Environmental Impact Statement

84 Tallawong Road, Rouse Hill
SSD - 80287510

November 2025
Prepared for: LK Property Holdings Pty Ltd

Urbis staff responsible for this report were:

Director	Simon Wilkes
Senior Consultant	Anthony Kilias
Consultant	Taylah Brito
Project Code	P0047576
Report Number	For SSDA lodgement 25.11.2025

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.
We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.
We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work
across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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EIS Declaration

Project Details			
Project name	Residential development including infill affordable housing – 84 Tallawong Road, Rouse Hill		
Application number	SSD-80287510		
Address	84 Tallawong Road, Rouse Hill NSW 2155		
Applicant details			
Applicant name	LK Property Holdings Pty Ltd		
Applicant address	Level 10, 10 Queens Road, Melbourne VIC 3004		
Environment Impact Statement (EIS) prepared by			
Name	Simon Wilkes Director	Anthony Kilias Senior Consultant	Taylah Brito Consultant
Qualification	Bachelor of Arts (Hons) – Urban and Reginal Planning, Curtin University of Technology	Master of Urban and Regional Planning, University of Sydney	Master of Urban and Regional Planning, University of Sydney
Declaration by registered environmental assessment practitioner			
Name	Simon Wilkes		
Qualification	Bachelor of Arts (Hons) – Urban and Reginal Planning, Curtin University of Technology		
Registration number	5948		
Organisation registered with	Planning Institute of Australia		

The undersigned declares that this EIS:

- has been prepared in accordance with Part 8 Division 5 of the *Environmental Planning and Assessment Regulation 2021*.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or misleading;
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project.
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*.

- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature

25. November 2025

Glossary and Abbreviations

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ANEF	Australian Noise Exposure Forecast
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	*Biodiversity Conservation Act 2016*
BC Reg	*Biodiversity Conservation Regulation 2017*
BCA	*Building Code of Australia*
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
COPC	Contaminants of Potential Concern
CPCP	Cumberland Plain Conservation Plan
CRC SEPP	*State Environmental Planning Policy (Precincts—Central River City) 2021*
CTMP	Construction Traffic Environmental Plan
CWC	Connecting with Country
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EDC	Estimated Development Cost

Reference	Description
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
GTP	Green Travel Plan
HIPAP	Hazardous Industry Planning Advisory Paper
HIS	Heritage Impact Statement
Housing SEPP	*State Environmental Planning Policy (Housing) 2021*
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEC	Land Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MNES	Matters of National Environmental Significance
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NML	Noise Management Level
NRAR	Natural Resource Access Regulator
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	*State Environmental Planning Policy (Resilience and Hazards) 2021*
PAD	Potential Archaeological Deposit
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
PMF	Probable Maximum Flood

Reference	Description
POM	Plan of Management
PSI	Preliminary Site Investigation
Planning Systems SEPP	*State Environmental Planning Policy (Planning Systems) 2021*
SAII	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	84 Tallawong Road, Rouse Hill NSW 2155 – Lot 63 in Deposited Plan 30186
SSD	State Significant Development
SSDA	State Significant Development Application
T&I SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021*
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
UXO	Unexploded Ordnance
VIA	Visual Impact Assessment
VIS	Vegetation Integrity Score
WSAP	Western Sydney Aerotropolis Plan
WSAPP	Western Sydney Aerotropolis Precinct Plan
WCM	Water Cycle Management
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

Summary

Overview

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of LK Property Group Holdings Pty Ltd (**the applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) for the site at 84 Tallawong Street, Rouse Hill (**the site**).

The site is located on Dharug Country and we acknowledge the Dharug people, their elders past and present and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if we care for Country, Country will care for us.

This SSDA seeks consent to amend three existing consents (SPP-17-00031, SPP-17-00032, and SPP-17-00033) for residential development comprising 1 shop-top housing building and 5 residential flat buildings with a combined total of 411 units (including 70 affordable housing units).

The intended outcomes of the project are to:

- Deliver a significant number of new, high-quality dwellings in close proximity to the emerging Tallawong town centre, including a substantial proportion of affordable units.
- Further reinforce Tallawong, as a connected and well-designed residential locality with good access to infrastructure and green spaces.
- Facilitate the achievement of the area's housing targets as set out in relevant State- and local-level strategic policies.

The proposed development has an estimated development cost (**EDC**) of $$79,199,519 (Exc. GST). The project is therefore classified as a State Significant Development (**SSD**) under Schedule 1, Part 26A of *State Environmental Planning Policy (Planning Systems) 2021*.

Figure 1 Aerial Photograph

Source: Urbis, 2025

The Project Story

Under the existing strategic planning framework, the site now forms part of the Riverstone East Precinct, within the broader Blacktown Growth Centres Precinct. Land in this area has been 'released' by the State government for new housing and town centres (including commercial land uses and new transport infrastructure) via rezoning which was finalised in 2006.

The site is subject to 3 existing development consents, identified in the table below:

Table 1 – Existing consents

DA ref.	Description	Approval details
SPP-17-00031	Demolition of an existing dwelling and outbuildings, Torrens title subdivision to create 3 super lots and 1 road lot for the construction of roads, 2 residential flat buildings containing a total of 119 units and 8 commercial tenancies with 127 residential car parking space, 24 commercial car parking spaces and 24 visitor parking spaces over 2 basement levels on proposed Lot 1 and associated stormwater drainage works and landscaping.	Approved by the Sydney Central Planning Panel on 8 January 2019.
SPP-17-00032	Construction of 2 x 4 storey residential flat buildings containing a total of 123 units and 155 car parking spaces over 2 basement levels and associated stormwater drainage works and landscaping on proposed Lot 2 to be created under SPP-17-00031.	Approved by the Sydney Central Planning Panel on 12 November 2019.
SPP-17-00033	Construction of 2 x 4 storey residential flat buildings containing a total of 127 units and 160 parking spaces over 2 basement levels and associated stormwater drainage works and landscaping on proposed Lot 3 to be created under SPP-17-00031.	Approved by the Sydney Central Planning Panel on 31 January 2019.

These approved Development Applications (**DAs**) have been subject to several modifications since their approval (to satisfy deferred commencement conditions). While the majority of these modifications have not materially altered the approved land use, built form, or environmental outcomes of the intended development, it is noted that Modification applications MOD-22-00007, MOD-22-00008, and MOD-22-00009 resulted in a change to key development outcomes as summarised below:

- Originally approved dwelling yield – 367 apartments
- Modified dwelling yield – 333 apartments
- Originally approved commercial tenancies (Building A only) – 8 tenancies
- Modified commercial tenancy yield (Building A only) – 1 tenancy
- Originally approved parking:
  - 466 residential spaces
  - 24 commercial spaces
- Modified parking:
  - 511 residential spaces
  - 4 commercial spaces

SPP-17-00031 and SPP-17-00033 are now operative consents, following issue of a Subdivision Works Certificate on 25 August 2025. The activation of these consents has entailed demolition of the existing structures on the site, tree removal, and early works, including sediment and erosion control to facilitate the integrated water development for the subdivision and the de-watering / de-commissioning of the man-made dam in the north-west corner of the site.

Since approval of these original DAs and their subsequent modifications, the housing crisis in NSW has become more acute and landowners have been exploring ways in which development can better contribute to the delivery of housing stock. This includes the delivery of more housing overall, as well as the provision of new affordable housing to provide greater choice within the private market.

To this end, DPHI and the NSW Government have introduced changes to *State Environmental Planning Policy (Housing) 2021* (**the Housing SEPP**) to boost the delivery of both market-rate and affordable housing. Most notably among policy changes was the introduction of the "in-fill affordable housing" provisions within Chapter 2, Part 2, Division 1 of the Housing SEPP which, in simple terms, allows a development to achieve up to 30% above its maximum permitted building height or floor space ratio (**FSR**) subject to the provision of at least 10% affordable housing as part of a residential development.

The Proposal

This SSDA seeks modification of existing consents related to the site (SPP-17-00031, SPP-17-00032, and SPP-17-00033) in accordance with the consent authority's powers under s4.17(1)(b) and (5) of the *Environmental Planning and Assessment Act 1979*. Those powers enable a consent authority to amend conditions in existing consents as part of the approval of a fresh development application including allowing substitution of plan references in conditions.

More particularly this SSDA seeks consent for an additional 78 dwellings and 15 car spaces to deliver a total of 411 apartments (70 of which will be allocated as affordable housing, all within Building F) and 526 car spaces within the development of 1 shop-to housing and 5 residential flat buildings consistent with the infill affordable housing provisions of Chapter 2, Part 2, Div. 1 of the Housing SEPP.

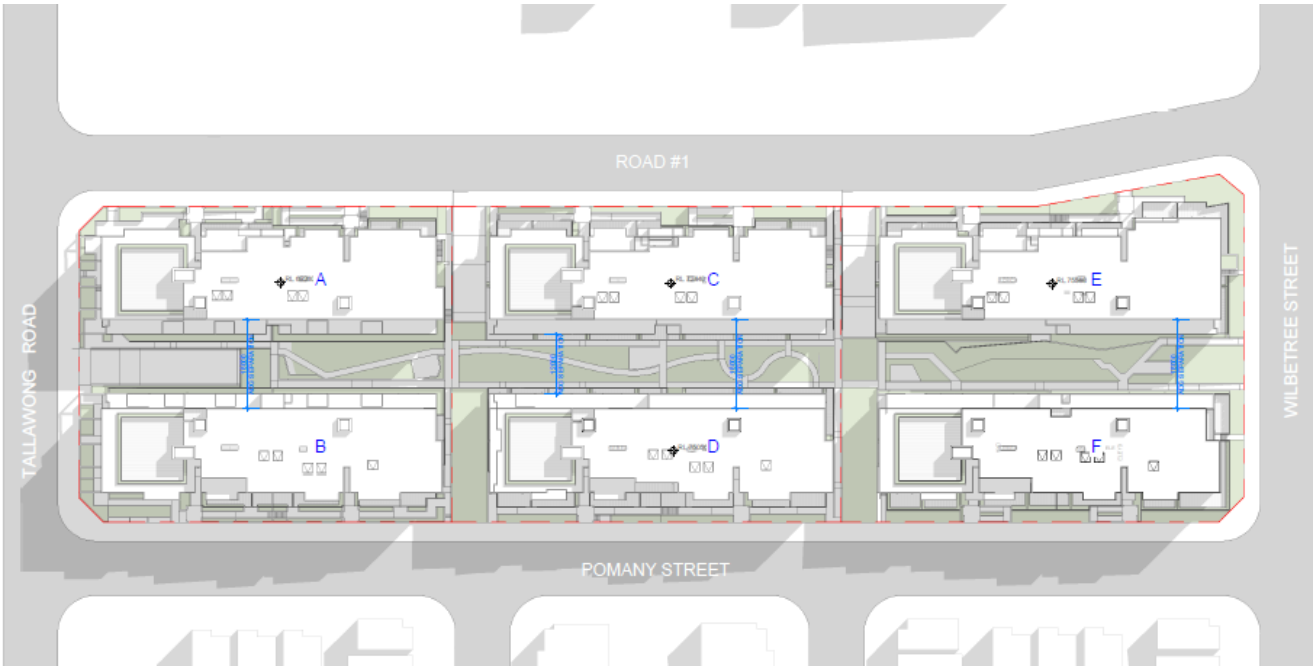
The key elements of the project are described below and detailed within the Architectural Plans and Architectural Design Report prepared by Place Studio at **Appendix Y** and **F**. A comparison of approved and proposed development metrics is provided below.

Table 2 Project Overview

Approved Under Existing Consents (including Modifications)	**Sought For Consent Under This SSDA**	**Total**
Apartment Yield		
Lot 1		
109	+ 26 apartments	135
Lot 2		
112	+ 26 apartments	138
Lot 3 (including affordable apartments at Building F)		
112	+ 26 apartments	138
Affordable Apartments (Building F only)		
0	+ 70 affordable apartments	70
Total		

Approved Under Existing Consents (including Modifications)	Sought For Consent Under This SSDA	Total
333	**+ 78 apartments**	411
Commercial Floor Space (Lot 1 only)		
120m²	**- 1.81m²**	118.19m²
Parking		
Lot 1		
175	- 9 car spaces	166
Lot 2		
168	+ 22 car spaces	190
Lot 3		
168	+ 2 car spaces	170
Total		
511	**+ 15 car spaces**	526

Figure 2 Proposed Site Plan



Source: Place Studio, October 2025

Figure 3 Photomontage, Southern Façade

Source: Place Studio, October 2025

Community and Stakeholder Engagement

Community and stakeholder engagement has been undertaken by Urbis and the Project Team in the preparation of the SSDA. This includes direct engagement and consultation with:

- Adjoining landowners and occupants;
- Government, agency and utility stakeholders

The outcomes of the community and stakeholder engagement have been incorporated into the proposed development design and are discussed in detail at **Section 5** and **Appendix J** of this EIS.

Strategic Justification

The EIS has assessed the project against the requirements of the Secretary's Environmental Assessment Requirements (**SEARs**) (**Appendix A**), and the relevant planning instruments and policies (**Section 4 and Appendix B**).

The key issues identified within the SEARs have been assessed in **Section 6** of the EIS. This assessment has been informed by specialist reports which include recommendations and mitigation measures. The assessment of key issues includes the mitigation measures which can be adopted to ensure the project does not result in any significant impacts. These mitigation measures are included at **Appendix D.**

The project is a positive development outcome for the site and surrounding area for the reasons outlined in **Table** 3.

Table 3 Summary of Development Outcomes

Matter	Response
Design Excellence / Better Placed	A Design Report has been prepared by Place Studio to detail the proposed development scheme and how it demonstrates design excellence. The architectural design will enhance the quality and amenity of the development, and has considered design excellence in accordance with the design quality principles as well as convey good design in accordance with the seven objectives for good design in Better Placed. Consideration of the seven objectives for good design in Better Placed by the Government Architect of NSW has been completed by Place Studio and detailed in the Architectural Design Report and Section 6.1 of the EIS.
The project is consistent with strategic planning policies	▪ Greater Sydney Region Plan: A Metropolis of Three Cities ▪ Our Greater Sydney 2056: Central City District Plan ▪ Blacktown Local Strategic Planning Statement ▪ Blacktown Housing Strategy
The project is consistent with State and local development controls	The development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including; ▪ *State Environmental Planning Policy (Planning Systems) 2021* ▪ *State Environmental Planning Policy (Resilience and Hazards) 2021* ▪ *State Environmental Planning Policy (Precincts – Central River City) 2021* ▪ *State Environmental Planning Policy (Transport and Infrastructure) 2021* ▪ *State Environmental Planning Policy (Housing) 2021* ▪ *State Environmental Planning Policy (Sustainable Buildings) 2022*
The project minimises impacts on the natural environment	▪ The proposed development will not impact upon biodiversity values or significant environmental areas. Appropriate measures have been incorporated to minimise the potential for adverse environmental impacts. ▪ The proposal incorporates significant communal open space and landscaping, which exceeds the requirements set out within the Apartment Design Guide and will enhance the amenity of the site for future residents.
The project minimises impacts on the built environment	▪ The proposed buildings have been located and designed to maintain the privacy of future residents. Large separation distances (compliant with the requirements of the Apartment Design Guide) are proposed between the residential apartments, at all building storeys. ▪ The proposed built form incorporates stepped massing and generous setbacks to minimise overshadowing to adjoining properties. ▪ There are no heritage or other significant constraints affecting the site and the site ground conditions are suitable for the development.

Matter	Response
The project has positive social impacts	▪ The proposal includes a significant proportion of affordable housing which (in exceedance of the minimum requirements of the Housing SEPP) which will add to housing choice and availability in the context of the emerging new residential precinct. ▪ The provision of communal open space and landscaping will enhance the amenity of the site for residents and create opportunities for social engagement and recreation.
The project has positive economic impacts	▪ The proposal optimises the development potential of a highly accessible site located within a designated growth area. ▪ The proposal will maintain the approved commercial tenancy at Building A, which will service future residents and the surrounding community without deterring from the viability of nearby centres. This will generate a small number of operational jobs, in addition to the amount of construction jobs created.
The site is suitable for the project	The project is highly suitable for the site for the following reasons: ▪ The Proposal is consistent with the zone objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the *State Environmental Planning Policy (Precincts – Central River City) 2021* and Blacktown City Growth Precincts DCP. ▪ The site currently accommodates a rural residential dwelling. The proposed use of the site for shop-top housing and residential flat buildings would maximise the use of the site and align with the Indicative Layout Plan (**ILP**) for the Riverstone East Precinct, providing critically needed additional affordable and market housing within the locality. ▪ The site is not significantly affected by critical existing constraints (e.g., contamination, flooding, bushfire, biodiversity values etc), which cannot be successfully abated through appropriate design or the implementation of mitigation measures. ▪ The building materiality and scale are appropriate in relation to the desired future character of the area. ▪ The proposal will co-locate housing and a commercial premises in an accessible area within 760m walking distance of the Tallawong Metro station and with ready access to high-frequency bus stops, supporting the '30-minute city' vision. ▪ The site is located within the northwest growth area, which is identified for significant future development. The transformation of the precinct will maximise the opportunities of the area and create further benefits for the site. ▪ The site is located in proximity to Tallawong town centre and Tallawong Metro Station. The site also benefits from its close proximity to Tallawong Metro Station as well as the public transport services that operate along Schofields Road. It is ideally located to benefit from

Matter	Response
	the affordable housing provisions set out within Chapter 2, Part 2, Division 1 of the Housing SEPP 2021.
The project is in the public interest	The project is in the public interest for the following reasons: ▪ The proposal delivers affordable housing in an accessible location, directly responding to the NSW Government's policy mandate to improve housing choice and affordability. The site's location allows easy access to employment centres, retail, open space, and social infrastructure (schools, hospitals etc). ▪ The development is generally compliant with, or exceeds, key ADG design criteria (notwithstanding a minor shortfall in the amount of deep soil area due to the consolidation of the approved basement levels) ensuring high standards of amenity for future occupants. ▪ The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant planning controls. Accordingly, it delivers a development outcome consistent with the vision established by the NSW Government's Housing Strategy and the Blacktown Local Strategic Planning Statement. ▪ Subject to the implementation of the recommended mitigation measures, no adverse social or environmental impacts result from the proposal during construction and operation of the development. ▪ The proposal will generate up to 450 workers during the construction phase of the development. The employment benefits created by the proposed development will support the growth of the economy. ▪ The site will facilitate the orderly and economic use and development of the land.

The EIS demonstrates that the project has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

1 Introduction

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The site is located on Dharug Country and we acknowledge the Dharug people, their elders past and present, and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if we care for Country, Country will care for us.

1.1 Applicant Details

The applicant details for the proposed development are listed below.

Table 4 Applicant Details

Proponent	**LK Property Holdings Pty Ltd**
Postal Address	Level 10, 10 Queens Road Melbourne VIC 3004 Australia
ABN	90 398 314 970
Nominated Contact	**Shannon Roberts** E: shannon.roberts@lkg.com.au P: 0419 323 440

1.2 The Project

This SSDA seeks modification of existing consents related to the site (SPP-17-00031, SPP-17-00032, and SPP-17-00033) in accordance with the consent authority's powers under s4.17(1)(b) and (5) of the *Environmental Planning and Assessment Act 1979*. Those powers enable a consent authority to amend conditions in existing consents as part of the approval of a fresh development application including allowing substitution of plan references in conditions.

More particularly this SSDA seeks consent for an additional 78 dwellings and 15 car spaces to deliver a total of 411 apartments (70 of which will be allocated as affordable housing, all within Building F) and 526 car spaces within the development of 1 mixed-use and 5 residential flat buildings consistent with the infill affordable housing provisions of Chapter 2, Part 2, Div. 1 of *State Environmental Planning Policy (Housing) 2021*.

The key objectives for the proposed development and the way in which these have been achieved are summarised in **Table 5**.

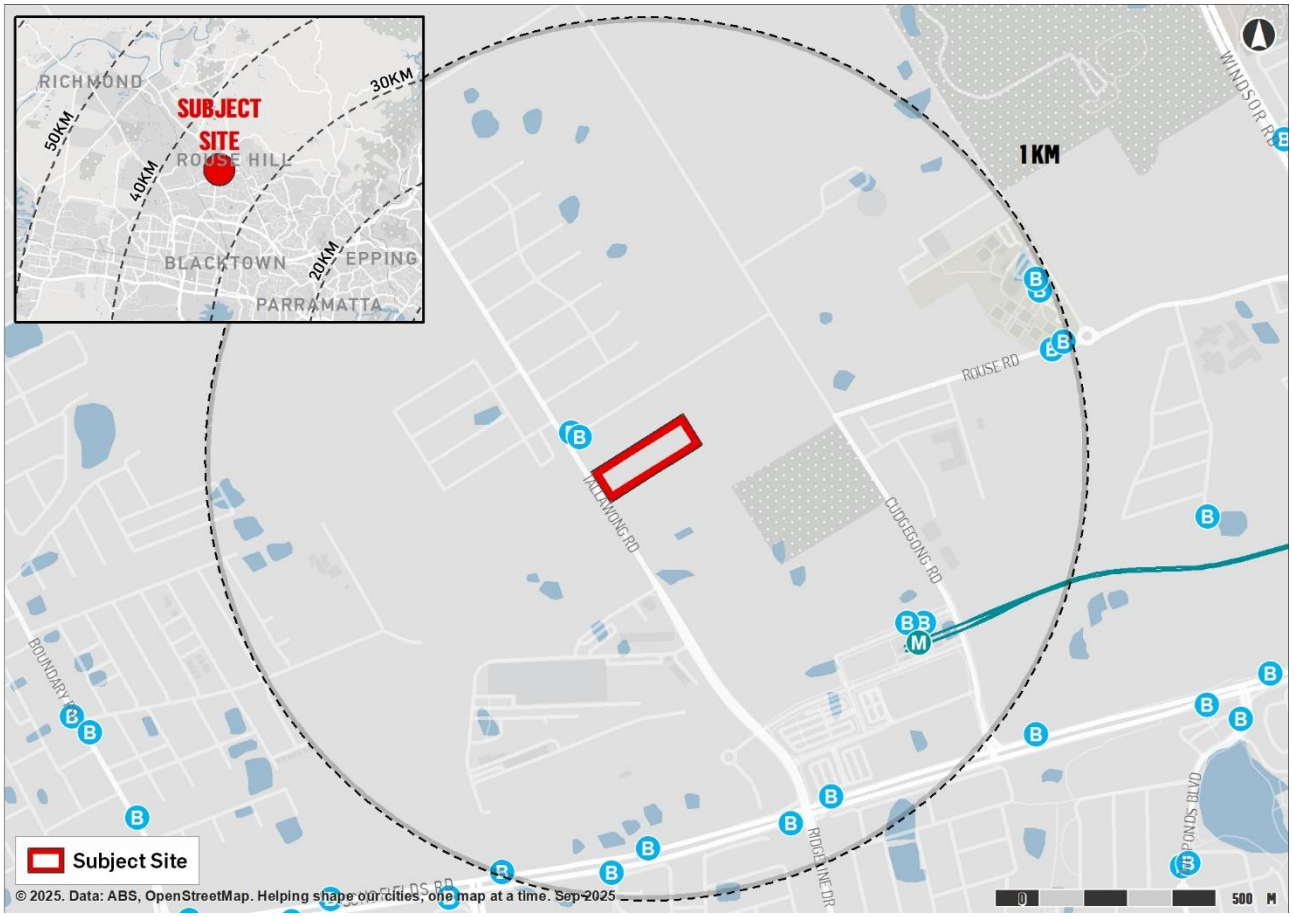
Table 5 Project Vision and Objectives

Objective	**Proposed Development**
Deliver increased housing supply in accordance with the NSW Government's strategic direction, which unlocks more dwellings than compared to SPP-17-00031, SPP-17-00032, SPP-17-00033.	The proposed development will deliver an additional 78 dwellings on a well-located site, within a rapidly emerging key residential growth area which enjoys ready access to infrastructure, services, and open space.

