction, and operation to ensure key interfaces with the Rouse Hill Town Centre are managed effectively. Freecity supports the inclusion of a condition of consent that formalises GPT's involvement in reviewing and providing input on construction management documentation (post-determination), in particular the Construction Management Plan and the Traffic Management Plan.	
Link Wentworth		
1. Submit comprehensive overshadowing diagrams for the equinox periods, demonstrating the full extent of solar access impacts on adjacent properties, and;	The diagrams included in the SSDA submission show overshadowing during summer and winter solstice, between the hours of 9am-3pm. These hours are consistent with the requirements outlined in SEPP 65, Apartment Design Guide. Additional overshadowing studies have been undertaken to assess overshadowing on neighbouring properties to the north of the site, at 6 White Hart Drive and 40 Civic Way. The studies assess the solar impact of the development during the afternoon hours of Equinox, in March and September. The studies show that the development's impact during equinox is minimal, with overshadowing on 6 White Hart Drive beginning at 4pm in both March and September. The proposal does not impede on the neighbouring property's 2 hours solar access between 9am-3pm during winter solstice. The proposed development has no overshadowing impact to 40 Civic Way.	Appendix I – Architectural Amenity Diagrams
2. Provide a detailed assessment of building separation and privacy impacts, consistent with statutory requirements and applicable design guidelines.	Building separation diagrams (**Appendix I**) have been prepared to show building separation between 6 White Hart Drive and the proposal, in both plan and section. The drawings demonstrates that the development exceeds the 18m separation between habitable and non-habitable rooms stipulated by the ADG,	Appendix I – Architectural Amenity Diagrams

Issue Raised	Response	RTS Appendix
	noting there are no windows and hence no habitable rooms to the north of the proposal's co-living building which neighbours 6 White Hart Drive.	
Blacktown City Council		
1. Overall comments and general requirements a. The proposed development is for a part 11, 18 and 23 storey mixed use, build-to-rent and co-living development consisting of approximately 443 apartments at 2-30 Tempus Street, Rouse Hill on the south-western corner of the Rouse Hill Strategic Centre. This is a significant difference from the current planning controls for this site which is not addressed adequately. i. The Hills Local Environmental Plan 2019 does not set a mapped building height for the Rouse Hill Strategic Centre. We note that the maximum building height for land in the vicinity of the subject site is mapped at 36 metres, estimated at 11-12 storeys. This is the highest permitted building height in the area, applied to the south-eastern corner of White Hart Drive and Windsor Road. This maximum building height is approximately half what the proposal is seeking approval for. ii. The *Rouse Hill Strategic Centre Precinct Plan* (November 2023) suggests a building height of up to 8 storeys for the Tempus Street Sleeve sites, with further height "potentially justifiable". Notably, the Precinct Plan also states: "Residential uplift is not appropriate for this stie as it would not align with the economic and employment goals for the Precinct and would	Development 'consistent' with the Level 1 Masterplan and Level 2 Precinct Plan, for commercial, retail, and community uses within a 5 storey building height, cannot be progressed at a scale that is economically feasible. Such a development would not take advantage of existing planning pathways that encourage diverse and affordable rental housing options, including Build to Rent and co-living models. The Level 1 Masterplan and Level 2 Precinct Plan were approved as 'staged' consents under the former section 80(4) of the EP&A Act. At the time, there was no requirement in the Act that any future detailed DA not be inconsistent with such approvals. Therefore, the subject SSDA may be determined without consistency to the Level 1 Masterplan and Level 2 Precinct Plan. An assessment of the proposal against Rouse Hill Precinct Plan (adopted 28 November 2023) is provided at **Appendix F.** This assessment provides justification for any deviations to the Plan, including the envisaged land use and built form outcome for the 'Tempus Street Sleeve Sites'.	Appendix F – Rouse Hill Precinct Plan Assessment