Objective	Proposed Development
Provide greater housing diversity and typology to cater to the needs of the community, in the form residential apartments and affordable housing in a strategic location co-located to public transport.	The medium-density residential housing to be delivered on the site will provide greater housing diversity in this key growth area. The provision of 70 affordable units represents a significant public benefit with respect to providing more equitable housing choice for residents.
Create a high-quality, modern design that delivers amenity and accessibility in accordance with the objectives of the Apartment Design Guide (ADG).	ADG criteria are met or exceeded by the proposed development.

A map of the site in its regional setting is provided as **Figure 4**.

Figure 4 Regional Context



Source: Urbis, 2025

1.3 Project Background

1.3.1 Relevant Development History

At present, the site benefits from three (3) approved local Development Applications (**DAs**) for subdivision, demolition and construction of 2 x shop top housing buildings and 4 x residential flat buildings (all 4 storeys in height) with associated car parking, stormwater drainage and landscaping (refer to descriptions in table below).

These approved DAs have been subject to several modifications since their approval (to satisfy deferred commencement conditions). While the majority of these modifications have not materially altered the approved land use, built form, development yield, or environmental outcomes of the intended development, it is noted that MD-22-00008 to SPP-17-00031 was granted consent, among other matters, to reduce the provision of commercial / retail tenancies on the ground-floor level of Buildings A & B from four (as originally approved) to one (as modified).

Table 6 Previous Development Consents

DA Number	Description	Date of issue
SPP-17-00031	Demolition of an existing dwelling and outbuildings, Torrens title subdivision to create 3 super lots and 1 road lot for the construction of roads, 2 residential flat buildings containing a total of 119 units and 8 commercial tenancies with 127 residential car parking space, 24 commercial car parking spaces and 24 visitor parking spaces over 2 basement levels on proposed Lot 1 and associated stormwater drainage works and landscaping.	Approved by the Sydney Central Planning Panel on 8 January 2019.
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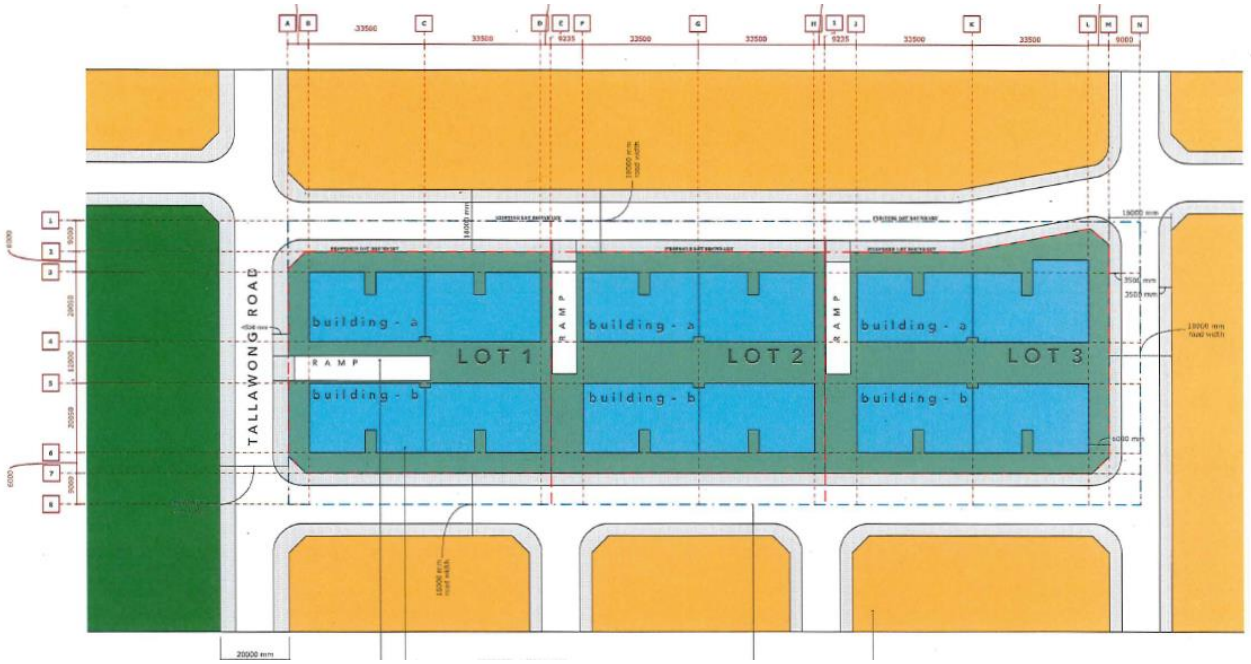
Figure 5 Approved subdivision plan



Source; Archidrome, 2017

1.3.2 Related Development

As outlined above, the site benefits from existing consents, for which consent were granted by the Sydney Central Planning Panel during 2019.

These approved DAs have been subject to several modifications since their approval (to satisfy deferred commencement conditions). While the majority of these modifications have not materially altered the approved land use, built form, or environmental outcomes of the intended development, it is noted that Modification applications MOD-22-00007, MOD-22-00008, and MOD-22-00009 resulted in a change to key development outcomes as summarised below:

- Originally approved dwelling yield – 367 apartments
- Modified dwelling yield – 333 apartments
- Originally approved commercial tenancies (Building A only) – 8 tenancies
- Modified commercial tenancy yield (Building A only) – 1 tenancy
- Originally approved parking:
  - 466 residential spaces
  - 24 commercial spaces
- Modified parking:
  - 511 residential spaces
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SPP-17-00031, SPP-17-00032 and SPP-17-00033 are now operative consents, following issue of a Subdivision Works Certificate on 25 August 2025. The activation of these consents has entailed demolition of the existing dwelling and all associated outbuildings, tree removal, as well as early works, including sediment and erosion control to facilitate the integrated water development for the subdivision and the de-watering / de-commissioning of the man-made dam in the north-west corner of the site.

This SSDA seeks consent for amendments to the approved developments to provide for additional market-rate and affordable housing within the development. The proposal utilises the bonus building height provisions available under Chapter 2 of the Housing SEPP, and will facilitate the delivery of an additional 78 residential apartments on the site as compared to the current approvals. 70 of these units will be affordable housing units, to be managed by a registered Community Housing Provider (**CHP**) for a minimum period of 15 years, in accordance with the requirements of Chapter 2 of the Housing SEPP.

While the existing consents have been activated, this entails early site preparation works only and does not affect the ability to construct the development envisaged by this SSDA. This SSDA therefore proposes that the existing consents (SPP-17-00031, SPP-17-00032, and SPP-00033) will be modified by DPHI to amend (and subsequently deliver) the approved developments in the manner proposed by this SSDA.

Copies of the original development consents are enclosed in **Appendix Z** to this EIS. It is noted that the proposed SSDA will leverage the approved subdivision layout, internal circulation network, and building footprints while seeking consent for a single-storey uplift to each of the approved residential which includes, at high level, the following amendments:

- One-storey addition to each of the approved buildings
- An additional 78 residential apartments across the development
- Allocation of all apartments in Building F for affordable housing (70 units total), to be maintained for a period of at least 15 years in accordance with Housing SEPP requirements
- Consolidation of the previously approved three basements into a single basement structure across the site
- Increased setback to some level 4 apartments to achieve ADG compliance
- Redesigned lift cores in each of the buildings

- Redesign of rooftop communal open space
- Changes to external materials and finishes

1.3.3 Restrictions and Covenants

The Certificate of Title and Deposited Plan has been reviewed and confirmed no restrictions or easements apply to the site. Covenant K871722 is outlined within the Certificate of Title and does not represent a constraint to the development of the land.

2 Strategic Context

2 Strategic Context

This section of the EIS describes the key features of the site and its relationship to its local context. It also discusses how the project aligns with relevant strategic planning policy. It identifies other projects that should be considered in assessing the cumulative impacts of the project and also outlines the potential feasible alternatives explored by the applicant.

2.1 Key Features of Site and Locality

The location of the site is illustrated in **Figure 6**. The key features of the site are described in **Table** 7 below. Photographs of the current site condition are provided at Figures 7-12.

Figure 6 Local Context Map

Source: Urbis, 2025

Table 7 Site and Locality Description

Characteristic	Description
Key Site Features	
Country	The site is situated on Dharug land.
Address	84 Tallawong Road, Rouse Hill
Legal Description (Title Particulars)	Lot 63 in Deposited Plan 30186
Site Area	15,267m^2

Characteristic	Description
Zoning	R3 Medium Density Residential
Number of existing lots	One (1).
Existing Use / Structures	The site currently accommodates a single-storey, private residential dwelling on the south-west corner. Various large rural outbuildings are situated to the rear of the dwelling. A large dam is situated along the northern boundary of the site, which has now been decommissioned as part of the activation of the existing consents.
Number of pre-existing dwellings on site	One (demolished as part of physical commencement of the existing consents).
Land Configuration	The land is 82.105m wide and has a length of 246.47m.
Vehicular/Site Access	Vehicle and pedestrian access to the site is via Tallawong Road. The existing development consent provides new internal roads to access basement car and bike parking.
Adjacent land uses North	The northern boundary of the site adjoins 100 Tallawong Road / 24 Macquarie Road, the site of the future Tallawong Public School.
Adjacent land uses East	East of the site is 95 Cudgegong Road and 105 Cudgegong Road (2 individual properties). 95 Cudgegong Road is subject to development consent SP-17-00041 which entails the construction of 2x 4-storey residential flat buildings comprising 208 apartments. 105 Cudgegong Road contains a private residential dwelling which is not subject to any recent development consents.
Adjacent land uses South	The south of the site adjoins 74-74A Tallawong Road, which is subject to a recent development consent (DA-21-01954) for 36 2-storey dwellings across various new Torrens title and community tile allotments.
Adjacent land uses West	The western boundary of the site fronts onto Tallawong Road, a 2-lane, 2-way local road.
Topography	The site has a consistent fall from the south-eastern corner to the north-western corner of approximately 12.5m.
Vegetation	Although there are a number of trees currently on the site, the land is not located within a riparian corridor or within any protected environmental area. Approximately 100m south-east of the site is a portion of land zoned C2 Environmental Conservation, known as Cudgegong Reserve.
Flooding/Overland Flow	The site is not flood affected.
Heritage	The site is not identified affected by European heritage overlays, nor is it in the vicinity of any European heritage items.
Aboriginal Archaeology	The site is not known to contain and is not likely to be in the vicinity of, any Aboriginal heritage items. The site is not identified as being a registered Aboriginal archaeology site.

Characteristic	Description
Bushfire	The site is depicted on Blacktown City Council's Bushfire Prone Land Map as containing designated Vegetation Buffer. The site is therefore considered 'bushfire prone land'.
Biodiversity	The site is identified as bio-certified land under the Growth Centres Bio-Certification scheme. A Biodiversity Certification Letter has been prepared for this SSDA (**Appendix G**). The findings of the letter are based on desktop and on-site investigations. It was found that: ▪ No threatened fauna species were observed during field investigations. ▪ The pre-existing dwelling on site did not appear to have areas suitable for microbat roosting. ▪ No fallen logs, bark, or leaf litter comprising suitable habitat for Cumberland Plain Land Snail was found to occur. ▪ No hollow-bearing trees or other key habitat features were observed. ▪ No threatened flora species were recorded within the site. None are considered likely to occur, given the urbanised and disturbed nature of the site. ▪ There are no watercourses mapped within or in close proximity to the site. The existing man-made dam was not found to be connected to any mapped or unmapped water course. ▪ No predicted habitat for threatened species is mapped on the DPI spatial data portal within the site area.
Acid Sulfate Soils	The site is not affected by acid sulfate soils.
Contamination	The Preliminary Site Investigation (**PSI**) submitted with this SSDA did not identify any current or historical contaminating activities at the site, notwithstanding the presence of potential contamination including: ▪ The use hazardous building materials containing asbestos containing material, lead-based paints and polychlorinated biphenyls ▪ Dumped waste materials (timber, metal, plastics and paper) across various areas of the site potentially containing contaminants of potential concern The PSI finds that the site presents a low to medium risk of contamination. However, it is noted that the demolition of the existing structures on the site will be carried out prior to consent being granted for this SSDA (subject to a separate, activated consent) and that excavation will take place to facilitate the basement levels for carparking, thereby removing the potential contamination sources identified in the PSI. As such, the PSI concludes that the identified potential contamination sources will not preclude the site from the future development as proposed by this SSD and the activated previous consents. Notwithstanding this finding, the PSI includes the following recommendations as part of the removal of potential contamination sources:

Characteristic	Description
	▪ A hazardous materials building survey to determine the presence of ACM in building materials and inform any management controls required during demolition and redevelopment. ▪ A hazardous building material inspection of the waste materials (timber, metal, plastics, and paper) observed across the site surface and investigation of the underlying fill material prior to commencement of the earthworks program to quantify the extent of fill and assess the potential contamination risk to site workers during works and to classify the material for off-site disposal. These recommendations will be implemented as part of the works to be carried out under the existing, activated consents.
Surrounding Locality	
Public Transport	The area is serviced by Tallawong Metro Station, located approximately 760m south of the subject site (refer to discussion at Section 7.2 below). Tallawong is also serviced by public bus services connecting to the key centres of Rouse Hill and Marsden Park.
Major Roads	Schofields Road adjoins Tallawong Road to the south of the site. It is a State Roads which travels in an east-west direction.

Images of the site and the locality, taken by Urbis during a site inspection carried out on 24 May 2024, are provided below.

Figure 7 View north along Tallawong Road, with subject site on right of frame

Figure 8 View south along Tallawong Road, with subject site on left of frame

Figure 9 View south at Macquarie Road, to the east of the site of the future Tallawong Public School

Figure 10 Cudgegong Reserve, to the south of the subject site.

Figure 11 View north along Cudgegong Road, near the intersection with Grassland Street.

Figure 12 Tallawong Metro Station (centre of frame) and new mixed-use development to the south.

2.2 Other Development in the Area

The site is located within the suburb of Tallawong, in the Blacktown LGA. Approved and likely future major projects which may be relevant in the cumulative impact assessment of the proposal are summarised in the below table.

Table 8 Nearby Projects / Development

Application no.	Development Description	Current Status
SSD-51046975	**Lot 2 Macquarie Road, Rouse Hill** (legally known as Lot 2 DP 1287483) New Public School – Tallawong New public school for approximately 600 Kindergarten to Year 6 students and support unit at Macquarie Road, Rouse Hill.	Approved 30/10/2024
SPP-21-00013	**34 - 42 Tallawong Road, Tallawong** Construction of 9 residential flat buildings over 6 stages, 9 - 10 storeys each (including lower ground and ground level) comprising a total of 911 apartments, 2 retail premises, 989 parking spaces across 2 basement levels, a publicly accessible plaza and extensive landscaping works.	Approved 17/10/2022

Application no.	Development Description	Current Status
SPP-17-00010	**44-56 Cudgegong Road Rouse Hill** Integrated development application for demolition of the existing structures and dams and the construction of 10 Residential Flat Buildings comprising 713 apartments,1,022 car parking spaces with three basement levels and associated landscaping, new road construction and infrastructure works.	Approved 27/06/2018
DA-21-01954	**74 Tallawong Road, Rouse Hill** Subdivision to create 44 Torrens title residential lots and 20 community title (including 18 residential community title lots), construction of new roads, and 36 two (2) storey dwellings.	Approved 11/11/2022 Construction commenced
DA-21-00897	**95 Tallawong Road, Rouse Hill** Construction of 50 x two (2) storey dwellings, associated 53 lot subdivision, civil and drainage works, and construction of community title lots, private roads and public roads.	Approved 22/02/2022 Construction commenced
DA-24-01305	**156-162 Guntawong Road, Rouse Hill** Integrated development for the construction of a retail / commercial development including a supermarket, commercial and retail tenancies with basement parking, associated landscaping, public domain works and subdivision into 4 lots.	Under Assessment Lodged 28/11/2024
DA-25-00021	**28 Rouse Road, Rouse Hill** Demolition, tree removal, integrated housing and subdivision development for 37 residential community title lots, 1 community title road lot, 1 residue lot and 3 strata lots and construction of 42 residential dwellings (including 3 studio dwellings and 2 secondary dwellings). The proposal will also include temporary public road access onto Rouse Road, civil works and landscaping works.	Under Assessment Lodged 20/01/2025
DA-25-00951	**20 Hasluck Street, Rouse Hill** Stratum subdivision of two residual lots being Lots 2 and 3 in DP1297184.	Approved 25/08/2025
DA-25-00991	**20 Hasluck Street, Rouse Hill** Strata Subdivision of Lot 2 in DP1297184 into 174 Strata Lots, and Strata Subdivision of Lot 3 in DP1297184 into 216 Strata Lots.	Approved 25/08/2025
DA-25-01272	**25 Macquarie Road, Rouse Hill** Strata subdivision of a RFB development constructed in accordance for SPP-16-04455 and subsequent modifications on Lot 61 DP 30186, 25 Macquarie Road, Rouse Hill NSW.	Under Assessment Lodged 04/08/2025
DA-23-01703	**Windeyer Street, Rouse Hill** Construction of a part 1-storey part 2-storey child care centre for 99 children with basement car parking, associated civil works, signage, landscaping, retaining walls and acoustic fencing. The proposed hours of operation are 7.00am – 6.00pm, Monday to Friday.	Approved 28/02/2025

Application no.	Development Description	Current Status
DA-25-00204	**Windeyer Street, Rouse Hill** Construction of a part 1 and part 2 storey centre-based child care facility with capacity of 116 children, basement level car parking, fencing, landscaping, associated civil works with hours of operation from Monday to Friday - 7am to 6pm.	Under Assessment Lodged 20/02/2025
DA-25-00737	**86 Rouse Road, Rouse Hill** Tree removal, earthworks, construction of a single storey centre-based child care facility with capacity of 96 children, basement level car parking with 31 car spaces, fencing, landscaping, retaining walls, and associated civil works.	Under Assessment Lodged 08/05/2025
DA-25-00603	**105 Cudgegong Road, Rouse Hill** Demolition of existing structures, staged integrated housing comprising Community title subdivision of 48 lots and construction of a dwelling house on each lot in two stages including associated site works, tree removal, roads, landscaping, temporary road access off Cudgegong Road over the RE1 land.	Under Assessment Lodged 02/05/2025

The potential cumulative impacts of the project are addressed in **Section 6** of the EIS in accordance with the DPHI *Assessing Cumulative Impacts* guidelines.

2.3 Feasible Alternatives

Clause 192(1)(c) of the *Environmental Planning and Assessment Regulation 2021* (**the Regulation**) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The project team examined several feasible alternatives to the proposed development as outlined in **Table** 9.

Table 9 *Project Alternatives*

Option	Discussion
Option 1 – Do Nothing	Not carrying out the development would undermine the strategic objectives of the LGA, relevant Region and District Plan objectives to support critical in-fill affordable housing. This option was dismissed as the objectives of the project would not be met. The consequences of not carrying out the development would be an underutilised site not maximising its potential to deliver valuable and in-demand housing within a strategic location. The 'do nothing' approach would fail to deliver affordable housing that is in dire need within the Blacktown LGA and more broadly metropolitan Sydney.
Option 2 - Alternative Design (existing consent - no affordable housing)	The alternative design refers to the three existing consents over the site. This alternative design does not include the additional height and FSR uplift, nor the proposed 70 affordable housing units. This design was prepared following the announcement of the various housing policy reforms by the NSW Government, including the gazettal of the 'in-fill affordable housing' provisions of the Housing SEPP which provides 30% height and FSR incentives to projects that allocate 15% of floor space towards affordable housing. Given the potential to provide an enhanced and inclusive

Option	Discussion
	development outcome, particularly through the provision of affordable housing, the design under Option 2 was dismissed in favour of the proposal in line with the Housing SEPP.
Option 3 - Alternative Design ('Salt and pepper' approach to affordable housing distribution)	Consideration was also given to alternative designs in relation to the location of the affordable housing units and the location of the additional massing permitted under the Housing SEPP. These options were ultimately dismissed as they are not the preferred option from the CHP and they did not achieve the optimal design outcome to mitigate environmental impacts.
Option 4 – Chosen Design	Option 4, the subject of this SSDA was ultimately chosen as it achieves the objectives of the project and results in a preferred distribution of affordable housing for an optimal architectural and urban design outcome. The layout and appearance of the proposed development is broadly consistent with the existing development consent. In this regard, the proposal will remain fully in-keeping with the existing and desired future character of the area. The proposal will optimise the development potential of this well-located site by utilising the bonus building height provision available in Chapter 2 (infill affordable housing) of the Housing SEPP 2021.

2.4 Strategic Planning Alignment

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in **Table** 10 below.

Table 10 Strategic Planning Consistency

Plan	Consistency
Greater Sydney Region Plan – A Metropolis of Three Cities	The *Greater Sydney Region Plan* (**Regional Plan**) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Region Plan, the site is located within the Central District, which forms as part of the Central City. The project is consistent with the Regional Plan for these reasons: ▪ **Housing the City – Objective 10: Greater Housing Supply** The proposal will deliver a total of 411 market and affordable housing dwellings, thereby increasing the supply of housing well located in proximity to public transport, and the Rouse Hill Town Centre. The proposal is strategically positioned in proximity to infrastructure and services to make the site a highly accessible location to contribute to the 30-minute city aspiration. ▪ **Housing the City – Objective 11: Housing is more diverse and affordable** Approximately 17% of the proposal is proposed as affordable housing for a minimum of 15 years for very low-income, low income, and moderate-income households, which equates to 70 affordable housing dwellings.
Central City District Plan	The Central City District Plan (**District Plan**) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The project is consistent with the District Plan for these reasons:

Plan	Consistency
	▪ **Planning Priority C5 – Providing housing supply, choice and affordability with access to jobs, services and public transport** The proposed development will create greater housing supply through the delivery of over 400 new dwellings for the Central City District. It will also enhance the housing choice and affordability through the creation of 70 affordable housing dwellings. It is noted that, of the four LGAs within the Central City District, Blacktown is forecast to deliver the second-highest number of new dwellings, anchored around existing and new transport and infrastructure nodes. ▪ **Planning Priority C9 – Delivering integrated land use and transport planning and a 30-minute city** The proposed development will unlock a critical quantum of market-rate and affordable housing dwellings in close proximity to public transport. The co-location of homes with public transport ensures integrated planning to achieve the 30-minute city.
Blacktown Local Strategic Planning Statement 2020	The *Blacktown Local Strategic Planning Statement* (**LSPS**) is a 20-year plan and land use vision that seeks to appropriately develop jobs, homes, and infrastructure in conjunction with the identified priorities of the community. The project is consistent with the LSPS as it will deliver upon the intent to promote diverse and affordable housing. The increased supply of market and affordable housing is strategically located to transport infrastructure to achieve integrated land use and transport planning. The high-quality design will create an accessible and high-amenity community to cater for their everyday needs. The proposed development aligns with the following LSPS Priorities: ▪ **LPP5: Providing housing supply, choice and affordability with access to jobs, services and public transport** The proposal will deliver 411 new dwellings within a key strategic growth area which has been earmarked as a new major residential precinct, supporting the LGA's housing targets. ▪ **LPP7: Delivering integrated land use and transport planning and a 30-minute city** The proposed development will result in a high-quality new medium-density housing development in close proximity to key infrastructure, including the Tallawong Public School (directly adjacent) and Tallawong Metro Station. ▪ **LPP6: Creating and renewing great places and centres** The proposed development will support the delivery of the new Tallawong town centre, which is earmarked as a significant new mixed-use precinct anchored by Tallawong Metro Station. The development will support the ongoing economic and social sustainability of the locality.
Blacktown Housing Strategy 2020	The *Blacktown Housing Strategy* (**Housing Strategy**) is a pathway to facilitate the delivery of housing in Blackton City to 2036 and beyond. It details how the LGA will contribute to a 20-year strategic housing target for the Central City District. The proposed development delivers upon the vision to create a city that promotes diverse and affordable housing for its current and future community, that is also supported by essential infrastructure. Housing choice and affordability is unlocked by the proposed development which demonstrates alignment with the local housing strategy, as well as its following priorities.

Plan	Consistency
	▪ **Housing Strategy Priority 1: Plan for housing supply to meet population growth** The proposed development will support the ability of the LGA to meet its housing targets as set out in the Housing Strategy. ▪ **Housing Strategy Priority 2: Plan for housing supported by infrastructure** Tallawong, which forms part of the Riverstone Precinct under the Housing Strategy, is anticipated by the Housing Strategy to be subject to significant short-term market demand for new housing, owing to its ready connection to high-frequency public transport. ▪ **Housing Strategy Priority 3: Plan for appropriate housing in suitable locations** The site is situated adjacent to a new public school (to be opened in 2026) and within walking distance to high-frequency public transport (in accordance with the definition of 'accessible area under the Housing SEPP – refer to discussion at **Section 4.1.2**, below) and open space. The proposed additional housing in this location is therefore highly suitable. ▪ **Housing Strategy Priority 4: Plan for diversity and choice in housing** The proposed development will deliver an additional 78 new dwellings, including 70 affordable units, within a key strategic growth area. It is noted that Tallawong town centre, and its immediate surrounds, is set to deliver a range of housing options at a range of densities. The proposed development will support the ongoing sustainability of the emerging town centre through the provision of new medium-density housing options. ▪ **Housing Strategy Priority 5: Plan to improve housing affordability** The proposal comprises over 17% affordable dwellings (70 new affordable dwellings), exceeding the Housing SEPP minimum requirements and providing greater housing choice for new residents. ▪ **Housing Strategy Priority 6: Promote excellence in housing design** The proposed development will generally meet or exceed ADG requirements (with the exception of a minor shortfall in deep soil area), and has been designed with due consideration for key design principles including those outlined in the Government Architect of NSW's *Better Placed* policy.

2.5 Justification Summary

The project is considered to be aligned with the overall strategic context for these reasons:

- The project has considered the key site characteristics through a detailed analysis of the relevant constraints. The proposed site layout and built form effectively manages potential environmental impacts to ensure positive outcomes are achieved.
- The project has considered the wider locality including surrounding infrastructure, public transport and the cumulative impacts of other projects in accordance with DPHI's Cumulative Impact Assessment Guidelines for State Significant Projects.
- The project has considered feasible alternatives and how these would meet the objectives of the development, this includes the consequences of not carrying out the development. The analysis has found that the 'do nothing' or alternate design approach would not realise the site's potential to deliver critical affordable housing in a strategic and accessible location.

- The project is aligned with the relevant State and local strategic planning policies as it will provide diverse and affordable housing to support the population growth of the Blacktown LGA and broader Central City District.

3 Project Description

3 Project Description

The following section of the EIS summarises the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1 Project Overview

The SSDA proposes to deliver high-quality mixed-use and residential development with the provision of in-fill affordable housing. It improves upon the existing planning work previously completed at the site, to maximise the residential offering and create a high-amenity residential community which responds to the local environmental context.

This SSDA seeks consent to amend the three existing consents (SPP-17-00031, SPP-17-00032, and SPP-17-00033) for residential development comprising 1 shop-to housing and 5 residential flat buildings with a combined total of 411 units (including 70 affordable housing units) consistent with the infill affordable housing provisions of Chapter 2, Part 2, Div. 1 of *State Environmental Planning Policy (Housing) 2021*.

Specifically, the project objectives are to:

- Deliver a significant number of new, high-quality dwellings within the emerging Tallawong town centre, including a substantial proportion of affordable units.
- Further reinforce Tallawong, as a connected and well-designed residential locality with good access to infrastructure and green spaces.
- Facilitate the achievement of the area's housing targets as set out in relevant State- and local-level strategic policies.

This SSDA seeks modification of existing consents in accordance with the consent authority's powers under s4.17(1)(b) and (5) of the *Environmental Planning and Assessment Act 1979*. Those powers enable a consent authority to amend conditions in existing consents as part of the approval of a fresh development application including allowing substitution of plan references in conditions.

Figure 13 Proposed Perspective

Source: Place Studio, 2025

3.2 Proposed Modifications

3.2.1 General Description

Specifically, this SSDA seeks consent for the following modifications to SPP-17-00031, SPP-17-00032, and SPP-17-00033:

- One-storey addition to each of the approved buildings
- An additional 78 residential apartments across the development
- Allocation of all apartments in Building F for affordable housing, to be maintained for a period of at least 15 years in accordance with Housing SEPP requirements
- Consolidation of the previously approved three basements into a single basement structure across the site
- Increased setback to some level 4 apartments to achieve ADG compliance
- Redesigned lift cores in each of the buildings
- Redesign of rooftop communal open space
- Changes to external materials and finishes
- Amendments to approved landscaping scheme

3.2.2 Metrics Comparison

A comparison of approved and proposed development metrics is provided below.

Table 11 Metrics comparison

Approved Under Existing Consents (including Modifications)	Sought For Consent Under This SSDA	Total
Apartment Yield		
Lot 1		
109	+ 26 apartments	135
Lot 2		
112	+ 26 apartments	138
Lot 3 (including affordable apartments at Building F)		
112	+ 26 apartments	138
Affordable Apartments (Building F only)		
0	+ 70 affordable apartments	70
Total		
333	**+ 78 apartments**	411
Commercial Floor Space (Lot 1 only)		
120m^2	**- 1.81m^2**	118.19m^2
Parking		

Approved Under Existing Consents (including Modifications)	Sought For Consent Under This SSDA	Total
Lot 1		
175	- 9 car spaces	166
Lot 2		
168	+ 22 car spaces	190
Lot 3		
168	+ 2 car spaces	170
Total		
511	**+ 15 car spaces**	526

3.2.3 Cumulative Development

Cumulatively, the existing development consents and the proposed SSDA aims to deliver the development as summarised in the table below. The changes are depicted in the architectural drawings and architectural design report submitted with this SSDA.

Table 12 Project Summary

Project Element	Description
Key Elements	
Project Summary	This SSDA seeks consent for an additional 78 dwellings and 15 car spaces to deliver a total of 411 apartments (of which 70 will be allocated as affordable housing, within Building F) and 526 car spaces within the development of 1 mixed-use and 5 residential flat buildings, consistent with the infill affordable housing provisions of Chapter 2, Part 2, Div. 1 of *State Environmental Planning Policy (Housing) 2021*. The modification to the existing consents will deliver the following proposed development: Demolition and construction of a new shop-top housing and residential development comprising: ▪ Demolition of existing structures on the site ***(to be carried out under existing, activated consents)*** ▪ Site preparation, including bulk earthworks, erosion and sediment control works, and decommissioning / dewatering of the existing man-made dam ***(to be carried out under existing, activated consents)*** ▪ Subdivision to create 3 super lots and 1 road lot ***(to be carried out under existing, activated consents)*** ▪ 5 residential flat buildings and 1 shop-top housing building to provide 411 apartments (including 70 affordable housing units) ▪ Construction of three new roads (half roads to be constructed and dedicated to Council prior to occupation of the development) ▪ A total of 118.19m^2 of ground floor commercial GFA (within Building A) ▪ 526 car parking spaces provided within the proposed basement levels

Project Element	Description
	▪ 5,718m^2 of communal open space including rooftop communal space, landscaping and tree planting
Site/Project Area	The site is known as 84 Tallawong Road, Rouse Hill and is legally described as Lot 63 in Deposited Plan 30186. The site comprises a single allotment of 15,267m^2. The whole of the site will be physically disturbed by the proposed development.
Proposed uses	Consent is sought for a mixed-use development comprising the following uses: ▪ 1x shop-top housing building, comprising one ground-floor commercial tenancy and residential apartments at ground-floor to level 5 (Building A) ▪ 5x residential flat buildings (Buildings B, C, D, E & F)
Site Preparation	
Demolition	Demolition of the existing structures on site has commenced, with the existing consents having been activated prior to the submission of this SSDA.
Earthworks/Cut and Fill	1.5 levels of basement will be created by the existing base consent. The earthworks have been commenced under SPP-17-00031, SPP-17-00032 and SPP-17-00033, which have now been activated prior to the submission of this SSDA. Some additional earthworks are proposed to accommodate the expanded basement levels proposed in this application.
Subdivision	Subdivision to create 3 super lots and 1 road lot. Note that the subdivision works have commenced, with SPP-17-00031 having been activated prior to the submission of this SSDA.
Remediation	The PSI submitted with this SSDA (**Appendix S**) found presence of potential contamination on the site, including: ▪ The use hazardous building materials containing asbestos containing material, lead-based paints and polychlorinated biphenyls ▪ Dumped waste materials (timber, metal, plastics and paper) across various areas of the site potentially containing contaminants of potential concern The PSI includes the following recommendations as part of the removal of potential contamination sources: ▪ A hazardous materials building survey to determine the presence of ACM in building materials and inform any management controls required during demolition and redevelopment ▪ A hazardous building material inspection of the waste materials (timber, metal, plastics, and paper) observed across the site surface and investigation of the underlying fill material prior to commencement of the earthworks program to quantify the extent of fill and assess the potential contamination risk to site workers during works and to classify the material for off-site disposal
Key metrics	
Maximum Building Heights	Each of the six buildings will comprise 5 above-ground levels plus a total of 3 levels of basement (for parking and site servicing). Maximum heights of each of the buildings are as follows: ▪ To roof: 18.4m (Buildings A, B, C, D & F), 18.49m (Building E)

Project Element	Description
	▪ To lift overrun: 19.6m
Gross Floor Area	Total 35,404 m^2 which includes: ▪ Residential: 35,285.97m^2 (Buildings A, B, C, D, E & F) ▪ Commercial: 118.19m^2 (Building A only)
Floor Space Ratio	2.19:1
Apartments and Mix	411 apartment dwellings, including 70 affordable housing units (to be provided within Building F). Unit mix comprising: ▪ 1 bedroom: 17 apartments (4% of total) ▪ 2 bedroom: 350 apartments (85% of total) ▪ 3 bedroom: 44 apartments (11% of total)
Access and parking	
Vehicular Access	Site access is provided for each proposed lot to the basement level carpark. Lot 1 permits access from Tallawong Road. Lot 2 and Lot 3 provide vehicular access from the proposed road at their northern boundary into the proposed basement levels.
Parking	526 resident car parking spaces (including 27 accessible spaces) 4 commercial car parking spaces 84 visitor car parking spaces
Bicycle Parking	139 bike parking spaces
Landscaping	
Communal Open Space	5,718m^2 (37.45% of total site area) of communal open space including rooftop communal space, landscaping and tree planting
Deep Soil Area	2,237m^2 of deep soil area
Economy	
Jobs	140 construction workers on Lot 1 160 construction workers on Lot 2 150 construction workers on Lot 3
Estimated Development Cost	$79,199,519 (Exc. GST)

3.3 Site Preparation Activities

The works proposed by this SSDA include additional excavation and earthworks activities to facilitate construction of the consolidated basement levels. Excavation depths of up to approximately 9m are anticipated across the site to accommodate the basement levels.

Other site preparation works – including demolition of the existing structures on the site, tree removal, the extent of excavation and earthworks which have been previously approved, erosion and sediment control works, and decommissioning of the on-site man-made dam – is to be undertaken under the existing, activated consents.

3.4 Site Layout & Design

3.4.1 Architectural Expression

The proposed site layout and built form are predominantly consistent with the approved schemes (SPP-17-00031, SPP-17-00032, SPP-17-00033), with some amendments proposed by this SSDA. The proposal aligns with the approved physical layout and design intent of the approved development, while incorporating the additional building height permitted under the Housing SEPP. It delivers six buildings, with two buildings located on each lot positioned to provide a northern and southern building. Each building is separated by a central communal open space that traverses the entire site from Tallawong Road through to the eastern boundary. Three roads will be constructed under the existing, activated consents and are located along the northern, eastern and southern boundaries. They provide vehicular and pedestrian access to each building and align with the finalised Indicative Layout Plan for the Riverstone East Precinct.

This final design creates an engaging residential community, fostering social interaction and connection. This is through the building layout which enables high levels of amenity to be achieved in terms of solar access, passive shading, ventilation and overall design excellence. The communal open space connects the ground floor commercial and residential uses to enhance activation and vibrancy across the site.

The additional height and GFA unlocked by the Housing SEPP will be designed to achieve the following:

- **Stepped roof height to align with existing site topography:** The stepped building design responds to the natural slope of the site towards Tallawong Road. This will help to reduce the perceived bulk and scale of the development as viewed from Tallawong Road. The fifth-level step backs to each of the buildings will also enable these uppermost levels to achieve minimum ADG separation distances.
- **Affordable housing layout:** The layout, location, and design of the affordable housing units will be consistent with the amenity of the market-rate dwellings, including equitable access to common open space, visual privacy, cross-ventilation, and solar access.

The architectural design of the development will build upon the previously approved buildings. The buildings will remain in a neutral contemporary style, exhibiting simple rectilinear forms and flat roofs. The external materials will maintain a visually neutral palette and reflect some traditional colour schemes including off-white and terracotta / red bricks. The buildings' exteriors will be clad with fibrous concrete to provide a robust and simple treatment to the buildings.

Figure 14 Proposed external finishes

Source: Place Studio, 2025

3.4.2 Incentive Building Height

The proposed building height has been established through the incentives provided by the in-fill affordable housing provisions of the Housing SEPP. Under the Housing SEPP, shop top housing and residential flat buildings that provide at least 15% of the total GFA as affordable housing (in addition to any other affordable housing required under another planning instrument) for a minimum of 15 years is eligible for 30% uplift in the permitted FSR and building height controls.

As such, the proposal seeks to utilise the incentivised 30% uplift height controls to achieve a maximum building height of 18.4m (Buildings A, B, C, D & F) and 18.49m (Building E). It is noted that the 30% bonus height would provide for a maximum building height of 15.6m on the site, which is achieved (and / or not breached) in some areas of the site. However, as detailed in the Clause 4.6 Variation Request which accompanies this SSDA (**Appendix E**), the site's natural topography has resulted in some instances where the maximum permissible building height is exceeded, due to the development following natural ground levels and being designed to suit the existing underlying landform as closely as possible.

This SSDA does not seek to use the bonus FSR incentive afforded under Chapter 2 of the Housing SEPP, noting that there is no maximum FSR development standard which applies to the site under the CRC SEPP.

The following table summarises the application of the Housing SEPP building height bonus under the Housing SEPP.

Table 13 Incentive building height calculation

CRC SEPP	Control	Housing SEPP 30% Uplift (In-Fill Affordable Housing)	Overall Permitted Control (CRC SEPP + Housing SEPP)	Proposed Development
4.3 Height of Buildings	12m	Additional 3.6m permitted	15.6m	▪ To roof: 18.4m (Buildings A, B, C, D & F), 18.49m (Building E) ▪ To lift overrun: 19.6m

3.4.3 Architectural Amendments

The key changes to the site layout and building design is described below.

1. **Building RL's consolidated and reduced.**
   The building floor levels (Reduced Levels, or RLs) have been rationalised to create consistent floor heights across each building. Previously, split corridors and varying RLs complicated circulation and accessibility. The updated design introduces a single continuous corridor per floor, improving efficiency and compliance with accessibility requirements. RL adjustments have been made to respond appropriately to both this change and the surrounding natural ground levels, ensuring smooth transitions and minimising excessive cut or fill.
2. **Basements consolidated to one basement, resulting in an additional 15 spaces.**
   The previously separate basement structures have been merged into a single, continuous basement across the site. This consolidation improves structural and spatial efficiency, reduces the extent of excavation, and enables a single vehicular access and waste collection point. The redesign has also optimised car parking layouts, resulting in an increase of approximately 15 parking spaces.
3. **Building F updated to be allocated to affordable housing.**
4. **Additional level added to all buildings.**
5. **Rooftop communal open space is redesigned.**
   The rooftop communal areas have been comprehensively redesigned to accommodate the revised building heights and unified floorplate structure. The new layouts maximise usable space and integrate landscaping and seating for residents' amenity.
6. **Apartment layout updated to accommodate core change.**
   As a result of the basement redesign and the reconfiguration of building cores, the lift positions have shifted slightly. This requires corresponding adjustments to surrounding apartment layouts. Waste chutes have also been incorporated into the cores, further influencing nearby apartment configurations but improving building functionality and resident convenience.

3.5 Landscaping and Open Space

The proposed landscape design has been prepared by Ratio and is contained within the Landscape Concept Design at **Appendix Q**. it promotes a vibrant and cohesive landscaped environment which successfully integrates with the built form. The following sections detail the landscape strategy comprising of recreational amenity and ecological resilience to promote a high-quality outdoor environment for residents.

3.5.1 Proposed Amendments

The proposal will provide 3,084 m² (20%) of landscape area. This is a reduction of 852 m² of area, from the previously approved 3,936 m² (25%).

The proposed amendments on the ground level compared to the approved comprise the following:

- The fitness area has been slightly relocated to the east responding to the deep soil zones, ensuring that trees and green spaces are prioritized within the deep soil areas.
- Due to the OSD tanks along the northern perimeter, less trees will be planted along the Road 01 corridor. Building A previously proposed 5 trees within this front; but now propose 2. Building B previously had 8 trees on that front; now it has 4 trees. Building C previously had 7 trees; now it has 5 trees.
- Planters with climbers have been added along the internal footpath (internal southern facade) to soften high walls created by level differences.
- 4 benches along the northern side of the main ramp from Tallawong Road have been omitted due to ramps, level changes, and limited space.
- The children's play area has been relocated to the east to avoid placement over the deep soil zones, which are prioritized for tree planting.
- Additional communal open space has been provided within the central green space and fronting the vehicle ramps from Road 01. This is permitted due to the changes to the basement car ramp slab.
- Extra shrubs in planters have been added along the site's perimeter to reflect changes in the architectural layout.
- The 6 rooftop terraces have been reduced from 3,492m² (582m² each) to 1,152m² (192m² each), reducing the different amenities previously provided including children's play area and f fitness area. The current design maintains BBQ areas, pergola, and various seating areas.

3.5.2 Landscaping

A high-quality landscape design is proposed around the 6 buildings on the site, including landscape buffering to the property boundaries. The ground floor communal open space is designed as a shared landscape area with open lawn and shaded planting areas. Amenity and recreation is at the forefront of the landscape design, as the open space and amenity offerings create a vibrate landscape for social engagement. The proposed feature trees establish a significant canopy cover for shade and seasonal interest across the site. The perimeter of the site is defined by a distinct planting of street trees which address each specific frontage. The variety of species create a green, layered edge that improves site legibility by promoting a distinct identity and sense of place.

Additional planting comprising of climbers and groundcovers create soft landscape design along the boundaries and vertical surfaces. The landscaped coverage creates an interconnected green link across the site to promote resilience and durability for the everyday use of residents and the community. The opportunities created by the landscape design establishes a vibrant and inviting environment which enhances the landscape character and ecological diversity of the locality.

Figure 15 Landscape Plan – Ground Floor

Source: Ratio, 2025

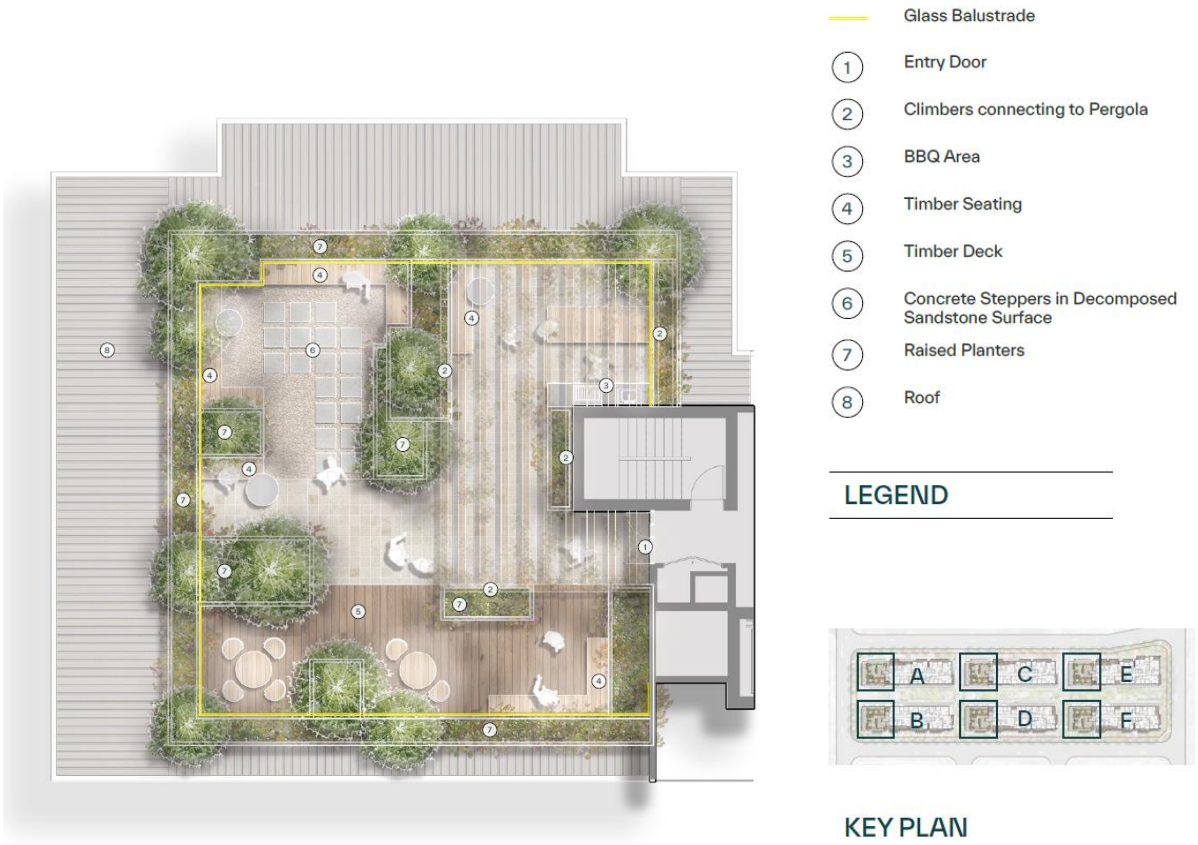
3.5.3 Central Green Space

The proposed development will deliver common open space in the form of a central green space extending east to west between all the buildings. The central green space aligns with the natural slope of the site to create layered views and varied levels with a sequence of interconnected amenity offerings. The amenity provided along the spine of the central green space include BBQ areas, pergolas, garden beds, play zones, fitness stations, and open turf. The open lawn area promotes recreational opportunities and social engagement through informal play. This design creates a welcoming and inviting environment providing diverse activities for gathering and everyday community life.