Issue Raised	Response	RTS Appendix
be beyond the residential population that can be serviced by the necessary infrastructure." b. The relevant reports supporting the proposal should address how the additional demand for services and infrastructure between the envisioned and proposed development will be met, the impact of the increased yield on the planned infrastructure in the area, and the impact of the increased building height on the nationally significant State-heritage listed Rouse Hill Estate. These matters have not been adequately addressed by the reports provided with the application.	As detailed at **page 26**, an assessment has been undertaken of the project's context to existing and proposed infrastructure growth in relation to: ▪ Local and regional road network; ▪ Stormwater drainage; and ▪ Social infrastructure (open space). This assessment concludes as follows: ▪ The proposed development does not trigger any infrastructure upgrades. ▪ There is no planned infrastructure in the precinct that will be prejudiced by the proposed development. In terms of infrastructure and serviced demand, existing services including electricity, telecommunications, gas, water, and sewage infrastructure are available to the site. These will be extended, expanded, and augmented as required to the meet infrastructure demands of the development as detailed in the Infrastructure Delivery Management Plan submitted with the EIS.	
2. Heritage a. We are satisfied with the heritage impact assessment on the Battle of Vinegar Hill memorial, which is within the Blacktown Local Government Area. b. However, the Statement of Heritage Impact does not consider the impact of the proposed development on the State-heritage listed Rouse Hill Estate. This is an omission in the report.	The referenced document "*North West Growth Centre: Area 20 Precinct Non-Indigenous Heritage Assessment Revised Final Report*" (November 2010) sets out considerations for Area 20 Precinct which is an area on the western side of Windsor Road. The subject site is not located in Area 20, as shown below:	

Issue Raised	Response	RTS Appendix
c. Precinct planning by the NSW Government for the development of the adjacent greenfields Tallawong Station Precinct (formerly known as Area 20 or Cudgegong Road) included extensive consideration of the impact of urbanisation on heritage items in the area. The *North West Growth Centre: Area 20 Precinct Non-Indigenous Heritage Assessment Revised Final Report* (November 2010) prepared for Department of Planning NSW by Godden Mackay Logan considered the Rouse Hill House Estate Cultural Landscape. This report notes that future development to the south of the Rouse Hill Estate will need to recognise and protect the significance of the estate's rural landscape setting, in particular views from the estate. The view from the estate to the Rouse Hill 'Town Centre' is specifically called out in Figure 4.2. The impact on the views and vistas of the Rouse Hill Estate of the proposal to construct towers at double the height of the nearest adjacent permissible height should be addressed by the applicant. **3.** The Godden Mackay Logan report is published on the NSW Government website in 2 parts: https://www.planning.nsw.gov.au/sites/default/files/2023-04/area-20-precinct-non-indigenous-heritage-assessment-part-1.pdfand https://www.planning.nsw.gov.au/sites/default/files/2023-04/area-20-precinct-non-indigenous-heritage-assessment-part-2.pdf	 With regard to preserving views from the Estate to Rouse Hill Town Centre, the Estate is located over 2km to the north-west on the western side of Windsor Road. The subject site is located on the southern side of the Rouse Hill Town Centre. The town centre was not completed and in its current form when the Area 20 document was finalised. Furthermore, it does not contemplate the planned development immediately north of the Rouse Hill Town Centre. In this regard, it is considered that the proposed development will not adversely impact on the heritage significance of Rouse Hill House.	

Issue Raised	Response	RTS Appendix
4. Transport a. We are concerned with the proposed development in relation to: ▪ the impact of additional vehicular movements on Windsor Road as the main arterial moving residents and workers from both LGAs ▪ how the additional background demand on the road network capacity impacts on the flood evacuation capacity of Windsor Road, and the impact of this on development capacity in the Marsden Park North, West Schofields and Riverstone Town Centre state-led rezoning precincts.	The Traffic and Transport Statement (**Appendix G**) provides a response to traffic matters raised in Blacktown Council's submission. ▪ The proposed development is expected to generate up to 37 vehicle trips in any peak hour across the week. Detailed traffic modelling at the key nearby intersections (including the Windsor Road / White Hart Drive signalised intersection) were completed during the weekday PM and Saturday peak periods in agreement with TfNSW. The modelling confirms that the traffic generated by the proposed development is low and insignificant when considering the volumes on the surrounding key roads. ▪ Overall, the proposed development would have a negligible impact on the surrounding road network.	Appendix G – Traffic and Transport Statement
b. The Transport and Accessibility Impact Assessment provided with the SSD states that: ▪ resident parking is proposed in accordance with the State Environmental Planning Policy (Housing) 2021. This provides substantial reductions in parking supply for the proposed Build to Rent and co-living housing typologies ▪ a reduced commercial office parking provision is proposed. The Assessment does not address the planned uses compared to the proposed uses, and the planned parking rate compared to the proposed parking rate, and assess the impact of these differences on transport and access for both the proposed development and the functionality of the regional centre of which it is a part.	▪ The residential parking provision complies with the non-discretionary development standards outlined in the Housing SEPP for BTR and co-living development on land within an accessible area and therefore is appropriate. The commercial car parking provision is considered appropriate for the reasons as outlined in the Transport and Accessibility Impact Statement.	Appendix G – Traffic and Transport Statement
c. The Transport Assessment considers the impact of the development at a local level only. There is little recognition of the	▪ The development is expected to generate up to 37 vehicle trips in any peak hour across the week which is minor. TfNSW was consulted early in the project	Appendix G – Traffic and