3.5.4 Rooftop Terrace

Rooftop terraces are proposed for each building to provide a green, landscaped communal space for residents. The six terraces will share a consistent layout, comprising of a pergola and sheltered BBQ area. Landscape planting within garden beds and climbing plants decorate the terrace and walls to soften the design to create an inviting, natural backdrop for residents to gather. The planting selection promotes a resilient and diverse landscape which successfully invites shade, colour and texture to the communal space.

Table 14 Landscape Plan – Typical Roof Terrace



Source: Ratio, 2025

3.5.5 Landscape Metrics

The development will achieve the following metrics with respect to landscaping:

Table 15 Landscape Metrics

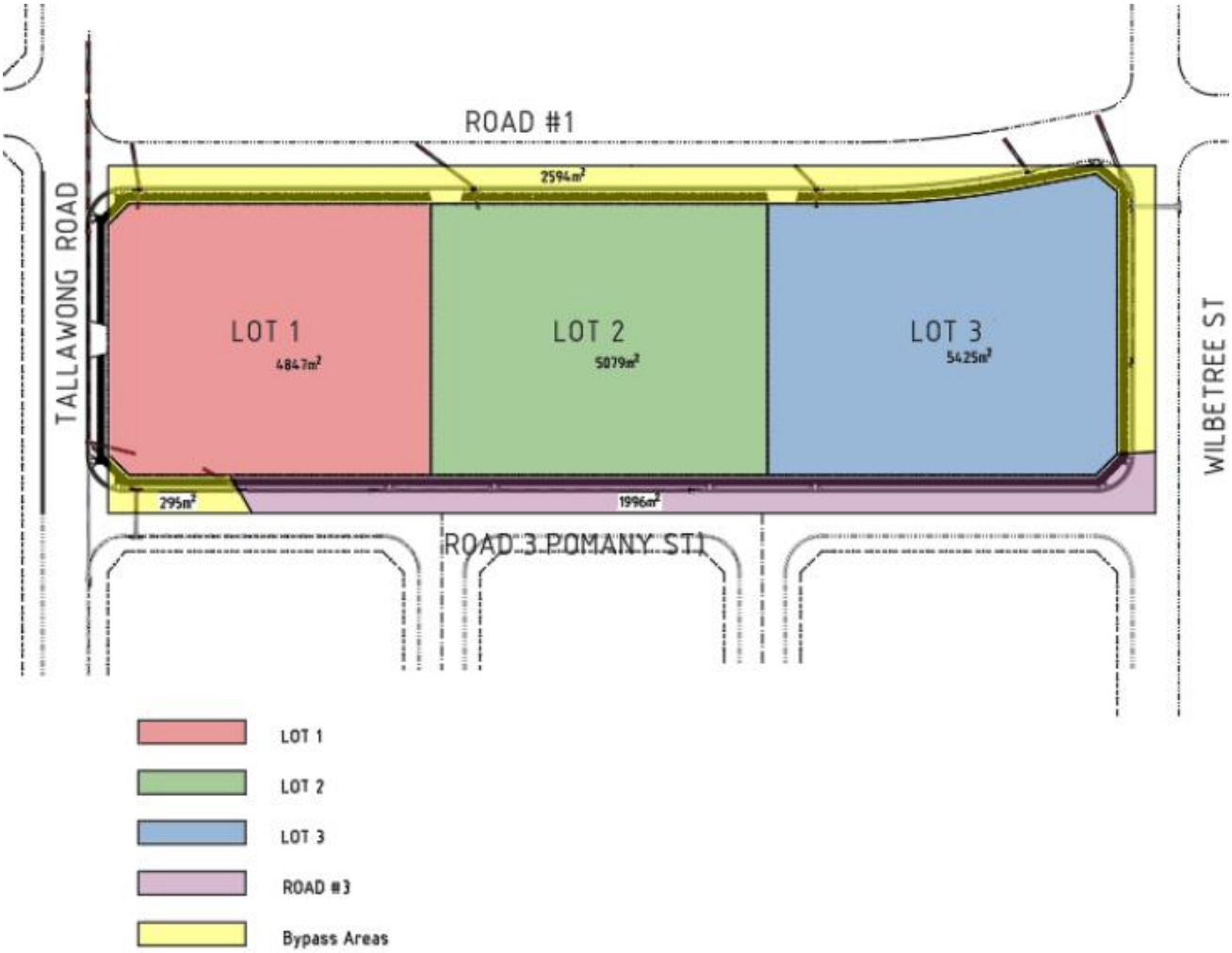
Descriptor	Minimum Requirement (ADG)	Proposed
Communal open space (**COS**)	3,831m^2 (25% of site area)	5,718m^2 (37% of site area)
COS receiving 2+ hours of sun	2,859m^2 (50% of proposed COS)	3,550m^2 (62% of proposed COS)
Deep soil area	2,290m^2 (15% of total site area)	2,237m^2 (14.65% of total site area)

The proposed development far exceeds minimum ADG requirements for the provision of COS and the proportion of COS receiving 2+ hours of direct sun. The minor shortfall in deep soil area is due to the expansion / consolidation of the basement levels across the site, to enable the creation of additional carparking spaces to meet the expected demand of the development as now proposed.

3.6 Stormwater Management

The stormwater management arrangements for each lot remain the same as the existing consents. C&M Consulting Engineers have prepared an Integrated Water Cycle Management Plan (IWCMP) for the proposed development to demonstrate the proposed drainage and stormwater management measures. The cumulative development employs OSD tanks and water quality measures have been proposed. The total area to be controlled is approximately 2 hectares and is divided into five (5) sub catchments, namely: Lots 1 to 3, Controlled Road Area and Bypass Area.

Figure 16 Site Catchment Plan



Source: C&M Consulting Engineers

The drainage system proposed for the development includes:

- A piped system to collect minor storm runoff from urban areas,
- Overland flow paths for the major storm events,
- OSD tanks to match the flows set by the Council,
- A temporary OSD tank to control the runoff from Road #3,
- Oceanguard filter systems in the designated pits, and
- *Stormfilter* system in the OSD tanks to polish the water quality.

Further details of the water quality and stormwater quantity controls are provided in Section 6.7 of the EIS.

3.7 Transport and Parking

The location of the ground-level and basement parking levels remain predominantly the same as the existing consents, however the previously approved individual basements will be consolidated by this SSDA into a single basement area. This is to enable the creation of 15 additional car parking spaces, to accommodate the increased number of apartments (for a new total of 526 car spaces, 27 of which will be accessible). 4 additional car spaces will be provided to service the ground-floor commercial tenancy, consistent with the existing consent.

The overall road network will be effectively delivered under the base consents.

The development will provide a total of 139 bike parking spaces within the ground-level and basement carparking areas, exceeding DCP minimum requirements.

Car parking areas will be accessed via dedicated entry / exit ramps at the west (Tallawong Road) and east (future Wilbetree Street) frontages, consistent with the existing approvals.

3.8 Waste Management

The waste management arrangements for each lot remain the same as the existing consents, with combined waste / recycling chutes provided on each floor of each building connecting to bin rooms at the basement 4 level.

Waste handling measures will be as follows:

- All waste material will be stored in 30x 1100 litre mobile bins, to be serviced three days per week
- All recycling material will be stored in 136x 240 litre mobile bins, to be serviced one day per week
- All FOGO material will be stored in 15 x 240 litre mobile bins, to be serviced one day per fortnight
- All commercial waste will be stored in a dedicated commercial waste storage area, located adjacent to the residential bin holding area at basement 4

All waste, recycling, and FOGO collections will take place from one dedicated waste collection area / loading bay, which is located at the south-west corner of basement 4. Building management will be responsible for transporting waste and recycling from the chute rooms at the basement to the waste storage areas to facilitate collection, using a mobile bin towing device.

The loading bay has been designed to accommodate a rear-loading HRV waste collection vehicle, with the following approximate dimensions:

- Length – 10.5m
- Operational and Travel Height – 3.4m (maximum)
- Width – 3.6m
- Swept Path – 25m

All residential waste will be collected by Blacktown City Council's waste and recycling collection contractor. Commercial waste and recycling services will be provided to the retail unit via a licenced private waste contractor.

3.9 Utilities and Services

The existing infrastructure servicing and arrangement remain predominantly the same as the approved.

3.10 Development Phasing

The three existing, activated consents will be delivered in parallel with the proposed SSDA scheme. Each It is anticipated that the works will be phased as follows:

- Site preparation works (currently being carried out under the existing consents)
- Remediation and earthworks (likely to be carried out during assessment of the SSDA)
- Construction of residential flat buildings and shop-top building
- Construction of road network
- Site landscaping works

4 Statutory Context

4 Statutory Context

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (Cwth)* (**EPBC Act**)
- *Biodiversity Act 2016* (**BC Act**)
- *Environmental Planning and Assessment Act 1979* (**EP&A Act**)
- *Environmental Planning Assessment Regulation 2021* (**EP&A Regulation**)
- *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**T&I SEPP**)
- *State Environmental Planning Policy (Resilience and Hazards) 2021* (**R&H SEPP**)
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (**B&C SEPP**)
- *State Environmental Planning Policy (Sustainable Buildings) 2022* (**SB SEPP**)
- *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**)
- *State Environmental Planning Policy (Precincts—Central River City) 2021* (**CRC SEPP**)
- *Blacktown City Council Growth Centre Precincts Development Control Plan 2010* (**DCP**)

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1 Statutory Requirements

The following sections provide a summary of the relevant statutory requirements having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix B**.

4.1.1 Power to Grant Approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined below.

Table 16 Power to Grant Approval

Matter	Consideration
Declaration of SSD	Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a SEPP or Ministerial order published in the Government Gazette. Under Schedule 1(26A) of the Planning Systems SEPP, development for the purpose of infill affordable housing is classified as SSD if it is: ▪ On land in the Central River City and has an estimated development cost (EDC) of more than $75 million, and ▪ Not prohibited under an environmental planning instrument (**EPI**) applying to the land The development will be on land located within the Central River City, will have an EDC in excess of $75 million, and is permitted with consent under the CRC SEPP (which is the primary EPI applying to the land). Accordingly, this development is eligible to progress under the SSD pathway. Refer **Appendix K**.

Matter	Consideration
Consent Authority	Section 4.5 of the EP&A Act provides that the Minister of Planning and Public Spaces is the consent authority for SSD.

4.1.2 Permissibility

The permissibility of proposed development is outlined below.

Table 17 Permissibility

Matter	Consideration
Land uses	▪ Residential flat buildings ▪ Shop-top housing
Land use zone	R3 Medium Density Zone
Permissibility	Development for the purposes of residential flat buildings and shop top housing are permitted with consent under Appendix 11 of the CRC SEPP.
Applicability of Housing SEPP Chapter 2 Part 2 Division 1 Infill affordable housing	The proposal is consistent with the requirements of Section 15C of the Housing SEPP, which set out the requirements for developments which seek to utilise the building height and / or floor space bonuses for the provision of infill affordable housing, for the following reasons: ▪ The development is permitted with consent under the relevant EPI (being the CRC SEPP, which applies to the site), and ▪ The affordable housing component will exceed the minimum 10% requirement, and ▪ All of the development will be carried out within an accessible area within the Six Cities Region. **Accessibility** Section 15C(1)(c)(i) of the Housing SEPP sets a requirement that development for the purpose of in-fill affordable housing can only be carried out: *"if […] all or part of the development is carried out—for development in the Six Cities Region, […] in an accessible area"* The Dictionary at Schedule 10 of the Housing SEPP defines "accessible area" as follows: ***accessible area** means land within—* *(a) 800m walking distance of—* *(i) a public entrance to a railway, metro or light rail station, or* *(ii) for a light rail station with no entrance—a platform of the light rail station, or* *(iii) a public entrance to a wharf from which a Sydney Ferries ferry service operates, or* *(b) (Repealed)* *(c) 400m walking distance of a bus stop used by a regular bus service, within the meaning of the Passenger Transport Act 1990, that has at least 1 bus per hour servicing the bus stop between—*

Matter	Consideration
	(i) 6am and 9pm each day from Monday to Friday, both days inclusive, and (ii) *8am and 6pm on each Saturday and Sunday.* The site benefits from proximity to the following bus stops, which are serviced by the 742 bus route operating between Rouse Hill Station and Marsden Park: ▪ Tallawong Rd before Terrara St (stop ID 2155476) – approx. 170m to the north ▪ Tallawong Rd opp 72 (stop ID 2155475) – approx. 150m to the south Following updates to local bus routes on 14 October 2024, the 742 bus route operates at least: Once per hour between 6am and 9pm, Monday to Friday (inclusive), and Once per hour between 8am and 6pm on Saturday and Sunday Urbis has confirmed with Transport for NSW that these bus stops, which do not appear on the published timetable, are 'signal driver stops'. This means that the bus will stopped when flagged down by a passenger on board wishing to alight (or a passenger waiting to board). The definition of "accessible site", as outlined in the Housing SEPP, does not preclude this situation from constituting a bus stop for the purposes of the definition. Accordingly, the site is considered "accessible" under part (c) of the definition provided in the Housing SEPP.

4.1.3 Other Approvals

The other approvals required to carry out the project are outlined below.

Table 18 Other Approvals

Matter	Consideration	
Consistent approvals s4.42 of the EP&A Act 1979	**Act**	**Applies (Y/N)**
	Fisheries Management Act 1994 (s144)	N
	Coal Mine Subsidence Compensation Act 2017 (s22)	N
	Mining Act 1992 (380A)	N
	Petroleum (Onshore) Act 1991 (s24A)	N
	Protection of the Environment Operations Act 1997 (s43)	N
	Roads Act 1993 (s138)	N
	Pipelines Act 1967	N
EPBC Act	The *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) protects and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. Bilateral Agreement 18 allows for the streamlining of environmental assessments and approvals between the Australian Government and the states and territories, ensuring both levels of government work together to protect Australia's unique environment while reducing duplication in the approval process.	

Matter	Consideration
	The study area is whole mapped as 'Existing Certified' as identified under Chapter 3 of the CRC SEPP and the associated *Order to confer biodiversity certification on the State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Biodiversity Certification Order). Impacts to certified areas do not require formal biodiversity assessment under the EPBC Act and, accordingly, no approval is required for this SSDA under the EPBC Act.
Rural Fires Act 1997	The Bushfire Assessment confirms the proposal is subject to Part 5 of the EP&A Act, and therefore section 100B of the Rural Fires Act 1997 does not apply in accordance with s5.23. This means that the proposed development does not require authorisation in respect of bush fire safety.
Other Approvals	No other approvals are identified at this Stage.

4.2 Pre-Conditions to Granting Consent

This section outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 19 Pre-Conditions

Statutory Reference	Pre-Condition	Section in EIS
EP&A Regulation – Section 66(1) Contributions plans for certain areas in Sydney—the Act, s 4.16(1)	Under Section 66 of the EP&A Regulation, a development application for development on land in a residential zone under a Precinct Plan in the CRC SEPP must not be determined by the consent authority unless a contributions plan has been approved for the land. Development on the land is subject to the Western Sydney Growth Areas Special Infrastructure Contribution (**SIC**) which is created under the EP&A Act. There are operative 7.11 Contribution Plans relative to this area which satisfy the requirements of the Regulations.	N/A
R&H SEPP – Section 4.6 Contamination and remediation to be considered in determining development application	Under Section 4.6(1) of the R&H SEPP, the consent authority must be satisfied that the land is suitable in its contaminated state – or will be suitable, after remediation – for the purpose for which the development is proposed to be carried out. The PSI submitted with this SSDA did not identify any current or historical contaminating activities at the site, notwithstanding the presence of potential contamination including: ▪ The use hazardous building materials containing asbestos containing material, lead-based paints and polychlorinated biphenyls ▪ Dumped waste materials (timber, metal, plastics and paper) across various areas of the site potentially containing contaminants of potential concern The PSI finds that the site presents a low to medium risk of contamination. However, it is noted that the demolition of the existing structures on the site will be carried out prior to consent being granted for this SSDA (subject to a separate, activated consent) and that excavation will take place to facilitate the basement levels for carparking, thereby removing the potential contamination sources	**Appendix S**

Statutory Reference	Pre-Condition	Section in EIS
	identified in the PSI. As such, the PSI concludes that the identified potential contamination sources will not preclude the site from the future development as proposed by this SSD and the activated previous consents. Notwithstanding this finding, the PSI includes the following recommendations as part of the removal of potential contamination sources: ▪ A hazardous materials building survey to determine the presence of ACM in building materials and inform any management controls required during demolition and redevelopment. ▪ A hazardous building material inspection of the waste materials (timber, metal, plastics, and paper) observed across the site surface and investigation of the underlying fill material prior to commencement of the earthworks program to quantify the extent of fill and assess the potential contamination risk to site workers during works and to classify the material for off-site disposal. These recommendations will be implemented as part of the works to be carried out under the existing, activated consents.	
T&I SEPP – Section 2.122 Traffic-generating development	Section 2.122 of the T&I SEPP relates to traffic generating development and requires that, before granting consent, the consent authority must refer certain development for with access to any road to Transport for NSW (**TfNSW**). The proposed development is considered to be traffic generating development in accordance with Schedule 3 of the T&I SEPP, as it relates to development for the purpose of residential accommodation on land with access to a road, that will result in over 300 dwellings. It is understood that the application will be referred to TfNSW for comment during assessment.	N/A
CRC SEPP – Appendix 11 Blacktown Growth Centres Precincts Plan	Appendix 11, Section 6.1 of the CRC SEPP provides that development consent must not be granted for development on land within the Blacktown Growth Centres Precinct unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available, or that adequate arrangements have been made to make that infrastructure available when it is required. Under the existing base consents, satisfactory arrangements are in place for the effective service of the land. The site is located within an existing and rapidly growing residential growth area which benefits from ready access to necessary electricity, water, and sewerage infrastructure.	N/A
Housing SEPP – Section 21 Must be used for affordable housing for at least 15 years	Section 21 of the Housing SEPP provides that development consent must not be granted to development seeking to utilise the bonus building height or floorspace provisions for infill affordable housing unless the consent authority is satisfied that the development will include the required affordable housing component for the development for a minimum of at least 15 years commencing on the day an occupation certificate is issued for the development.	**Appendix AA**

Statutory Reference	Pre-Condition	Section in EIS
	A Letter of Support has been provided by Evolve Housing, and accompanies this SSDA at **Appendix AA**. The letter confirms Evolve Housing's support for the proposal and its interest in managing the affordable housing component of the development upon issue of an occupation certificate. It is anticipated that the affordable housing building (Building F) will form part of the first phase of project delivery.	
SB SEPP – Chapter 2 Standards for residential development—BASIX	Development consent must not be granted to development to which the standards specified in Schedule 1 or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified. An Embodied Emissions Report is included at **Appendix Z** of this SSD.	**Appendix Z**

4.3 Mandatory Considerations

The table below outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 20 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulations		
Section 1.3 Objects of Act	The relevant objects of the EP&A Act.	**Appendix B**
Section 4.15 (1)(a)(i) Any relevant environmental planning instrument	All relevant EPIs will be addressed in the EIS, including: ▪ Planning Systems SEPP ▪ R&H SEPP ▪ Housing SEPP ▪ CRC SEPP ▪ T&I SEPP	**Appendix B**
Section 4.15 (1)(a)(ii) Any proposed environmental planning instrument	No draft EPIs applicable to the site.	N/A
Section 4.15 (1)(a)(iii) Any relevant development control plan	Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD applications. Notwithstanding, this application has considered key, relevant provisions of the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (**DCP**) to assist with the assessment of the proposal.	**Appendix C**
Section 4.15 (1)(a)(iiia) any planning agreement	None relevant to the proposed development.	N/A

Statutory Reference	Mandatory Consideration	Section in EIS
or draft planning agreement		
Section 4.15 (1)(a)(iv) relevant matters prescribed by the Regulations.	Under Section 66 of the EP&A Regulation, a development application for development on land in a residential zone under a Precinct Plan in the CRC SEPP must not be determined by the consent authority unless a contributions plan has been approved for the land. Development on the land is subject to the Western Sydney Growth Areas SIC which is created under the EP&A Act.	N/A
Section 4.15(1)(b) the likely impacts of the development	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	**Section 6** **Section 7.5**
Section 4.15(1)(c)	The suitability of the site for the development.	**Section 7.6**
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations. The applicant will respond to any submissions made during the public exhibition of the application.	N/A
Section 4.15(1)(2)	The public interest.	**Section 7.7**
Mandatory relevant considerations under EPIs		
CRC SEPP – Appendix 11	Appendix 11 of the CRC SEPP is the EPI that that sets out land use zones and development controls for the Blacktown City Council Growth Precincts. The CRC SEPP includes the following relevant considerations that will be fully addressed in the EIS: ▪ Part 2 Permitted or prohibited development ▪ Part 4 Principal development standards ▪ Part 5 Miscellaneous provisions ▪ Part 6 Additional local provisions	**Section 4.1** **Appendix B**
T&I SEPP – Section 2.122	Traffic-generating development. The Guide for Traffic Generating Developments will be considered as part of the Transport Assessment for the project and assessed within the EIS.	**Section 6.5**
BC SEPP – Chapter 2	Vegetation in non-rural areas	**Section 6.3** **Section 6.8**
Considerations under other legislation		
BC Act 2016 – Part 7 and Section 8.2	The site is certified under the Growth Centres Biodiversity Certification. Section 7.6 of the BC Act states that approvals under Part 7 of the BC Act do not apply to development on biodiversity certified land under Part 8.	**Section 6.8** **Appendix G**
Rural Fires Act 1997	Planning for Bushfire Protection (NSW Rural Fire Service 2018) has been considered in the design and assessment provided within the EIS.	**Appendix H**

Statutory Reference	Mandatory Consideration	Section in EIS
	The project has been assessed against the aim and objectives detailed in Chapter 1 'Introduction' and the specific objectives and bushfire protection measures detailed in Chapter 5 'Residential and Rural Subdivision', Chapter 7 'Residential Infill Development' and Chapter 8 'Other Development' of PBP and demonstrates compliance.	

5 Community Engagement

5 Community Engagement

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

5.1 Engagement Carried Out

Community and stakeholder engagement has been undertaken by the Project Team in the preparation of the SSDA (**Appendix J**). Consultation was also undertaken with the certain stakeholders to inform the detailed assessment of key matters. The engagement carried out for the project is outlined in **Table** 22.

Table 21 Engagement carried out

Stakeholder	Action	Date(s)
Community Stakeholders		
Residents within the boundaries of: ▪ Guntawong Road ▪ Cudgegong Road ▪ Tallawong Metro Station ▪ Tallawong Road ▪ Nirmal Street	Urbis distributed a community newsletter to residents within the boundaries outlined at left. Urbis scheduled a community webinar for 26 August 2025, however this did not proceed due to low interest (zero registrations). Urbis has managed dedicated project enquiry lines for the duration of the consultation period. To date, Urbis has received one phone call from the community. This community member enquired as to when construction will commence.	Community newsletter distributed: 13 August 2025
Key Agencies		
DPHI	Urbis and LK Property Group attended a scoping meeting with the Affordable Housing Assessments team at DPHI. During this meeting, DPHI provided feedback on the scoping report and confirmed that SEARs will be issued for the SSDA. The discussion touched on: ▪ Existing consents ▪ EDC ▪ Affordable housing units ▪ Building height controls ▪ Flood considerations	10 December 2024
Blacktown City Council	Planning Team Urbis and LK Property Group met with Blacktown City Council's Planning team for a Pre-Application Meeting. During the meeting, Council provided feedback on the SSDA and requested specific matters be addressed in the EIS. The feedback received related to: ▪ Contributions ▪ Concurrence	1 August 2024

Stakeholder	Action	Date(s)
	▪ Height ▪ Affordable housing units ▪ Building separation ▪ Communal space ▪ Overshadowing ▪ Traffic impact assessment ▪ Waste storage, collection and management ▪ Drainage ▪ Road design	
	<u>Social Planner</u> Urbis emailed Blacktown City Council's Social Planner to seek preliminary feedback on the SSDA and inform the development of a summary SIA for the EIS. The feedback related to: ▪ Affordable housing ▪ SIA activities ▪ Impact on social infrastructure	15 August 2025
Sydney Metro	Urbis emailed Sydney Metro to advise that LK Property Group is preparing an SSDA for its site at 84 Tallawong Road, Rouse Hill. This email invited feedback through the appropriate planning channels, and provided an opportunity for clarifications or questions about the SSDA.	3 September 2025
Schools Infrastructure	LK Property Group engaged with Schools Infrastructure NSW (SINSW) regarding civil and other infrastructure works for the SSDA. SINSW sought to ensure civil and utility plans for the SSDA are consistent with infrastructure and utility works to be delivered as part of the Tallawong Public School.	Between 20 June 2025 and 1 May 2025
Transport for NSW	Urbis Planning on behalf of LK Property Group wrote to Transport for NSW providing the key details of the proposal and its metrics and offering the opportunity of a briefing. Transport for NSW (TfNSW) responded to Urbis Planning by email on 27 May 2025 discussing the road network, public transport services, and parking.	13 May 2025

This engagement outlined above was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements in the SEARs.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

5.2 Community Views

The key issues raised by the community and key stakeholders are summarised in the table below. A detailed community engagement table is provided as **Appendix J** which details the way in which these issues have been addressed in the EIS.

Table 22 Community feedback

Key Issue	Feedback
Existing Consents	Stakeholders advised that the SSDA should clarify how existing consents will be modified and advised that LK Property Group may need to consider additional changes to the consents to accommodate the increase in housing.
Affordable Housing	Stakeholders provided feedback around the location of affordable housing units within the development. This included conflicting feedback about clustering the units, while others preferred a 'salt and pepper' approach, distributing them throughout the development. Additionally, stakeholders emphasised that the amenities for affordable housing should be on par with those of market-rate dwellings. Stakeholders also provided feedback around the level of amenity afforded to these dwellings, stating that it should be equitable when compared with the market-rate dwellings.
Communal Space	Stakeholders provided feedback that communal and open spaces in the development should mostly be located at the ground level.

5.2.1 Engagement Carried Out for the Social Impact Assessment

Targeted stakeholder engagement activities were undertaken to inform the Social Impact Assessment (SIA) (refer to Section 6.9), identify and assess potential social impacts—both positive and negative—and identify potential mitigation and enhancement measures. These SIA engagement activities included an SIA survey and an SIA interview with Blacktown City Council's Social Planner representative. The outcomes of the SIA engagement activities informed the assessment of social impacts within the Technical Impact Scoping Report (refer to **Appendix T**) and Basic SIA (refer to Section 6.9).

The outcomes of these engagement activities are summarised below.

SIA Survey

An SIA survey was developed to understand the potential impacts of the proposal and potential mitigation and enhancement measures from the community stakeholders' perspective. The survey was distributed via the community newsletter to neighbours and key stakeholders (refer to the **Appendix J** Engagement Report for additional details).

A total of 25 people viewed the survey, and 11 survey responses were received. All respondents identified themselves as residents of the local area. A summary of the feedback received is provided in the table below.

Table 23 SIA survey key findings

Theme	Key topics identified by survey respondents
Valued aspects of the local area	▪ The safe, quiet, and family-oriented character
Current challenges	▪ Access to public transport was identified as both a strength and a challenge ▪ Increasingly overcrowded area

Theme	Key topics identified by survey respondents
	▪ Lack of safe access for residents from metro to home ▪ Shortage of parking and overflow parking from Tallawong Metro into surrounding streets ▪ Damaged transport infrastructure from construction projects ▪ Increased residential development, increasing traffic and congestion ▪ Lack of community spaces, local amenities, services, recreation and sporting facilities and playgrounds ▪ Lack of balance between investment in housing and investment in local services and transport infrastructure, with respondents suggesting current issues should be addressed before introducing more housing and residents
Potential proposal benefits	▪ Affordable housing will support people from lower-income households to live in a good neighbourhood, with access to good schools and healthcare ▪ A more diverse community ▪ Ideally, the proposal will include communal spaces for local people to meet and mingle
Concerns about the proposal	▪ Concerns regarding the potential for the inclusion of affordable housing to lead to increased crime and anti-social behaviour ▪ Concerns over unmaintained properties, such as untidy gardens and rubbish ▪ Potential for the development to lower liveability standards and safety in the area, and impact property values ▪ Concentration of affordable housing in one tower ▪ Potential noise impacts ▪ Pressure on existing local amenity, services and transport infrastructure ▪ Height and density

SIA Interview with Blacktown City Council

A stakeholder interview was conducted with a representative from Blacktown City Council's Social Planner on 15 August 2025, to gain insights and perspectives on the local context and community, potential social impacts (both positive and negative), and any enhancement measures (for positive impacts) and mitigation measures (for negative impacts). A summary of the feedback received is provided in the table below.

Table 24 SIA interview with Blacktown City Council

Theme	Key topics identified by Council
Community profile	▪ Council's four-year LGA-wide quality of life survey indicates an increasingly diverse population, particularly people born overseas with high levels of education and families with school-aged children. ▪ The sense of community and social cohesion among LGA residents has decreased since 2006, as a result of significant development. However, the representative noted that Council was unsure if this is due to perceived concerns around densification or increased stress on social infrastructure. The representative acknowledged that the local area has a deficit of amenities, services and facilities, which may contribute to the decreasing sense of belonging.

Theme	Key topics identified by Council
Positive social impacts	▪ The inclusion of affordable housing aligns with Council's LSPS, intending to increase housing diversity, including greater provision of family-sized units to support various family typologies. ▪ The delivery of housing near Tallawong Metro Station and the emerging Tallawong Town Centre enhances walkability and connectivity. ▪ The existing Lakeside Neighbourhood Centre caters to existing community needs and can facilitate social interactions of incoming residents. ▪ The overall sentiment expressed by the representative is that the proposal's additional uplift will have limited to negligible negative social impacts.
Negative social impacts and concern	▪ Concern about the affordable housing component being consolidated in one building, although the representative acknowledged that this would result in more efficient management by the Community Housing Provider. The representative noted that this consolidation may result in adverse social outcomes and create social separation of affordable housing residents. ▪ Given that the local area is undergoing development, the representative acknowledged that there may be a few community members to engage with during SIA consultation activities. ▪ The proposal will put pressure on social infrastructure in Riverstone and Rouse Hill, given the anticipated cumulative demand as the area is experiencing residential growth. The representative noted that the Council is currently experiencing issues in delivering community infrastructure, with two planned district-level facilities in Riverstone and two areas zoned for community infrastructure in West Schofields.
Recommendations and mitigation opportunities	▪ The representative noted that scattering the affordable housing units throughout the buildings may result in greater social mixing and outcomes. ▪ Potential to provide community facility spaces in the proposal, particularly small-scale spaces for recreational activities and events to offset pressure on local community facilities. ▪ Potential to include and embellish communal spaces and amenities, particularly on the ground floor, to support social interactions by residents of all buildings. This will enhance perceptions of safety, reduce social isolation among neighbours, and establish a shared sense of identity among all residents. ▪ Potential to mitigate urban heat through landscaping and embellishments of open space.

5.3 Engagement to be Carried Out

Further ongoing community and stakeholder consultation will be undertaken if the project is approved. This post approval consultation will address ongoing project matters raised during the preparation of the EIS and consistent with the community participation objectives in the *Undertaking Engagement* guide.

LK Property Group will continue to keep stakeholders, and the community updated during the exhibition and determination phases by:

- Providing an update to the community once lodgement of the SSDA has occurred, enabling ongoing communication about it potential impacts, and next steps in the planning pathway.

- Ongoing engagement with agencies to address feedback received during public exhibition of the project.
- Enabling the community to seek clarification about the project through ongoing management two-way communication channels, including an email address (engagement@urbis.com.au) and phone number (1800 244 863).

6 Assessment of Impacts

6 Assessment of Impacts

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

Detailed tables have been provided within the appendices as outlined in **Table** 26. This information includes a reference to where these matters have been addressed in the EIS.

Table 25 Key Appendices

Key Appendix	Reference
SEARs compliance table	**Appendix A**
Statutory compliance table	**Appendix B**
Proposed mitigation measures table	**Appendix D**

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

Table 26 Assessments Summary

Detailed Assessment	Standard Assessment
Design Quality	Ground and Groundwater Conditions
Built form and Urban Design	Contamination and Remediation
Environmental Amenity	Trees and Landscaping
Visual impact	Ecologically Sustainable Development (ESD)
Social Impact	Waste Management
Transport	Flood Risk
Noise and Vibration	Bush Fire Risk
Water Management	Aboriginal Cultural Heritage
Biodiversity	Environmental Heritage
Social Impact	Hazards and Risks
	Public Space

6.1 Design Quality

A Design Report (**Appendix Y**) has been prepared by Place Studio to detail the proposed development and how it demonstrates design excellence. Place Studio have leveraged the opportunities of the site and existing consents to maximise the design outcomes that can be delivered. The architectural design will enhance the quality and amenity of the development, and has considered design excellence in accordance with the design quality principles as well as convey good design in accordance with the seven objectives for good design in Better Placed.

Schedule 9 of the Housing SEPP includes design principles for residential apartment development. These principles are addressed within the Statutory Compliance Table at **Appendix B**. The proposal achieves high

standards of urban design, sustainability, and amenity while delivering substantial social benefit through the inclusion of affordable housing. A response table to the principle is summarised below.

Table 27 Housing SEPP Schedule 9 assessment

Principle	Design Response
Principle 1 – Context and Neighbourhood Character	▪ The built form respects the area's transition from low-density dwellings to more urban, transit-oriented residential typologies. ▪ The proposed six residential buildings are located around landscaped communal open spaces that enhance the local streetscape and create a cohesive campus-style environment. ▪ Materials, colour palettes, and façade articulation reinforce a contemporary character that remains sympathetic to the suburban landscape, and aligns with the ongoing transformation of the Tallawong Station corridor.
Principle 2 – Built Form and Scale	▪ Built form considers a scale appropriate to the local setting and proximity to Tallawong Metro Station by employing modulation between buildings, stepping forms to respond to topography and minimising perceived bulk. ▪ Strong horizontal and vertical articulation is expressed through recessed balconies, blade walls, and material contrast to create a human-scaled façade composition enhancing visual interest. ▪ The Affordable Housing bonus (one additional level) has been integrated seamlessly without adverse visual or overshadowing impacts, as confirmed through updated solar diagrams (SSDA.00.8001–8007).
Principle 3 – Density	▪ The proposed density represents an efficient and appropriate use of land within a walkable distance of public transport and services. ▪ Additional dwellings deliver on strategic housing supply objectives without exceeding environmental or infrastructural capacity ▪ A balanced density distribution is achieved by buildings arranged to maximise solar access, cross-ventilation, and amenity. Communal open spaces and landscaped areas mitigate intensity, maintaining a generous open space ratio and ensuring the development remains comfortable and liveable.
Principle 4 – Sustainability	▪ Passive solar design strategies include optimal building orientation, deep overhangs, and operable windows to encourage natural cross-ventilation. ▪ Over 70% of apartments achieve two or more hours of direct sunlight between 9am and 3pm mid-winter, in accordance with the ADG. ▪ The consolidated basement reduces excavation and embodied energy, while rooftop gardens and deep soil zones support on-site stormwater management and heat mitigation. ▪ Materials have been selected for durability and low maintenance, contributing to long-term environmental resilience. ▪ Energy efficiency, water-sensitive landscaping, and natural ventilation collectively ensure that the project exceeds minimum BASIX requirements and achieves strong alignment with SEPP sustainability requirements.
Principle 5 – Landscape	▪ Generous communal open spaces are provided at ground and roof level, contributing to microclimatic comfort and biodiversity.

Principle	Design Response
	▪ Deep soil planting zones are strategically located along site perimeters and between buildings to allow substantial tree growth, improving privacy and softening built form. ▪ Native species common to the Cumberland Plain are employed.
Principle 6 – Amenity	▪ Apartments have been planned in accordance with the ADG to achieve high standards of residential amenity. The development provides a balanced unit mix, ensuring a variety of apartment types and sizes to accommodate diverse households. ▪ Daylight, cross-ventilation, and privacy have been carefully optimised. Building separations exceed ADG minimums, while private open spaces and generous balconies provide usable outdoor areas with high levels of solar access.
Principle 7 – Safety	▪ Safety and security are achieved through clear spatial hierarchy and passive surveillance. Active frontages, transparent lobbies, and well-lit pedestrian paths provide clear sightlines and minimise concealment opportunities. ▪ Defensible space principles are applied throughout, with residential entries and communal areas clearly defined and overlooked by adjacent dwellings. ▪ Basement and ground-level layouts include secure access control systems, emergency egress routes, and barrier-free circulation to ensure resident safety and compliance with CPTED principles.
Principle 8 – Housing Diversity and Social Interaction	▪ Residents of the affordable apartments in Building F will be provided with equitable levels of amenity as the residents of market-rate dwellings on the development, including with respect to internal apartment amenity and access to common open space. ▪ A broad range of unit types (1-, 2-, and 3-bedroom) supports occupants across various life stages and economic backgrounds. The development provides a high proportion of 2- and 3-bedroom apartments to enable local families to grow in place and provide greater housing flexibility within the emerging Tallawong precinct. ▪ Shared communal facilities such as landscaped courtyards, play zones, and rooftop terraces, encourage social cohesion and create opportunities for neighbourly interaction. ▪ Universal design principles are embedded, providing adaptable layouts and accessible circulation that accommodate residents with changing mobility needs.
Principle 9 – Aesthetics	▪ The palette of natural brick, neutral renders, and textured cladding creates warmth and tactile richness, while refined detailing reinforces craftsmanship and quality. ▪ Façade rhythm and balcony treatment provide visual interest at both the street and pedestrian scales. The result is a contemporary yet timeless design that enhances the identity of the precinct and contributes positively to the visual quality of Rouse Hill's urban fabric.

Consideration of the seven objectives for good design in Better Placed by the Government Architect of NSW has been completed by Place Studio and detailed below.

Table 28 Assessment against Better Placed design objectives

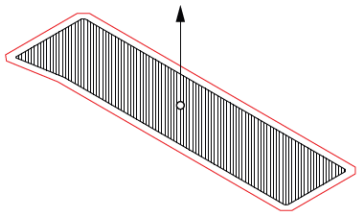
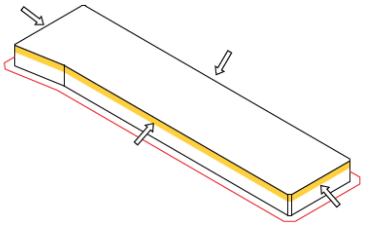
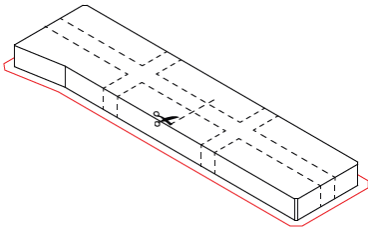
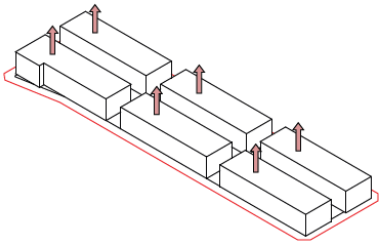
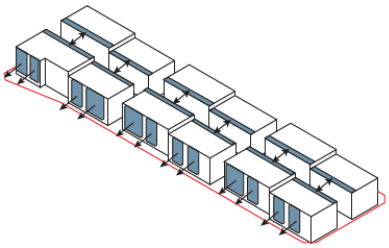
Objective	Design Response
OBJECTIVE 1: *BETTER FIT*	▪ The design responds to the site's corner location, topography, and LEP height controls, while using the Housing SEPP uplift to achieve a balanced built form with earthy materials, landscaped setbacks, and strong garden-suburban integration.
OBJECTIVE 2: *BETTER PERFORMANCE*	▪ The design prioritises long-term sustainability through robust materials and high environmental performance. ▪ Passive design strategies include optimal solar orientation, deep overhangs, and cross-ventilation opportunities to reduce energy use. Each building achieves daylight access, with over 70% of units attaining two or more hours of solar access at mid-winter. ▪ Durability is addressed through the selection of low-maintenance finishes and integrated landscape systems for stormwater management. needs and maintenance demands.
OBJECTIVE 3: *BETTER FOR COMMUNITY*	▪ The development supports social diversity by providing affordable dwellings integrated within a mixed-tenure community. The mix of one-, two-, and three-bedroom apartments caters to a wide demographic. ▪ Ground-floor communal open space and rooftop terraces offer opportunities for residents to interact and establish community identity. ▪ The design enhances permeability and connectivity through multiple pedestrian entries, linking to public transport, the local street network, and nearby open space corridors.
OBJECTIVE 4: *BETTER FOR PEOPLE*	▪ Active frontages, well-defined entries, and clear wayfinding promote a sense of safety and comfort. ▪ Apartments are designed in accordance with the ADG standards for natural light, privacy, acoustic performance, and ventilation. ▪ Private open spaces and communal rooftop gardens provide a variety of outdoor amenity, while deep soil zones and landscaped edges enhance outlook and separation.
OBJECTIVE 5: *BETTER WORKING*	▪ The plan arrangement and building typology maximise land efficiency and usability. The consolidation of the basement levels into a single shared structure improves construction efficiency and environmental performance. ▪ Shared basement access points, dedicated service areas, and efficient vertical circulation contribute to operational clarity and reduced long-term management costs.
OBJECTIVE 6: *BETTER VALUE*	▪ The proposal delivers economic and social value by supporting affordable housing within an accessible and well-serviced precinct. ▪ The additional floor level achieved through the Housing SEPP bonus optimises yield without compromising built form quality or amenity.
OBJECTIVE 7: *BETTER LOOK AND FEEL*	▪ The façades employ articulated volumes with a combination of horizontal and vertical elements, recesses, and balconies to create visual interest. ▪ The landscape design provides a cohesive green framework, softening building edges and enhancing the pedestrian experience. At-grade planting, street trees, and rooftop greenery contribute to an attractive streetscape that enhances the public realm.

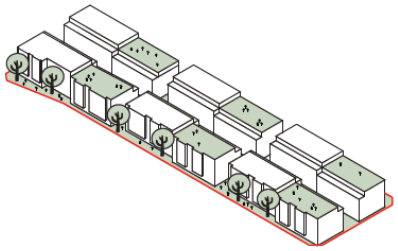
6.2 Built Form and Urban Design

The proposal has been designed to achieve a built form and urban design responsive to the emerging context of the Tallawong precinct. The Architectural Design Statement prepared by Place has demonstrated how the building massing achieves a complimentary built form for the Tallawong Station Precinct and broader Rouse Hill locality. Whilst respecting the existing character of the area, it will support the transition from low-density dwellings to more urban, transit-oriented residential typologies.

The following diagrams were prepared by Place Studio to demonstrate the built form considerations.

Table 29 Contextual approach

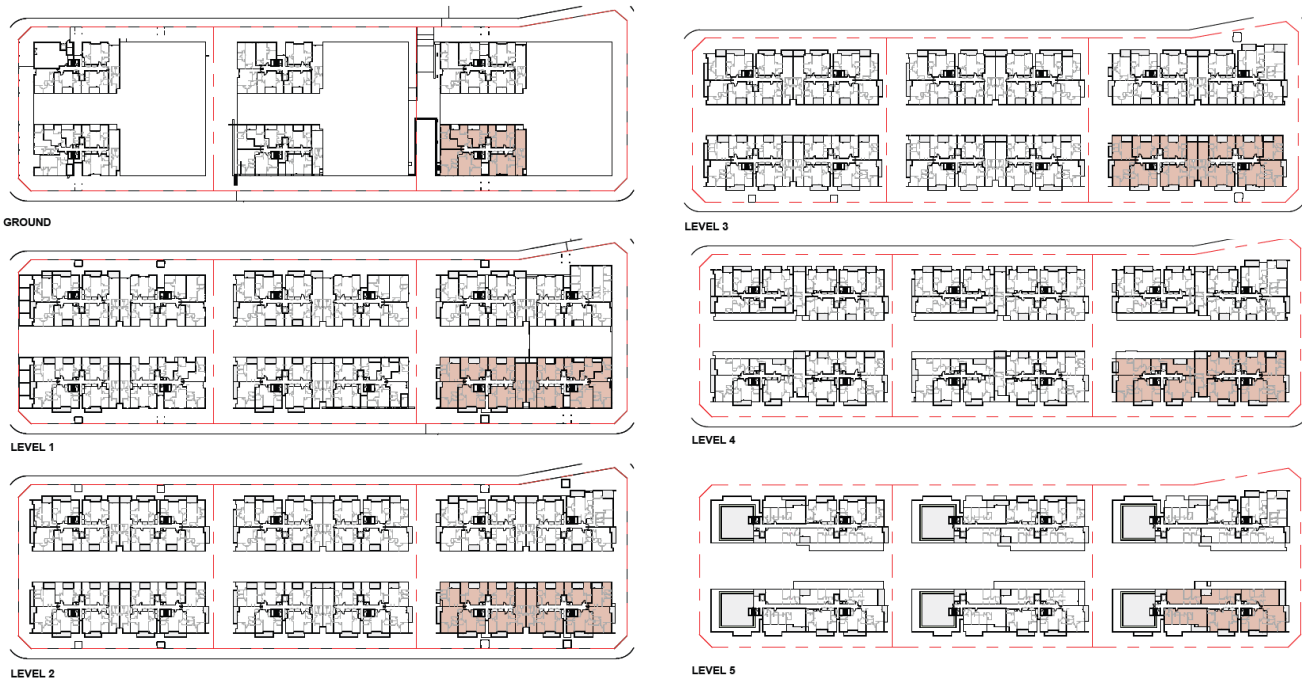
Approach	Description	Diagram
Building Envelope	Defining the built form within a 6 meter setback envelope to ensure a balanced relationship with the streetscape.	
Decreasing Volume	Respecting a further 3-meter upper-level setback to reduce visual bulk and create a more pedestrian-friendly street frontage.	
Form Definition	Segmenting the building into 6 distinct buildings s to optimize solar access and enhance the livability of apartments.	
Façade Articulation	Splitting the buildings and offsetting halves by a storey to work with site grading and maintain floor alignment.	
Curvatures	Carefully articulated facades scale the building appropriately while adding depth and visual interest from all perspectives.	

Approach	Description	Diagram
Activation	Enhancing the central communal spaces through thoughtful landscaping and architectural design to foster social interaction.	

The proposal employs height bonuses from the incentives provided by the in-fill affordable housing provisions of the Housing SEPP. The Housing SEPP permits shop top housing and residential flat buildings which provide at least 15% of the total GFA as affordable housing (in addition to any other affordable housing required under another planning instrument) for a minimum of 15 years is eligible for 30% uplift in the permitted FSR and building height controls. How the proposed development complies with these requirements is addressed in Section 3.3.1.