Issue Raised	Response	RTS Appendix
role of Windsor Road as a major transport arterial and a flood evacuation route, and little assessment of the impact of the proposed development on Windsor Road. In addition, the car parking rate proposed is significantly less than that required in The Hills DCP for the Rouse Hill Regional Centre. If the car parking rates for the proposed development are increased, we ask that the impact assessment is reviewed and the impact of demand on the wider network is appropriately considered.	to determine the extent of traffic modelling required for the project. TfNSW has subsequently not raised any concerns within their referral submission.	Transport Statement
DCCEEEW Conservation Programs, Heritage and Regulation (CPHR)		
1. Vehicle Access and Precautionary Basement Protection **Description of Issue:** The Flood Impact and Risk Assessment (FIRA) demonstrates a generally viable pedestrian evacuation route to higher ground along Tempus Street during the PMF flood event. CPHR supports the proposed pedestrian evacuation route to higher ground via Tempus Street, which remains flood-free during the PMF and provides a viable emergency pathway. However, White Hart Drive is shown to function as a floodway in both the 1% AEP and PMF events, with flood hazard categories reaching H5 at critical access points. These conditions are unsafe for vehicle movement and inconsistent with the emergency access principles outlined in Flood Risk Management Guideline EM01. The access ramp to the car park opens directly onto White Hart Drive within this floodway area.	The site is subject to short-duration overland flooding. The critical storm duration is approximately 20 minutes for all events up to and including the 1% AEP, and 15 minutes for the PMF. As the creek water level is relatively low (46.60 m AHD) and flooding is of short duration for both the 1% AEP and PMF events, flood risk from mainstream flooding is considered unlikely. Accordingly, a shelter-in-place strategy is recommended for vehicle users until floodwaters recede (approximately one hour) to below the top of the kerb, after which residents can safely evacuate by car. An evacuation route is also available at all times for pedestrians who wish to use the metro or walk. The model, with a 5 m grid, provides sufficient resolution for a property DA, as it reasonably represents flood behaviour and potential flood impacts associated with the proposed development. The model also incorporates a 1D channel. Further refinement of the cell size was not feasible due to the model configuration, as it caused instability.	Appendix Q – Flood Response

Issue Raised	Response	RTS Appendix
The underlying hydraulic model used to support the FIRA has a 5 m grid resolution, which introduces uncertainty at the local scale particularly in relation to transitions between high and low hazard zones and detailed site features like basement ramps, doorways, and pits. **Recommendation:** All basement entries and vehicular access points should either be protected to the greater of the 1% AEP flood level plus freeboard or the PMF level or relocated to ensure flood-free access in all events up to the PMF. This approach better reflects the residual risk and uncertainty associated with extreme flood behaviour and ensures long-term resilience in accordance with Flood Risk Management Guideline LU01 (DPE, 2023) and Flood Risk Management Guideline EM01. **Timing:** Pre-determination	The proposed ramp crest level has been set at the 1% AEP plus 0.5m freeboard, which is above the PMF level.	
NSW State Emergency Service		
Recommend reconsidering the proposed basement entry location to allow for flood free access/egress. The proposed basement access ramp exits onto White Hart Drive which reaches Hazard Level 5 (H5) during the 10% Annual Exceedance Probability (AEP) flood, which is unsafe for all people and vehicles.1 Other surrounding streets appear to be flood free in all flood extents and may provide a safer alternative.	SMEC understands that the preferred flood emergency strategy of SES and The Hills Shire Council is evacuation. SMEC also agrees that relocating the ramp to the basement car park from White Hart Drive to Tempus Street could potentially allow evacuation for all visitors with vehicles during all storm events. However, due to other site constraints, this option is not feasible.	Appendix Q – Flood Response