The layout of the proposed development has been designed to locate the affordable housing units within Building F. The floor plan diagrams in the following figure outline the proposed dwellings which are affordable housing, spread across each level of the building.

Figure 17 Affordable units diagram



Source: Place Studio, 2025

6.3 Environmental Amenity

The proposed development continues to ensure the environmental amenity of the site and surrounds is not impacted, whilst ensuring the benefits of solar access, views, privacy and cross-breezes are enhanced. This is demonstrated through environmental studies that outline the proposed development is compliant with the relevant requirements to minimise amenity impacts. Overall, the proposed development achieves a site layout and design that offers visual permeability, privacy, enhances access to light, ventilation, and views through the creation of 6 linear buildings arranged to frame a central green spine and setback from the streetscape and adjoining properties.

The Architectural Design Report and Architectural Plans prepared by Place Studio contain the environmental studies.

6.3.1 Solar Access and Overshadowing

The proposed development was assessed using shadow studies and solar access compliance in accordance with the ADG requirements to investigate the impact of the additional works in comparison to the impacts generated by the approved development, as well as the shadows caused by the height plane exceedances.

The shadow diagrams accompanying this SSDA depict the additional shadow impacts generated by the proposed new fifth storey to the buildings, inclusive of the proposed height exceedances. The diagrams illustrate that the additional height will result in:

- Minor amounts of additional overshadowing to the central east-west 'spine' of common open space within the site (although none which would result in a breach of ADG solar access requirements for common open space),
- Predominant additional overshadowing to Pomany Street (south of the site), and
- Some additional overshadowing into the private open space of the residential dwellings directly south – although this would remain mostly within the 15.6m maximum height plane (as anticipated by the application of the incentive building height provisions of the Housing SEPP) with only minor areas of additional shadows during the afternoon in mid-winter.

To manage these impacts, the proposed development maintains the building setbacks from the street frontages, as well as the building separation to achieve breaks in the built form and permit solar access through the site. The 5th storey achieves a greater building separation to permit sunlight access, as well as other amenity benefits like ensuring privacy, visual permeability and consistency with the ADG.

The proposed shadow impacts to the development's ground-plane communal open space areas remain largely consistent with the shadows resulting from the approved scheme, noting that the public open space is generally concentrated in the central spine of the site and that the previously approved four-storey forms themselves result in overshadowing to these areas.

A selection of the shadow diagrams is reproduced below, for reference purposes. For further details, refer to the architectural drawings accompanying this application.

Figure 18 Shadow diagrams

Source: Place Studio, 2025

6.3.2 Views and Privacy

The site layout continues to ensure building separation is achieved to preserve openness, achieve visual permeability and enhance privacy. The buildings maintain 4 storeys of 12-metre separation and the 5th storey 18m separation in accordance with the ADG. This allows for privacy between buildings and views into other units, whilst allowing views across the site.

At the ground level, the communal open space and boundary treatment employs tall greenery and strategically placed plantings to enhance privacy for the units adjacent to the public and private space.

6.3.3 Wind

The proposed development continues to support cross ventilation within the buildings. The density distribution across the site is balanced, with buildings arranged and oriented to maximise cross-ventilation, with operable windows employed within units to encourage natural ventilation.

The layout of the site remains unchanged, and therefore the wind impacts generated are not changed under this proposal.

6.4 Visual Impact

A Visual Impact Analysis (**Appendix V**) has been prepared by Urbis to assess the potential visual impacts of the proposed development to the existing character and amenity of the area.

6.4.1 Existing Environment

The visual catchment was determined to analyse the area in which the visual effects will be experienced. The visibility of any proposed development varies depending on constraints such as the blocking effects of intervening built form, vegetation or topography. The sites access to views of any scenic merit above and beyond the site is limited. The visual catchment is small and highly constrained due to undulating topography surrounding the site, north of Schofields Road. The site is located at a low point along Tallawong where surrounding topography to the north, east and south climbs in elevation, limiting views to close surrounding locations.

6.4.2 Potential Impacts

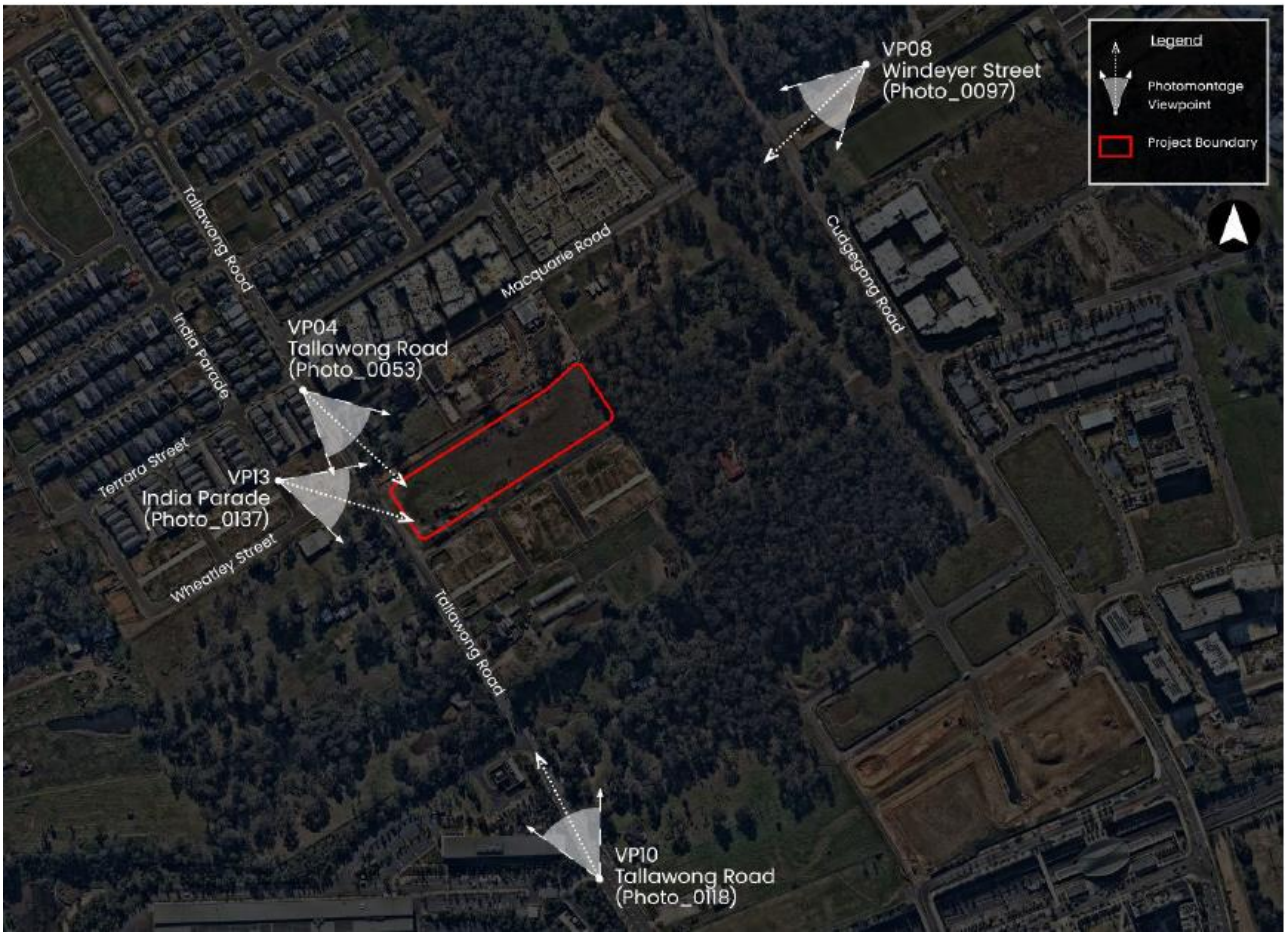
Noting some close private domain views will change to include new built form, the risk of potential private domain view loss of any merit will be low. While the proposal represents a change from greenfield and existing lower-scale development, it aligns with the future desired character for the locality in accordance with the relevant strategic framework.

The review of the visual catchment has informed the selection of four viewpoints for further analysis. These viewpoints were selected to assess the additional visual effects generated by the proposed uplift of the approved development.

Figure 19 illustrates the viewpoint locations, which include:

- View 04: View south-east along Tallawong Road from corner of Terrara Avenue.
- View 08: View south-west from Windeyer Street.
- View 10: View north-north-west from Tallawong Road.
- View 13: View east-south-east from Wheately Street.

Figure 19 VIA viewpoint locations



Source: Urbis, 2025

The additional storey proposed to the development sits above the LEP height plane and the previously approved DAs. Most of the additional height is anticipated by the bonus height applicable to the site (15.6m), with minor non compliances limited to the upper edges of the top floor and roofscape (indicated in yellow). The following sections detail the analysis of each viewpoint and a photomontage illustrating the proposed development within the view.

View 04

The analysis of viewpoint 04 confirms an overall rating of effects on baseline factors to be LOW.

- Visual Character: Low
- Scenic Quality: Low
- View Composition: Low

The proposed uplift creates greater visual effects on the visual character and composition of the view as the area is characterised by undeveloped lots.

The minor non-compliances do not block scenic or highly valued compositions at this viewpoint. They are difficult to perceive as the majority of the upper floor and rooftop is screened by vegetation. Accordingly, visual effects of built form above the bonus height plane are low and do not significantly impact the visual catchment.

Figure 20 View 4 - view south-east along Tallawong Road from corner of Terrara Avenue

Source: Urbis, 2025

View 08

The analysis of viewpoint 08 confirms an overall rating of effects on baseline factors to be LOW.

- Visual Character: Low
- Scenic Quality: Low
- View Composition: Low

Similar to the previous analysis, the minor non-compliances do not block scenic or highly valued compositions at this viewpoint. They are difficult to perceive as the majority of the upper floor and rooftop is screened by vegetation. Accordingly, visual effects of built form above the bonus height plane are low and do not significantly impact the visual catchment.

Figure 21 View 08, View south-west from Windeyer Street

Source: Urbis, 2025

View 10

The analysis of viewpoint 10 confirms an overall rating of effects on baseline factors to be LOW.

- Visual Character: Low
- Scenic Quality: Low
- View Composition: Low

Similar to the previous analysis, the minor non-compliances do not block scenic or highly valued compositions at this viewpoint. They are difficult to perceive as the majority of the upper floor and rooftop is screened by vegetation. Accordingly, visual effects of built form above the bonus height plane are low and do not significantly impact the visual catchment.

Figure 22 View 10, view north-north-west from Tallawong Road

Source: Urbis, 2025

View 13

The analysis of viewpoint 13 confirms an overall rating of effects on baseline factors to be LOW.

- Visual Character: Low
- Scenic Quality: Low
- View Composition: Low

The proposed uplift creates greater visual effects on the visual character and composition of the view as the area is characterised by undeveloped lots.

Whilst the minor non-compliances do not block access to scenic or highly valued compositions, it does block open sky. Visual effects of built form above the bonus height plane are low, and do not significantly impact the visual catchment.

Figure 23 View 13, view east-south-east from Wheately Street

Source: Urbis, 2025

Overall, the existing surrounding visual environment has a relatively high capacity to absorb the visual changes proposed due to surrounding undulating topography, intervening built form and vegetation. The immediate context, however, includes predominantly undeveloped lots and has low visual absorption in the short term. This will increase in time, with the construction of anticipated development in line with desired future character for this part of Rouse Hill, reducing residual visual effects in the long term. Minor sections of upper built form, roof plane and lift overrun sit above the bonus height plane, blocking open sky. Non-compliances do not block scenic or highly valued compositions, create low visual effects and do not significantly impact the visual catchment.

The visual analysis confirms the proposed additional height is not a significant departure from the approved DAs and has no material effect on the wider visual setting when considered in the context of approved built form, and the planned and intended transition of the area to include medium density residential development. As such, there is no need to complete a full Visual Impact Assessment. The Visual Impact Analysis Assessment provides sufficient analysis to confidently predict that visual effects and potential visual impacts will be low or less.

6.4.3 Mitigation Measures

No mitigation measures were identified given the predicted visual effects were assessed to be low. The design of the proposed built form appropriately responds to the relevant statutory controls and surrounding local character to ensure no visual impacts are generated that require mitigation.

6.5 Transport

A Transport Impact Assessment (**TIA**) (**Appendix U**) has been prepared by TEF Consulting in accordance with the Guide to Transport Impact Assessment (**GITA**) by TfNSW.

6.5.1 Existing Environment

The site is bounded by several roads, including;

- Tallawong Road – Local Collector Road
- Macquarie Road – Local Road
- Cudgegong Road – Local Road
- Schofield Road – State Road

Other streets in the surrounding area are local/local collector roads. Street conditions are typical for a residential area, with low to moderate traffic volumes. The access streets connecting the site to the existing road network are not yet fully upgraded.

In terms of public transport, there are four (4) bus stops located approximately 200 m walking distance from the site servicing the bus route 742 (runs approximately every 30 to 60 minutes in each direction). The site is also located approximately 760 m from the Tallawong metro station (accessed via the future road network).

6.5.2 Potential Impacts

6.5.2.1 Operation

TEF Consulting reviewed the proposed design of access, parking and servicing facilities of the project. An assessment against the relevant standards and controls indicate the development's compliance.

Traffic generation rates were based off the GTIA to assess the impacts on the road network and intersection performance. The operation of the street network subject to the additional traffic was modelled using SIDRA network software. The modelling results show comparison of the existing situation with that after the proposed development, and the performance of the intersections including:

- Schofields Road, Tallawong Road and Ridgeline Drive: four-way intersection with Signal control.
- Tallawong Road and Macquarie Road: T-intersection with Stop control.
- Cudgegong Road, Macquarie Road and Windeyer Street: four-way intersection with Give-way control.

The results indicate that the existing Levels of Service (**LoS**) for all movements will remain the same, with minor increases to average delays and queuing which would not affect LoS. The results convey:

- The intersection of Schofields Road, Tallawong Road and Ridgeline Drive operate at LoS F (at capacity) in the morning peak hour and LoS D (operating near capacity) in the afternoon commuter peak hours.
- The remaining intersections perform at LoS A (good operation) during both morning and afternoon commuter peak hours.

Overall, the assessment confirms additional traffic generation will have no detrimental impacts on the existing road network operation nor on road safety.

6.5.2.2 Construction

The SEARs outline the requirement of a preliminary Construction Traffic (or Transport) Management Plan (**CTMP**) should the construction of the development cause interruptions to regular pedestrian and transport routes (including public transport, active transport, or general traffic). As the CTMP will be prepared following development approval, the builder can provide detailed information about the proposed method of construction. The TIA employs a CTMP for a development of similar size to benchmark the assessment of likely construction details. Based on this comparison, it is estimated that construction of the proposed development will take approximately two years. The maximum combined number of truck movements is expected to be in the order of:

- 25 inbound and 25 outbound trips per hour during the excavation phase
- 20 inbound and 20 outbound trips per hour during the structural phase.

Each of the above phases would be the busiest and lasting approximately 30 weeks. It is important to note these volumes will not occur every day, but only during the two to three busiest days in a typical week. The assessment highlights the projected traffic volumes are similar, if not slightly lower than the additional traffic generated by the development once operational. Accordingly, there will be no adverse impacts on the operation of the surrounding road network.

The likely locations for temporary Works Zones (e.g. during construction of site access driveways) will be Road R1 and Pomany Street, along the northern and southern site boundaries. However, the majority of works will be contained within the site, with construction vehicles manoeuvring internally. This approach will minimise impacts on the surrounding road network, as well as on pedestrian and transport routes.

The TIA concludes that the proposed development is suitable and warrants approval. The TIA has not identified any adverse impacts requiring the implementation of mitigation measures.

6.6 Noise and Vibration

A Noise and Vibration Impact Assessment (**NVIA**) (**Appendix R**) has been prepared in accordance with NSW Environmental Protection Authority (**EPA**) guidelines.

6.6.1 Existing Environment

The NVIA identifies that the sensitive receivers closest to the site, on which impacts may be generated by the proposed development, are the residential properties directly north, south, east, and west, and the future Tallawong Public School to the north. The receivers are mapped in the following figure and detailed below.

- R1 (residential): Townhouse dwellings to the south along 74A Tallawong Road (under construction).
- R2 (residential): Residential dwellings to the west along Tallawong Road.
- R3 (residential): Residential dwelling to the north-west of the site at 100 Tallawong Road.
- R4 (residential): Residential dwellings to the east along Cudgegong Road and Macquarie Road.
- E1 (school): Approved Tallawong Public School to the north at Lot 2 and Part Lot 1, Macquarie Road.

Figure 24 Closest sensitive receivers and noise monitor locations

Source: Acoustic Logic, 2025

Unattended noise monitors were placed at the site's south-east and south-west corners, and an attended noise monitor was placed at the centre of the site's south-western frontage to Tallawong Road, to quantify the existing acoustic environment at the site and at the surrounding receivers. The following measured rating background noise levels were monitored:

Table 30 Measured rating background noise levels

Monitor Location		Rating Background Noise Level – Time of Day dB(A) $L_{90(period)}$		
		Daytime (7am-6pm)	**Evening (6pm-10pm)**	**Night (10pm-7am)**
M1 - Tallawong Road	Tallawong Road	49	43	35
M2 - Wilbetree Street	Wilbetree Street	43	41	35

Source: Acoustic Logic, 2025

The following measured traffic noise levels were monitored:

Table 31 Measured traffic noise levels

Monitor Location		Traffic Noise Level Db(a) L_{eq}	
		Daytime (7am-10pm)	**Night (10pm-7am)**
M1 - Tallawong Road	Tallawong Road	64 db(A) $L_{eq(15\text{-}hr)}$	55 db(A) $L_{eq(15\text{-}hr)}$
A1 - Tallawong Road, 3m from kerb, 1.5m above ground 25 August 2025, 8.30am-9.00am		66 db(A) $L_{eq(15\text{-}hr)}$	-

Source: Acoustic Logic, 2025

6.6.2 Potential Impacts

The predicted noise and vibration impacts related to the proposed development have been described in the following sections to address construction and operational noise impacts.

Operation

The NVIA has outlined the primary source of noise and vibration emissions from the site to surrounding receivers will be from mechanical plant and anything externally located. To assess the existing background noise levels representative of surrounding residential receivers, long term unattended noise measurements were completed. These measurements informed the calculation of project noise trigger levels in line with the requirement of the NSW EPA Noise Policy for Industry.

The results demonstrate compliance is achievable with the implementation of standard acoustic treatments (internal duct lining, attenuators etc.) and further verification testing is recommended to be undertaken prior to OC.

The noise intrusion impacts to the development were also assessed. The main source of noise surrounding the development is traffic noise from Tallawong Road to the west of the site and requires assessment in accordance with the guidance outlined within the Development Near Rail Corridors and Busy Roads (DNRCBR) and Blacktown City Council Growth Centre Precincts Development Control Plan (DCP) 2018. A series of attended and unattended (long term) noise measurements were undertaken at the site to determine the environmental noise levels and noise exposure of the future development.

Based on the modelling and assessment, it was determined that upgraded façade constructions are required to achieve the relevant internal noise level requirements. Minimum complying mitigations to the building shell have been identified to manage all internal noise level requirements

Construction

Construction noise impacts were assessed for the proposed construction activities which have the potential to impact surrounding development. The NSW EPA Interim Construction Noise Guideline provides a framework to assess these impacts and provides recommendations for the control of noise and vibration levels from construction activities. Noise and vibration management levels have been developed in accordance with this framework using long term unattended monitoring data, as well as Australian Standards relating to vibration. These levels provide a threshold by which potential impacts can be predicted, and mitigation methods developed to reduce the effects.

A preliminary assessment of construction noise and vibration has been undertaken within the report. The findings demonstrate that reasonable and feasible mitigation measures are to be implemented during construction works to ensure potential impacts are minimised to surrounding receivers.

6.6.3 Mitigation Measures

The following recommendations are identified within the NVIA to be implemented where feasible.

- To control external sources of traffic noise, the building shell shall be constructed in accordance with the minimum complying constructions or higher. The design of the building shell for the entirety of the project site (including glazing selections, lightweight walls, roof, etc.) shall be reviewed by a qualified acoustic consultant and finalised prior to CC stage once detailed material selections have been made.
- Detailed acoustic review of mechanical plant items (in particular any which are located externally) is to be undertaken as part of the detailed design of the building.
- It is recommended that a project specific Construction Noise and Vibration Management Plan be developed for the construction phase to assess potential impacts from the construction methodologies proposed, and to recommend appropriate management of construction activities once detailed construction methodologies have been finalised.

6.7 Water Management

An Integrated Water Cycle Management Plan (IWCMP) (**Appendix P**) has been prepared by C&M Consulting Engineers to detail the overall stormwater management of the development, and incorporating the changes sought under this SSDA. It is important to note that these works have been approved by Council under the existing Development Approval.

6.7.1 Existing Environment

The topography of the site is of moderate grade, falling in a westerly direction to Tallawong Road at a grade averaging 5%. The existing Tallawong Road is a sealed rural road having table drains on both sides. The upstream catchment is predominantly rural in character and has a moderately steep terrain. The external catchment to the north of the site is 3.0 hectares, and to the south is 1.76 hectares, and have both been considered in the stormwater design.

6.7.2 Potential Impacts

Development on the site has the potential to impact stormwater flow and water quality. Increased impervious surfaces can increase stormwater flows from the site during storm events. In addition, increased gross pollutants, sediments and nutrient concentrations can be increased from development in stormwater runoff. The design and operation of the cumulative project design stormwater systems are described in the following sections.

6.7.2.1 Stormwater Quantity

To effectively manage stormwater quantity on site, on-site detention (OSD) tanks and water quality measures are employed. The site catchment plan and the proposed drainage system for the development has been detailed in Section 3.6. This includes a piped system, overland flow paths, OSD tanks and filter systems. The size of the OSD system has been considered against Council's Deemed to Comply Method for each sub-catchment. The IWCMP demonstrates the proposed stormwater runoff quantity controls have been provided to effectively the target flows set by the Council.

6.7.2.2 Water Quality

Pollutants typically transported by runoff include litter, sediment, nutrients, oil, grease, and heavy metals. These pollutants have a detrimental impact on receiving water quality, and the suspended solids and nutrients have the most detrimental impact on the environment. A water quality treatment system is adopted to control the impacts of the increase in pollutants, and assessed using a MUSIC model to simulate the performance of the proposed series of stormwater management measures.

The results of the MUSIC modelling were assessed against the onsite specific water quality targets under Council's stormwater management policy. In all instances, the proposed water quality control measures for each Lot enabled the reduction targets to be achieved for all key stormwater pollutants. This confirms the proposed treatment measures effectively support the development and will ensure no detrimental effect on the quality of stormwater running off from the site.

6.7.3 Mitigation Measures

The stormwater quality measures implemented into the development include:

- Oceanguards: a catch basin insert installed in inlet pits to effectively remove trash, debris, and other pollutants from runoff. The *Oceanguard* proposed for the project are 900x900 type L2 with 200 micron filter system. These filter baskets will be installed in the last pits before discharging to the *Stormfilter* chamber as well as pits in the roads as per Council standard.
- Stormfilter: a proprietary device containing multiple cartridge units in a single system , with various filtration media to target site-specific pollutants, thereby suitable for larger catchments. Stormfilters will be installed in the OSD tanks as detailed in the engineering drawings except Road #3 tank.

In addition, landscape planting and vegetation buffers proposed along the edges of hard surface areas will enhance stormwater management to further reduce pollutants.

6.8 Biodiversity

A Biodiversity Certification Letter (**Appendix G**) has been prepared by Biosis to identify the biodiversity requirements for the site and outline any potential recommendations for the project.

6.8.1 Existing Environment

The existing site vegetation was explored during a field investigation of the site in May 2025. Vegetation within the site was surveyed using the random meander technique (Cropper 1993) over two hours. In addition, the existing buildings within the site were inspected for potential microbat habitat. A habitat-based assessment was completed to determine the presence of suitable habitat for threatened species previously recorded or predicted to occur within 5 kilometres. This list was filtered to determine those species most likely to be present within the site.

The field investigation found the site comprises of areas of grassy vegetation dominated by exotic species, with some planted vegetation around the residential dwelling and patches of native vegetation including areas with regenerating eucalypt saplings. A large patch of remnant vegetation was found along the eastern boundary of the site within an adjacent lot. No threatened fauna species were observed during field investigations. All buildings within the site were disused and no evidence of microbat use, such a guano or oil

stains around potential entry/exit points, was observed during the field investigation. Further, no fallen logs, bark, or leaf litter comprising suitable habitat for Cumberland Plain Land Snail *Meridolum corneovirens* was found to occur at the study area. No hollow-bearing trees, nests, or other key habitat features were observed during the field investigation.

In addition, no threatened flora species were recorded within the site during field investigations or are considered likely to occur due to the urbanised nature and level of disturbance within the site.

6.8.2 Potential Impacts

The site is entirely designated as Existing Certified land under the Central River City SEPP, with a small portion (0.18 ha) mapped as Existing Native Vegetation. The EPBC Act details there is no requirement to assess the impact of development activities on Matters of National Environmental Significance within the Growth Centres if the development proceeds in accordance with the Growth Centres requirements. In addition, under Part 8 of the BC Act, an assessment of the likely impact of development on biodiversity to the extent that the development is carried out on biodiversity certified land is not required under Part 4 of the EP&A Act. An assessment of the likely impact on biodiversity from the development is also not required under the NSW BC Act and Commonwealth EPBC Act and a formal biodiversity assessment is not required.

Notwithstanding, the field investigation confirms the site does not contain threatened fauna species or threatened flora species that could be impacted by the proposed development.

6.8.3 Mitigation Measures

The following recommendations were identified by Biosis in the Biodiversity Certification Letter, to be implemented where necessary:

- To the fullest extent practicable, minimise disturbance to any native vegetation surrounding the site.
- Where possible, any trees to be retained should be protected in accordance with Australian Standard AS4970 – 2009 Protection of trees on development sites, during construction, operation and decommissioning of the site compound.
- Soil transportation should be minimised within, into or out of the site to reduce the spread of weeds.
- Five priority weeds within the Greater Sydney LLS region (which includes the Blacktown City Council LGA) were identified within the site. Appropriate measures should be implemented to minimise the spread of these species.
- The man-made dam should be dewatered and decommissioned in accordance with a dam dewatering assessment.
- Protective fencing is to be provided around any trees or bushland to be retained to prevent damage. Fences are to be constructed at the drip-line of existing vegetation as a minimum to prevent damage within the dripline/protection zone by limiting access into it.
- In the unlikely event that unexpected threatened species are identified during the project, works should cease, and an ecologist should be contacted for advice.

The recommendations provided by Biosis relate to the development of the site more generally. All site works, civil design, tree removal and dam dewatering are all being completed under the existing consent, and therefore no vegetation removal is proposed under this application.

6.9 Social Impact

In response to the SEARs (SSD-80287510) requirement #18 Social Impact, a two-phase approach to assessing social impacts was undertaken. The Social Impact Assessment (SIA) is informed by the SIA Guideline for State Significant Projects ('SIA Guideline') and its associated Technical Supplement (DPHI, 2025). Phase 1 involved the scoping of social impacts. The process and outcome were documented in a Social Impact Technical Scoping Report (Urbis, 2025), attached at **Appendix T**.

The Social Impact Technical Scoping Report concluded that:

> *Given that the technical scoping report identifies predominantly positive social impacts, no negative impacts requiring detailed assessment (i.e. considered of significance) and that negative impacts can be appropriately mitigated,* ***it is recommended that a standard (or 'basic') social impact assessment be prepared and incorporated as a chapter within the Environmental Impact Statement (EIS).***

This section has been prepared in response to this recommendation.

The scoping and assessment of social impacts was undertaken by the Urbis Social Planning team, which includes suitably experienced and qualified social impact practitioners.

6.9.1 Existing Environment

A social locality was identified for this proposal to understand the existing environment and help identify likely impacted groups, as well as the scale and nature of likely social impacts they may experience. This determination was based on a review of the Proposal, the existing environment (i.e., policy review, demographic analysis, and geographical considerations), and the outcomes of consultations.

The social locality comprises three key areas and likely impacted groups, outlined below.

- The immediate social locality includes communities that may be directly impacted by the proposal, including nearby residents, services and businesses surrounding the site. These communities may experience localised impacts such as visual, noise and changes to the traffic and pedestrian network.
- The surrounding social locality includes residents, businesses and services, within the broader area. This includes the suburbs of Tallawong, Rouse Hill (east of Windsor Road) and Schofields (east), which may be impacted by the increased activation of the site, increased social infrastructure demand and congestion.
- The broader social locality consists of the Blacktown City LGA community and beyond, who will primarily be impacted by the provision of new, diverse rental accommodation and employment opportunities provided by the proposal.

Refer to the Social Impact Technical Scoping Report (Urbis, 2025) in **Appendix T** for further social locality details.

6.9.2 Potential Impacts

The following table includes:

- The identified social impacts (positive and negative) by impact category/element
- The affected stakeholders (aligned to the social locality identified in the Social Impact Technical Scoping Report attached in **Appendix T**)
- The period of impact (construction or operation)
- A rating of the unmitigated/unenhanced impact (negligible, low, medium or high) utilising the SIA Guideline Technical Supplement 'Social impact significance matrix'
- The mitigation and enhancement measures incorporated
- A "residual" rating of the mitigated/enhanced impact (negligible, low, medium or high)

Table 32 Social Impact Assessment summary

Social Impact	Assessment	Mitigation / enhancement & residual significance
Way of life		
Increased supply of strategically located housing to meet housing needs	The proposal's inclusion of varied dwelling types, including affordable housing, will create diverse housing options that support different household compositions, lifestyle preferences, and income levels. The provision of additional housing in proximity to strategic centres, such as Rouse Hill, is aligned with state and local policies and is expected to ease housing pressures across NSW. This impact is expected to affect incoming residents from the surrounding and broader social locality during operation.	The provision of quality affordable housing and a mix of dwelling sizes, would contribute to increased housing diversity in the local area. Residual significance: **high positive**
Community		
Impact on the sense of place and community cohesion	The proposal will contribute to the broader transition of the area from a low-density, rural-residential character to a medium- to high-density residential environment, potentially impacting the sense of and connection to place for long-term residents. While community and stakeholder concerns (refer to Section 5) were raised in relation to perceived risks associated with an increasing population (i.e., increased crime, anti-social behaviour), there are also potential benefits which are aligned with state and local policies (i.e., broader activation and vibrancy). Therefore, integrating communal areas to support the development of new social networks is a key consideration for mitigating potential risks. This impact is expected to affect existing and incoming residents in the immediate and surrounding social locality during the proposal's operation.	The provision of high-quality communal spaces, both within the development and across the broader residential area, will create opportunities for existing and incoming residents to form social connections. Residual significance: **low positive**
Accessibility		
Increased pressure on the local road network	Community and stakeholder concerns (refer to Section 5) were raised in relation to perceived risks that incoming residents could increase pressure on the surrounding road network, leading to more parking issues near the station and traffic congestion. However, the proposal's proximity to Tallawong Metro Station is likely to encourage residents to use public transport for their daily commute, rather than private vehicle travel. This impact is expected to affect existing and incoming residents and workers in the immediate and surrounding social locality.	The additional traffic from the proposal was assessed as having no detrimental impact on the street network operation in the Traffic and Parking Report (TEF Consulting, 2025). Therefore, no mitigation measures were proposed. Furthermore, the provision of 21 car parking spaces would help alleviate street parking pressures in the local area.

Social Impact	Assessment	Mitigation / enhancement & residual significance
		Residual significance: **negligible**
Increased pressure on public transport network	Community feedback noted existing challenges in accessing public transport during peak periods (refer to Section 5.2.1) and raised concern that the proposal may exacerbate these challenges. The capacity of services and plans to accommodate growth is not known and will need to be confirmed in consultation with Sydney Metro and TfNSW. However, given the relatively low number of incoming residents associated with the proposal, it would be unlikely to have a significant impact on the network during peak periods. This impact is expected to affect existing and incoming residents and workers in the broader social locality during operation.	Given the minimal anticipated impact of the proposed development on the public transport network, no mitigation measures were proposed in the Traffic and Parking Report (TEF Consulting, 2025). Residual significance: **low negative**
Provision of affordable housing (medium term)	The proposal will contribute to the availability of affordable housing in the area through the inclusion of 70 dwellings operated by a CHP for 15 years. The affordable housing provision may support future essential workers in living close to their place of employment (e.g., future Tallawong Public School and Rouse Hill Hospital staff). Community and stakeholder feedback and perceptions towards the provision of affordable housing were mixed (refer to Section 5.2.1). Potential benefits for lower-income households were raised, along with concerns about the potential impacts on community safety and liveability. This impact is expected to affect incoming residents from the surrounding and broader social locality, as well as those beyond, during the 15-year operation of the affordable housing dwellings.	The proposal's strategic location in proximity to future social infrastructure, combined with equitable access to communal spaces across the proposal and high-quality housing design, will enhance social outcomes for future affordable housing residents. Residual significance: **high positive**
Increased demand for services and social infrastructure	The proposal is likely to generate additional demand for social infrastructure, including education, childcare, healthcare, open spaces, and recreation facilities. Higher-density living further amplifies the need for public places and spaces to support resident health and well-being. Community and stakeholder feedback highlighted existing challenges related to access to social infrastructure, raising concerns that the proposal's expected population will exacerbate this challenge (refer to Section 5.2.1). This impact is expected to affect incoming and existing residents and workers in the immediate and	The provision of communal open space and amenities may alleviate pressure on surrounding recreational open space and gathering areas. Residual significance: **low negative**

Social Impact	Assessment	Mitigation / enhancement & residual significance
	surrounding social locality during the proposal's operation.	
Culture		
Impact on culture and heritage	A previous DA for the site indicates that the site does not contain objects or areas of potential Aboriginal archaeological sensitivity, nor any archaeologically sensitive landscape features or disturbed natural soils. The proposal offers an opportunity for the broader development to contribute positively to the recognition of Aboriginal culture and heritage. This could be achieved through the incorporation of connecting with Country initiatives through the architectural and landscape design, thereby strengthening and celebrating Aboriginal people and groups' connection to the local area. This impact is expected to benefit Aboriginal people and groups with a connection to the local area during the proposal's construction and operation.	The proposal incorporates Connecting with Country elements within the proposal's landscape design (refer to Section 3.5). The proponent has also demonstrated an ongoing commitment to implementing a Connecting with Country strategy throughout the proposal's detailed design process (refer to Section 6.2) Residual significance: **low positive**
Health and wellbeing		
Wellbeing impacts during construction	Construction activities associated with the proposal, including noise, vibration, and dust emissions, have the potential to impact the wellbeing of nearby individuals and/or vulnerable groups. This impact is expected to affect existing residents in the immediate social locality during the construction of the proposal.	The implementation of the mitigation measures recommended in the Noise and Vibration Impact Assessment (refer to **Section 6.6**) will reduce the magnitude and likelihood of wellbeing impacts during construction. Residual significance: **low negative**
Impact to visual amenity	Although the proposal results in modest encroachments above the maximum permissible height control, the project is located within a low-density residential area transitioning to medium- to high-density. Therefore, the proposal would contribute to the visual character change of the area. This was raised as a concern in community feedback (refer to Section 5). The proposal's Visual Impact Assessment (refer to **Section 6.4**, above) anticipates that the proposal will generate a low visual impact. It is also acknowledged that the proposal is consistent with the expected future character of the local area in accordance with state and local strategic plans. The proposal's overshadowing analysis also highlights that there would be some overshadowing	The proposal includes high quality design, landscaping and setbacks to minimise visual and overshadowing impacts upon surrounding land users. Residual significance: **negligible**

Social Impact	Assessment	Mitigation / enhancement & residual significance
	impact on neighbouring residential properties to the south at Pomany Street. This impact is expected to affect residents and landowners in the immediate social locality during the proposal's operational phase.	
Livelihoods		
Employment generation during construction	The construction of additional dwellings on the site as part of this proposal will contribute to extending the construction timeline and, therefore, the employment duration for construction workers on-site. The facilitation of construction workers in the local area will likely support local businesses, cafes, and retailers, therefore generating secondary job opportunities. This impact is expected to affect workers in the surrounding and broader social community, as well as beyond, during the proposal's construction.	No further enhancement measures are identified. Residual significance: **low positive**
Decision-making systems		
Opportunities for community involvement in the planning process	The proposal provided additional opportunities for community engagement activities, including a community survey, newsletter and online webinar, in addition to the community engagement undertaken as part of the previous DA for the site. These engagement activities provided community members with information about the proposal and opportunities to provide feedback on how it could be enhanced and mitigated, including potential impacts (refer to Section 5). This impact is expected to affect existing residents in the immediate and surrounding social locality during the proposal's development, construction, and operational phases.	Additional opportunities for community involvement in the post-lodgement and construction phases of the project are outlined in the Engagement Outcomes Report (refer to **Appendix J**). These opportunities would ensure the local community are empowered to participate in decision-making systems. Residual significance: **medium positive**

6.9.3 Mitigation Measures

This assessment identified several low to high positive impacts (residential significance). No potential negative impacts were rated as greater than low impact post-mitigation, primarily due to the limited scale (and therefore magnitude) of the proposal.

Additional SIA recommendations to further enhance positive impacts and mitigate residual negative impacts are provided below. These primarily relate to future detailed design, construction and operation of the proposal:

- As recommended in the Design Report, explore opportunities during the detailed design phase to incorporate Connecting with Country initiatives into the detailed building exterior and interior design, in consultation with the local Aboriginal stakeholders.

- Explore opportunities to address community concerns and perceptions in relation to affordable housing. This could include providing facts and outlining the benefits of affordable housing in future community communication and engagement materials.
- Explore opportunities to implement contractual requirements for the construction contractor to enhance employment benefits and introduce training opportunities. These requirements may include establishing employment and procurement targets with a focus on local employment, diversity and inclusion.
- The construction contractor and the proponent are recommended to engage with developers involved in nearby concurrent developments to understand their construction timelines and activities. This collaboration should aim to identify measures to reduce conflicts and reduce the risk of cumulative impacts. Strategies should be incorporated into a future Construction Management Plan (CMP). A preliminary CTMP is provided within the TIA.
- Develop and implement a communication and engagement strategy for the construction period as part of the future CMP to ensure effective and ongoing communication with the surrounding community, provide an opportunity for the community to express queries and concerns and enable the proponent or contractor to address any issues.
- Consider identifying opportunities to promote community interaction through the development's communal spaces to promote connection and cohesion. There is the potential for these activities to be delivered in partnership with the Community Housing Provider engaged to manage the affordable housing component.

6.10 Other impacts not requiring detailed assessment

This section of the report addresses the matters which require a standard impact assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

Table 33 Standard Assessment Matters

Assessment	Mitigation
Ground and Groundwater Conditions	
A Geotechnical Desktop Study (**Appendix N**) has been prepared by WSP to assess the proposed developments potential impacts to soil resources. A review of the soil landscape information published by the NSW DPHI dataset (eSPADE) the Site is within the Blacktown Soil Landscape, formed on Wianamatta Group shales of the Cumberland Plain. WSP detail these soils are expected to present challenges including moderate to high reactivity, shrink–swell behaviour, low natural permeability and occasional perched water. Such conditions are relevant to basement excavation stability, foundation design, and pavement support for access roads. As such, the design requires appropriate subgrade treatment, control of surface water infiltration, and consideration of long-term movement. Based on the geotechnical investigation results reported and groundwater data accessed through	Additional site-specific geotechnical subsurface investigation testing and analysis will be necessary prior to construction to confirm the preliminary recommendations in this report are appropriate for the proposed development. ▪ Undertake a site-specific geotechnical investigation (boreholes, lab testing, groundwater monitoring) prior to detailed design to confirm subsurface conditions and parameters. ▪ Determine the appropriate Salinity Management Response (SMR) in accordance with the Western Sydney Salinity Code of Practice and prepare a Salinity Management Plan for implementation during design and construction. ▪ Adopt and implement the additional comments and recommendations outlined in this report to guide excavation support,

Assessment	Mitigation
the SEED resource, groundwater is anticipated to occur in the range of 4.5 m to 6.5 m below ground level. It is likely to be encountered at the soil/rock interface and along bedding or fracture planes within the shale bedrock. Any seepage can typically be managed using strip drains behind retaining systems, with pump-and-sump methods adopted as necessary during excavation. Through the implementation of the identified mitigation measures, WSP confirms the remaining impacts are considered appropriate and the proposed development is suitable.	groundwater management, foundation design, durability, and construction staging.
Contamination and Remediation	
The PSI (**Appendix S**) submitted with this SSDA did not identify any current or historical contaminating activities at the site, notwithstanding the presence of potential contamination including: ▪ The use hazardous building materials containing asbestos containing material, lead-based paints and polychlorinated biphenyls ▪ Dumped waste materials (timber, metal, plastics and paper) across various areas of the site potentially containing contaminants of potential concern The PSI finds that the site presents a low to medium risk of contamination. However, it is noted that the demolition of the existing structures on the site will be carried out prior to consent being granted for this SSDA (subject to a separate, activated consent) and that excavation will take place to facilitate the basement levels for carparking, thereby removing the potential contamination sources identified in the PSI. As such, the PSI concludes that the identified potential contamination sources will not preclude the site from the future development as proposed by this SSD and the activated previous consents.	The PSI includes the following recommendations as part of the removal of potential contamination sources: ▪ A hazardous materials building survey to determine the presence of ACM in building materials and inform any management controls required during demolition and redevelopment. ▪ A hazardous building material inspection of the waste materials (timber, metal, plastics, and paper) observed across the site surface and investigation of the underlying fill material prior to commencement of the earthworks program to quantify the extent of fill and assess the potential contamination risk to site workers during works and to classify the material for off-site disposal. These recommendations will be implemented as part of the works to be carried out under the existing, activated consents.
Trees and Landscaping	
A Landscape Plan (**Appendix Q**) has been prepared by Ratio to detail the proposed site planting including proposed species, number and location of plantings, tree planting heights, and features of outdoor amenity. No additional trees are proposed to be removed other than those approved under the approved development.	The proposed planting strategy shown in the Landscape Plan will enhance the site amenity and not require any mitigation measures.
Ecologically Sustainable Development (ESD)	

Assessment	Mitigation
An ESD Report (**Appendix K**) has been prepared by E-Lab Consulting to demonstrate how the proposed development incorporates ESD principles in the design and ongoing operation. This includes the application of a range of sustainability initiatives for energy efficiency, thermal performance, indoor environment quality, waste management, and comfort. **Energy** ▪ Efficient lighting systems throughout the development to meet the requirements of BASIX and Green Star. ▪ Controls, energy metering and monitoring systems to be included to comply with NCC 2022 Section J Part J8. ▪ Façade systems and shading systems will reduce load on the HVAC system with selection of insulation and glazing through new BASIX requirements. ▪ Hot water to be provided by energy efficient heat pump systems. ▪ The upper roof area provides an excellent opportunity for installation of solar photovoltaic system. **Water Consumption** To achieve responsible water consumption and water sensitive urban design, best practice water-saving initiatives will need to be implemented throughout the project. The following initiatives will be explored to achieve the potable water targets: ▪ Sanitary fixtures such as low-flow water fixtures. ▪ Landscape irrigation and efficient systems. **Materials** ▪ Majority construction and demolition waste is to be diverted from landfill. ▪ Low VOC and Low Formaldehyde Materials. ▪ Best-practice PVC and steel ▪ Selection of sustainable products. **Comfort and Quality** Ensuring the best indoor comfort and quality for building users, through the following initiatives: ▪ Visual and lighting comfort ▪ Thermal comfort ▪ Indoor air quality	The ESD strategies identified by E-Lab to be implemented into the proposed development will assist the project in achieving high levels of sustainability and environmental performance. No additional mitigation measures are required.

Assessment	Mitigation
▪ Acoustic excellence ▪ Generous natural planting **Urban Heat Island Mitigation** To minimise the urban heat island effect and provide a more comfortable environment for occupants, the development has incorporated the following initiatives: ▪ Outdoor communal spaces with landscaping, gardens and lawns to provide additional vegetation. ▪ Green roofs or rooftop gardens. ▪ Installation of high-albedo pavements or permeable pavers in walkways and communal open space areas. ▪ Architectural features for shading and pergolas over communal open spaces combined with climbing plants for natural shading. ▪ Light coloured materials selected for roofs and facades where possible. The strategies and initiatives presented in the ESD report demonstrate a strong commitment to sustainability in line with the Blacktown City Council development guidelines and SEARS requirements, and are to be further developed during subsequent stages of the project as part of detailed design.	
Waste Management	
A Waste Management Plan (**WMP**) has been prepared by Dickens Solutions (**Appendix W**). The WMP identifies the types and quantities of waste that are anticipated to be generated during the construction and operational phases of the proposed development, as well as the proposed management systems. The WMP considers waste generation and management across the development as a whole (not only the amending components for which consent is sought by this SSDA). **Demolition, excavation, and construction** The construction works are anticipated to generate the following waste streams: ▪ Excavated materials & overburden ▪ Green waste ▪ Bricks ▪ Concrete ▪ Timber	**Demolition & Excavation** ▪ Prior to the commencement of demolition works, the proponent is to provide to Council a Site Plan for the On-Site Storage of Materials at Demolition. The Plan will show in detail the location of each area within the compound, set aside for the segregated storage of all materials involved in the demolition of all buildings on the site. ▪ All excavated material removed from the site, as a result of the demolition of all buildings, must be classified in accordance with the Department of Environment, Climate Change and Water NSW Waste Classification Guidelines prior to their removal, transportation, and disposal to an approved waste management facility. All relevant details must be reported to the PCA.