Issue Raised	Response	RTS Appendix
	The site is subject to short-duration overland flooding with a critical duration of 15–30 minutes, and flood depths typically recede within about an hour. The proposed flood emergency strategy is as follows: **Visitors arriving on foot or by public transport** – They can evacuate to the designated assembly point at any time without issue. They may also use the metro to travel to other destinations, as the evacuation route remains unaffected during any storm event up to and including the PMF. **Visitors arriving by car** – They will shelter in place within the lobby for approximately one hour until floodwaters recede to below the kerb level on White Hart Drive, at which point evacuation by cars can occur. This approach avoids placing unnecessary traffic load on surrounding roads. PMF flows will not enter the car park, as the ramp crest level has been set at the 1% AEP level plus 0.5 m freeboard, which is higher than the PMF level. As noted in the response to Principle 2, there appears to be an issue with the TUFLOW output for hazard ratings in the 10% AEP event. Based on our review, the flood hazard for the 10% AEP should be classified as H1 and H2 (restricted to the gutter).	
Recommend ensuring that all openings to the basement (ramp, vents, etc) are situated above the Probable Maximum Flood (PMF), or reconsidering basement carparking if this is not feasible to reduce risk to life and property.	The proposed ramp crest level has been set at the 1% AEP plus 0.5 m freeboard, which is above the PMF level.	Appendix Q – Flood Response
Recommend pursuing site design and stormwater management that reduces the impact of flooding and minimises any risk to the community. Any improvements that can be made to reduce flood risk will benefit the community.	Storm events up to the 100-year ARI will be conveyed through the piped drainage network. Storms exceeding the 100-year ARI will surcharge into designated overland flow paths, which have been directed towards Tempus Street and White Hart Drive. In addition, a breakout wall has been incorporated along the eastern	Appendix P – Stormwater Response

Issue Raised	Response	RTS Appendix
	boundary adjacent to the new building to facilitate safe overland flow and overflow. The site layout makes use of the natural fall and existing drainage paths. Roof water will be collected and directed to a rainwater tank, as documented by the hydraulic engineer. Surface runoff will be captured via pits and pipes and conveyed to the on-site detention tank. The OSD tank has been designed to detain stormwater to predevelopment discharge conditions prior to connection with Council's stormwater system. This design approach mitigates downstream impacts, including potential flooding and risks to the surrounding community.	
Heritage NSW – Aboriginal Cultural Heritage		
1. Please update Sections 5, 7, and 9 of the assessment to reflect the outcomes of consultation with Registered Aboriginal Parties. It is noted for example that the ACHAR currently includes references to the requirement to provide the draft assessment to RAPs for review.	The ACHAR has been updated to address the requirements provided by Heritage NSW (Aboriginal cultural heritage).	Appendix L – Updated ACHAR
2. Provide evidence of consultation with the Aboriginal community for this ACHAR, including all correspondence from the proponent and responses received as per the *Aboriginal cultural heritage consultation requirements for proponents* (2010) and *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW* (2011).		
3. It is noted that a number of Aboriginal sites have previously been recorded in close proximity to the study area, including AHIMS 45-5-2904 / PAD 2, AHIMS 45-5-2904 / PAD 3, and AHIMS 45-5-3077 I MTW.		

Issue Raised	Response	RTS Appendix
Please provide additional information regarding these sites, including site extents, to demonstrate that they will not be impacted by the proposed works.		
Heritage NSW		
Recommended consent conditions for environmental heritage 1. A procedure for the management of unexpected relics and human remains must be developed in consultation with Heritage NSW. This procedure must: a. be prepared in accordance with Heritage NSW guidelines and codes of practice. b. include a hold point requiring the development of a revised historical archaeological assessment in the event an unexpected relic is identified. i. The Archaeological Assessment must be prepared in accordance with the guideline Archaeological Assessments (1996) and Assessing Significance for Historical Archaeological Sites and Relics (2009) to inform and guide archaeological mitigation measures. ii. If harm cannot be avoided in whole or part, an Archaeological Research Design and Excavation Methodology (ARDEM) with a nominated Excavation Director should also be prepared to guide any proposed excavations or salvage program.	The applicant would accept an appropriately worded condition of consent to address the relevant requirements and recommendations of Heritage NSW.	N/A

Issue Raised	Response	RTS Appendix
iii. The Archaeological Assessment must be provided to the Secretary of the Department of Planning, Housing and Infrastructure for approval in consultation with Heritage NSW. c. must be implemented for the duration of the project.		
Transport for NSW		
Recommended Development Consent Conditions: **Green Travel Plan** <u>Recommended Condition:</u> As part of the ongoing operation of the development, a detailed Green Travel Plan (**GTP**), which includes target mode shares to reduce the reliance on private vehicles, should be prepared. The GTP must be implemented accordingly and updated annually. <u>Reason:</u> To encourage and support sustainable transport outcomes for future users of the development, particularly with high levels of current and future public and active transport accessibility. **Construction Pedestrian Traffic Management Plan** <u>Recommended condition:</u> Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant should prepare a Construction Pedestrian and Traffic Management Plan (**CPTMP**) in consultation with TfNSW.	The applicant would accept appropriately worded conditions of consent aligned with the requirements and recommendations of Transport for NSW.	N/A

Issue Raised	Response	RTS Appendix
The CPTMP needs to specify matters including, but not limited to, the following: ▪ A description of the development. ▪ Location of any proposed work zone(s). ▪ Details of any alteration/s to the traffic arrangements on Showground Road, including any lane closures. ▪ Details of crane arrangements including location of any crane(s) and crane movement plan. ▪ Haulage routes. ▪ Proposed construction hours. ▪ Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods. ▪ Construction vehicle access arrangements. ▪ Construction program and construction methodology, including any construction staging. ▪ A detailed plan of any proposed hoarding and/or scaffolding. ▪ Measures to avoid construction worker vehicle movements within the precinct. ▪ Consultation strategy for liaison with surrounding stakeholders, including other developments under construction. Identify any potential impacts to general traffic, cyclists, pedestrians, and bus		

Issue Raised	Response	RTS Appendix
services within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and ▪ Identify the cumulative construction activities of the development and other projects within or around the development site. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP. Submit a copy of the final plan to TfNSW for endorsement via development.ctmp.cjp@transport.nsw.gov.au. <u>Reason:</u> Ameliorate impacts to the surrounding transport network throughout the development's construction activities.		
Sydney Metro		
Sydney Metro requests the following additional information: a) Survey Plan: Plans and cross sections detailing the proposed development and protection reserves of the Metro rail corridor. All measurements must be verified by a registered surveyor. b) Shoring Design Plans: Shoring Design Plans that include any ground anchors to be installed within the second reserve. c) Foundation Design: confirmation of any tension piles to be installed. d) Engineering Impact Assessment: To be provided if proposed shoring design requires ground anchors to be installed within the second	Response provided above on **page 24.**	N/A

Issue Raised	Response	RTS Appendix
reserve. The Assessment must demonstrate no adverse impacts on the operation of metro lines. e) Updated Noise & Vibration Report: To include the impacts of rail operations on the completed proposed development. f) Tower Crane Confirmation: Confirmation on whether tower cranes will be used for construction. If so, crane locations and operation ranges must be detailed.		
NSW Fire + Rescue		
FRNSW have reviewed the EIS and submit no comments or recommendations for consideration, nor any requirements beyond that specified by applicable legislation at this stage.	Noted.	N/A
Endeavour Energy		
Standard DA conditions of consent provided.	The applicant would accept appropriately worded conditions of consent aligned with the requirements and recommendations of Endeavour Energy.	N/A
Individual Submissions		
Three public submissions were received, two in support and one commenting on an unrelated project.	The submissions have been reviewed, no further response required.	N/A