Assessment	Mitigation
▪ Plasterboard & fibro ▪ Metals / steel / guttering & downpipes ▪ Roof tiles / tiles ▪ Fixtures & fittings ▪ Glass, electrical & light fittings, PC items, ceramics, etc. ▪ Residual waste During the demolition stage of the project, an area will be set aside on the site as a compound for the on-site storage of materials prior to their removal from the site. The compound will provide for material sorting, segregation of materials that may be hazardous, recovery equipment, material storage, and access for transport equipment. Appropriate vehicle access will be provided on and off site, and to the compound, to enable the efficient removal of reusable, recyclable, and waste materials. **Operation – Residential components** The proposed development will ensure the storage, amenity and management of waste will continue to sufficiently meet the needs of the development and promote waste minimisation. Waste management will be provided as part of the kitchen fit outs for each unit, comprising cabinets for waste and recycling containers and sufficient space within each unit for the storage of a minimum of one day's waste and recycling material. All residents will be responsible for transporting and depositing their waste material to the dual waste and recycling chutes in the respective core of the building in which their unit is located. The number and size of bins have been calculated from information provided by Blacktown City Council as per the waste and recycling generation rates. According to these estimates, the following waste servicing arrangements are calculated: ▪ 30 x 1100 litre bins – three services per week. ▪ 137 x 240 litre bins – one service per week. ▪ 15 x 240 litre bins – one service per fortnight. Separate service rooms in the form of 'Waste and Recycling Compartments' are located on each level of the respective cores of all buildings, as indicated on the Architectural Drawings. Each compartment will provide space for: ▪ Waste chute,	

Assessment	Mitigation
▪ Space for 1 x 240-litre recycling bin, and, ▪ Space for 1 x 240-litre FOGO bin. Residents will deposit waste material into the respective waste chute hopper and drop into the respective mobile waste bin, located in the bin/chute rooms in each core of the building. Bin Chute Rooms for each core of each building are all situated on Basement 4 of the common basement. Each bin/chute room are of varying size but have a minimum area of approximately 19sqm. The development will provide all waste and recycling services from a loading area provided in the south-western corner of Basement 4. The loading area will be located adjacent to the Bin Holding Area. All waste services, recycling services and FOGO services will be provided by Blacktown City Council. Secure bulky waste storage spaces are required to be provided for each residential unit in accordance with the provisions of Council's DCP. Consistent with these requirements, a Bulky Waste Storage Area has been provided for residents to place unwanted materials awaiting collection and removal.	
Flood Risk	
This SSDA is accompanied by a Flood Assessment report (**Appendix M**), which details the site's flooding affectations and risk, and provides mitigation measures. The report identifies that the site is located within the upstream portion of the First Ponds Creek catchment which flows to Killarney Chain of Ponds to the north of the site. Second Ponds Creek is located to the east of the site with the site sitting near the top of a ridge line located between the two creeks. It is identified that the site is likely not subject to mainstream riverine flooding, based on the following: ▪ The site lies well outside of the extents of both First Ponds Creek and Second Ponds Creek (Approximately 620m and 900m distance from each creek respectively). ▪ Council's online mapping and shows that the site is not located within the CRC SEPP Flood Prone and Major Creeks Land or Council's riverine or overland flow flood risk precincts. DPIE mapping indicates the CRC SEPP flood	No mitigation measures are recommended above the previously approved drainage works which will be carried out under the existing, activated consents.

Assessment	Mitigation
prone land mapping is equivalent to the 1%AEP flood extents. ▪ The site is located outside of the First Pond Creek probable maximum flood (**PMF**) extents as mapped in Appendix F of the 2008 GHD report. ▪ Based on 2019 LiDAR data from the NSW Department of Customer Service Spatial Services the site is located approximately 10 m above the mapped CRC SEPP flood prone land extents. In addition to the above: ▪ A 2017 site survey and 2019 LiDAR data indicate that the site is unlikely to be subject to local overland flooding, and is likely affected to very minor overland flows due to the site's proximity to the adjacent ridgeline. ▪ Based on Blacktown City Council's flood risk precinct definitions, the site is not located within the Flood Planning Area (**FPA**) (being the 1% AEP flood level plus 500mm) which is equivalent to Council's *Riverine Medium Flood Risk Precinct*. ▪ Council's online mapping does not show the *Riverine Low Risk Flood Precinct* for First Ponds Creek or Second Ponds Creek which is equivalent to the PMF level. The assessment finds that the site is not expected to become isolated in any riverine flood events up to and including the PMF. The future Wilbetree Street – connecting Macquarie Road at the north and Schofields Road at the south – will provide egress and access, following the ridgeline between First Ponds Creek and Second Ponds Creek and will remain above the mapped FPAs. As egress will be available from the site using this new local road, the Flood Assessment concludes that the proposed amendments to the scheme, for which consent is sought by this SSDA, will not increase the site's flood risk. The assessment also finds that, as the proposed amendments do not alter the approved building footprints (but, rather, only seek to introduce additional units well above any local overland flow paths), the proposed amendments are not expected to cause any offsite flood impacts. Additionally, climate change impacts are not expected to materially affect the site's flood risk,	

Assessment	Mitigation
noting that the new proposed dwellings will be located well above any local overland flow flooding. Having regard for these findings, the Flood Assessment concludes that no additional measures are considered necessary beyond the standard urban drainage design considered under the existing consents.	
Bush Fire Risk	
The eastern portion of the site is located within the Vegetation Buffer area. The site's eastern boundary adjoins a Vegetation Category 1 area. The site is not considered to be within a known fire path, based on the area's fire history. In accordance with FRNSW's *Planning for Bush Fire Protection* (**PBP**), the Bushfire Assessment accompanying this SSDA (**Appendix H**) includes an assessment of all vegetation formations within 140m for the site for each aspect. The assessment found that, for the purposes of PBP, the vegetation posing a hazard to the north-east has been determined to be Woodland, and the vegetation to the south-east and south-west has been determined to be Grasslands. Specifically: ▪ The vegetation identified as posing a hazard was found to be located to the north-east, south-east, and south-west of the site within neighbouring allotments. ▪ The vegetation to the north-east was found to consist of 20-30m tall trees with a limited understorey, and the vegetation to the south-east and south-west was found to consist of partly slashed and managed grasses. ▪ The vegetation posing a hazard to the north-east was found to be mapped as 'Cumberland Shale Plains Woodland' (PCT: 3320), which is a grassy woodlands formation. The assessment considers the site's underlying topography, and finds that the slope that would most significantly influence bushfire impact would be: ▪ 0 degrees and up slope within the hazard to the north-east, and ▪ 0-5 degrees down slope within the hazard to the south-east and south-west The proposed development has been assessed with consideration to established Asset Protection Zones (**APZ**s). It is found that all of the buildings on the site	The Bushfire Assessment includes the following recommendations as related to APZs, construction, landscaping, gas, emergency management, and access. **APZs** ▪ At the commencement of construction works and in perpetuity all areas within the subject property shall be maintained as an Asset Protection Zone (Inner Protection Area) as detailed in the NSW Rural Fire Service's document 'Standards for Asset Protection Zones' and Appendix 4 of Planning for Bush Fire Protection 2019. **Construction** ▪ The proposed roofing and construction facing northwest, southeast and southwest on the buildings within Lot 1 shall comply sections 3 and 6 (BAL 19) under Australian Standard AS3959-2018 "Construction of buildings in bush fire-prone areas' and section 7.5 of "Planning for Bush Fire Protection - 2019". ▪ The proposed construction facing northeast on the buildings within Lot 1 shall comply sections 3 and 5 (BAL 12.5) under Australian Standard AS3959-2018 "Construction of buildings in bush fire-prone areas' and section 7.5 of "Planning for Bush Fire Protection - 2019". ▪ The proposed buildings within Lot 2 shall comply sections 3 and 5 (BAL 12.5) under Australian Standard AS3959-2018 "Construction of buildings in bush fire-prone areas' and section 7.5 of "Planning for Bush Fire Protection - 2019". ▪ The proposed roofing and construction facing northwest, northeast and southeast on the buildings within Lot 3 shall comply sections 3 and 7 (BAL 29) under Australian Standard AS3959-2018 "Construction of buildings in bush

Assessment	Mitigation
will exceed the minimum APZ requirements under PBP. The buildings are also found to meet the requirements of applicable *Australian Standards* (namely, AS3959 'Construction of buildings in bushfire-prone areas'). The six buildings on all three new lots were found to be capable of compliance with AS3959. The assessment also finds that fire services will be able to access any fire hazard on the property via the existing and future road network surrounding the site, and that this road network will provide suitable evacuation routes in the event of a fire.	fire-prone areas' and section 7.5 of "Planning for Bush Fire Protection - 2019". ▪ The proposed construction facing southwest on the buildings within Lot 3 shall comply sections 3 and 6 (BAL 19) under Australian Standard AS3959-2018 "Construction of buildings in bush fire-prone areas' and section 7.5 of "Planning for Bush Fire Protection - 2019". **Landscaping** ▪ That any new landscaping within the Asset Protection Zones is to comply with Table 7.4a of Planning for Bush Fire Protection 2019. **Emergency Management** That the bushfire emergency management plan to be prepared for each building and is to be consistent with the NSW Rural Fire Service *Guidelines for the Preparation of Emergency / Evacuation Plan*. **Access** ▪ All proposed roads shall comply with the General Access Requirements as detailed in Table 5.3b of PBP 2019, specifically: – property access roads are two-wheel drive, all-weather roads; – traffic management devices are constructed to not prohibit access by emergency services vehicles; – maximum grades for sealed roads do not exceed 15 degrees and an average grade of not more than 10 degrees or other gradient specified by road design standards, whichever is the lesser gradient; – where kerb and guttering is provided on perimeter roads, roll top kerbing should be used to the hazard side of the road; – the capacity of perimeter and non-perimeter road surfaces and any bridges/causeways is sufficient to carry fully loaded firefighting vehicles (up to 23 tonnes); bridges/ causeways are to clearly indicate load rating. – hydrants are located outside of parking reserves and road carriageways to ensure accessibility to reticulated water for fire suppression; – hydrants are provided in accordance with the relevant clauses of AS 2419.1:2005 - Fire

Assessment	Mitigation
	hydrant installations System design, installation and commissioning ▪ That the proposed road along the eastern boundary shall comply with the requirements for Perimeter Roads as detailed in Table 5.3b of PBP, specifically: – are two-way sealed roads; – minimum 8m carriageway width kerb to kerb; – parking is provided outside of the carriageway width; – hydrants are located clear of parking areas; – curves of roads have a minimum inner radius of 6m; – the maximum grade road is 15 degrees and average grade of not more than 10 degrees; – the road crossfall does not exceed 3 degrees; and – a minimum vertical clearance of 4m to any overhanging obstructions, including tree branches, is provided. ▪ That all other roads shall comply with the requirements for Non-Perimeter Roads as detailed in Table 5.3b of PBP, specifically: – minimum 5.5m carriageway width kerb to kerb; – parking is provided outside of the carriageway width; – curves of roads have a minimum inner radius of 6m; – the road crossfall does not exceed 3 degrees; and – a minimum vertical clearance of 4m to any overhanging obstructions, including tree branches, is provided.
Aboriginal Cultural Heritage	
An Aboriginal Heritage statement (**Appendix X**) has been prepared by Urbis to assess the potential impacts to Aboriginal cultural heritage. An Aboriginal Objects Due Diligence Assessment (**ADD**) by Dominic Steele was previously submitted in 2017 on behalf of Benefit Group. Based on the findings of the 2017 ADD, it has been concluded that an ACHA would not be required to support the EIS for the	Consistent with the ADD prepared by Dominic Steele (2017), the proposed development can proceed subject to the implementation of an Unexpected Finds Process.

Assessment	Mitigation
current application. The report demonstrated there were no Aboriginal objects and low archaeological potential within the site, and therefore the report assessed the redevelopment could proceed as planned subject to the implementation of an Unexpected Finds Process. This conclusion continues to be valid for this state significant application given the cultural heritage of the site has been adequately assessed. Urbis conducted further research in June 2025 to confirm there were no new Aboriginal sites registered within the site. This report concludes the preparation of an ACHA is not required and this letter, accompanied by the existing ADD is sufficient to support the SSD.	
Environmental Heritage	
A Historical Archaeological Assessment (**HAA**) (**Appendix O**) has been prepared by Urbis to assess the potential for direct or indirect impacts on environmental heritage. The findings of the HAA include: ▪ The site does not contain any listed historical archaeological items on or within proximity of the site. ▪ Historical archaeological investigations of nearby sites with similar development histories to the site have found low to nil potential for historical archaeological resources linked to 19th century development. ▪ The site holds nil potential for historical archaeological resources. This is based off the historical use of the site, which was part of John Faultless and then Richard Rouse's family farm, and remained undeveloped until the mid-20th century, with activities likely limited to land clearance. Historic aerial images from the 1930s show the site as vegetated, suggesting minimal farming activities have occurred. As there is no expectation for archaeological relics, the site does not meet the threshold for State or local archaeological significance. The above findings confirm the proposed development are not expected to result in any archaeological heritage impact.	Should undocumented and substantial archaeological remains not identified by the HAA be unexpectedly discovered during excavation, work must cease in the affected area and an archaeologist contacted to assess the finds. Depending on the nature of the discovery, Heritage NSW may be notified in writing in accordance with Section 146 of the *Heritage Act 1977*. Additional assessment and possible liaison with Heritage NSW may be required prior to the recommencement of excavation in the affected area.
Hazards and Risks	
The proposed development entails the construction of residential and shop-top housing buildings. The	N/A

Assessment	Mitigation
commercial component in Building A will not necessitate the use storage of dangerous goods. A Dial Before You Dig search was undertaken prior to the lodgement of this SSDA (**Appendix I**). The search found that there are no underground high-pressure dangerous goods in the vicinity of the proposal location.	
Public Space	
The new road network to be delivered as part of the works will be undertaken in accordance with the existing consents. Accordingly, a Public Space Plan is not required for this SSDA.	N/A

6.11 Contributions and Public Benefit

It is anticipated that the proposed development will be subject to the following contributions:

- Section 7.11 contributions
- Special Infrastructure Contributions
- Sydney Water contributions

6.11.1 Blacktown Section 7.11 Contributions Plan

Section 7.11 of the EP&A Act enables consent authorities to levy developer contributions towards the cost of providing local public infrastructure and facilities required as a consequence of development. The power to levy a contribution relies on a clear nexus between the development and the need for the public infrastructure or facility.

Blacktown City Council has 16 in-force contributions plans. Two plans apply to the subject site, being the *Section 7.11 Contributions Plan No. 22L – Rouse Hill (Land)* (**Land Contributions Plan**) and the *Section 7.11 Contributions Plan No. 22W – Rouse Hill (Works)* (**Works Contributions Plan**).

The Land Contributions Plan outlines Council's policy regarding the application of Section 7.11 of the EP&A Act in relation to the land required to provide local infrastructure and baseline facilities within Rouse Hill. The Land Contributions Plan applies levies for land acquisitions to provide the following amenities and services:

- Water cycle management facilities
- Traffic & transport management facilities
- Open space and recreation facilities
- Community facilities
- Reserve 867, Local Conservation Zone – Riverstone (apportioned)

The Works Contributions Plan outlines Council's policy regarding the application of Section 7.11 of the EP&A Act, in relation to the provision of local infrastructure and baseline facilities within Rouse Hill. The Works Contributions Plan applies levies for the following amenities and services:

- Water cycle management facilities
- Traffic & transport management facilities
- Open space and recreation facilities
- Reserve 867, Local Conservation Zone – Riverstone (apportioned)

Section 7.11 contributions are calculated according to the following formulas:

Table 34 Section 7.11 contributions formulas

Descriptor	Formula
Land Contributions Plan	
Water Cycle Management Land	CONTRIBUTION RATE ($/HECTARE) = (L1 + L2) / A WHERE: L1 = The actual cost to Council to date of providing land for a Water Cycle Management public purpose indexed to current day values. L2 = The estimated cost of land yet to be provided for Water Cycle Management public purpose. A = The total developable area the contribution catchment (hectares)
Traffic & Transport Management Land	Residential The following formula is used to calculate the contribution rate for Local Roads: CONTRIBUTION RATE ($/PERSON) = (L1 + L2) x 99% / P WHERE: L1 = The credit granted by Council to date of land dedicated for Traffic and Transport Management purposes adjusted to current day values. L2 = The estimated s.7.11 credit for land to be dedicated for Traffic and Transport Management purposes. P = The estimated eventual population in the contribution catchment 99% = Percentage of the total cost apportioned to residential development Non-residential The following formula is used to calculate the contribution rate for Local Roads: CONTRIBUTION RATE ($/PERSON) = (L1 + L2) x 1% / A WHERE: L1 = The credit granted by Council to date of land dedicated for Traffic and Transport Management purposes adjusted to current day values. L2 = The estimated s.7.11 credit for land to be dedicated for Traffic and Transport Management purposes. A = The total developable area in the contribution catchment (hectares) 1% = Percentage of the total cost apportioned to non-residential development
Open Space & Recreation Land	CONTRIBUTION RATE ($/PERSON) = (L1 + L2) / P WHERE: L1 = The actual cost to Council to date of land provided for an open space & recreation public purpose adjusted to current day values. L2 = The estimated cost of land yet to be provided for a public open space & recreation purpose. P = The estimated eventual population in the contribution catchment.

Descriptor	Formula	
Community Facilities Land		CONTRIBUTION RATE = $\frac{(L1 + L2)}{P}$ ($/PERSON)
	WHERE:	L1 = The actual cost to Council to date of land provided for a public community facilities purpose, adjusted to current day values.
		L2 = The estimated cost of land yet to be provided for a public community facilities & combined precinct facilities purpose.
		P = The estimated eventual population in the contribution catchment.
Combined Precinct Land		CONTRIBUTION RATE = $\frac{(L1 + L2)}{P}$ ($/PERSON)
	WHERE:	L1 = The actual cost to Council to date of land provided for public combined precinct facilities purposes indexed to current day values.
		L2 = The estimated cost of land yet to be provided for public combined precinct facilities purposes.
		P = The estimated eventual population in the contribution catchment.
Works Contributions Plan		
Water Cycle Management Facilities	Water Quantity	CONTRIBUTION RATE = $\frac{(C1 + C2 + PA)}{A}$ ($/HECTARE)
	WHERE:	C1 = The actual cost to Council to date of works constructed for Water Cycle Management Facilities indexed to current day values.
		C2 = The estimated cost of future Water Cycle Management Facilities.
		PA = Plan Administration fee being 1.5% of construction cost
		A = The total developable area the contribution catchment (hectares)
	Water Quality	CONTRIBUTION RATE = $\frac{(C1 + C2 + PA) \times \%}{A}$ ($/HECTARE)
	WHERE:	C1 = The actual cost to Council to date of works constructed for Water Cycle Management Facilities indexed to current day values.
		C2 = The estimated cost of future Water Cycle Management Facilities.
		PA = Plan Administration fee being 1.5% of construction cost
		A = The total developable area the contribution catchment (hectares)
		% = Percentage of the total cost apportioned to either R2 Residential or other development.

Descriptor	Formula
Traffic & Transport Management Facilities	Residential The following formula is used to calculate the contribution rate for Local Roads: $\text{CONTRIBUTION RATE (\$/PERSON)} = \frac{(C1 + C2 + PA) \times 99\%}{P}$ WHERE: C1 = The actual cost to Council to date of Traffic and Transport Management Facilities that have been constructed up to the appropriate standard adjusted to current day values C2 = The estimated cost of Traffic and Transport Management Facilities yet to be constructed up to the appropriate standard PA = Plan Administration fee being 1.5% of construction cost P = The estimated eventual population in the contribution catchment 99% = Percentage of the total cost apportioned to residential development Non-residential The following formula is used to calculate the contribution rate for Local Roads: $\text{CONTRIBUTION RATE (\$/HECTARE)} = \frac{(C1 + C2 + PA) \times 1\%}{A}$ WHERE: C1 = The actual cost to Council to date of Traffic and Transport Management Facilities that have been constructed up to the appropriate standard adjusted to current day values. C2 = The estimated cost of Traffic and Transport Management Facilities yet to be constructed up to the appropriate standard PA = Plan Administration fee being 1.5% of construction cost A = The total developable area in the contribution catchment (hectares) 1% = Percentage of the total cost apportioned to non-residential development
Open Space & Recreation Facilities	$\text{CONTRIBUTION RATE (\$/PERSON)} = \frac{(C1 + C2 + PA)}{P}$ WHERE: C1 = The actual cost to Council to date of open space embellishments that have been constructed to the appropriate standard adjusted to current day. C2 = The estimated cost of future open space embellishments. PA = Plan administration fee. This is 1.5% of the construction cost. P = The estimated eventual population in the contribution catchment.
Combined Precinct Facility (E2 Conservation Zone)	Indicative contributions rates are outlined at Section 6.7 of the Works Contribution Plan. A survey and formal detailed plan are needed to accurately determine the actual amount of contributions payable. This can be dealt with as a condition of development consent.

6.11.2 Special Infrastructure Contributions

The site is located on residential land within a Western Sydney Growth Centre that is subject to a precinct plan. Accordingly, the development will be subject to a Special Infrastructure Contribution (**SIC**) levy.

The SIC helps fund:

- State and regional roads
- Primary and secondary schools, and special-purpose education facilities
- Emergency services and justice
- Regional open space and biodiversity conservation

- Health services
- Bus services

A SIC rate of $266,061/ha of net developable area applies to the development.

6.11.3 Sydney Water Contributions

The site is located within the Greater Sydney Drinking Water and Lower South Creek Wastewater development service plan areas. Accordingly, development on the site will be liable for contributions as follows:

- Drinking water – $3,281.85 ($2022-23) + CPI per Equivalent Tenement
- Wastewater – $6,183.32 ($2022-23) + CPI per Equivalent Tenement

These rates will apply in full from July 2026. A 50% discount is in place from 1 July 2025–30 June 2026.

6.11.4 Relationship with existing consent

The contribution obligations set out in the existing consents will continue to be satisfied as the project moves forward. It is anticipated that, upon approval of this SSDA, a condition of consent will be imposed requiring the payment of adjusted development contributions which reflect the scope of this proposal.

7

Justification of Project

7 Justification of Project

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1 Project Design

The SSDA proposes to deliver high-quality mixed-use and residential development with the provision of in-fill affordable housing. It improves upon the existing planning work previously completed at the site, to maximise the residential offering and create a high-amenity residential community which responds to the local environmental context. The architectural design will enhance the quality and amenity of the development, and has considered design excellence in accordance with the design quality principles as well as convey good design in accordance with the seven objectives for good design in Better Placed.

The project team examined several feasible alternatives to the proposed development as outlined in Section 2.3. The proposed site layout and built form are predominantly consistent with the approved schemes (SPP-17-00031, SPP-17-00032, SPP-17-00033), with some amendments proposed by this SSDA. The proposal aligns with the approved physical layout and design intent of the approved development, while incorporating the additional building height permitted under the Housing SEPP.

This assessment has been informed by specialist reports which include recommendations and mitigation measures. The assessment of key issues includes the mitigation measures which can be adopted to ensure the project does not result in any significant impacts

7.2 Strategic Planning Consistency

The proposal is consistent with State and local strategic planning policies. The site is highly suitable for the proposed works given it has already been approved for the proposed residential flat buildings within the emerging Tallawong town centre with good access to infrastructure and green spaces. The proposal will deliver additional high quality dwellings including a substantial proportion of affordable housing, consistent with the zone and needs of the community.

The supply of additional housing on top of the approval will contribute to the vision of a 30-minute city, and the priorities of the Central City District.

7.3 Statutory Planning Consistency

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below.

Table 35 Statutory Planning Consistency

Matter	Consistency
Objects of Act – EP& A Act s1.3	The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act and addressed in **Appendix C.**
Evaluation of development application (s4.15) – EP&A Act s4.40	The proposed development has been evaluated in accordance the relevant matters for consideration under s4.15(1) of the EP&A Act as outlined in **Appendix C.**

Matter	Consistency
Compliance with environmental assessment requirements – EP&A Regulation s.191	This EIS has been all matters identified in the SEARs as outlined in **Appendix A.**
Principles of Ecologically Sustainable Development – EP&A Regulation s.193	
The precautionary principle	The precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation. The project is committed to incorporating elements to minimise impacts on the environment. The development as modified will not result in any threat of serious environmental damage or degradation.
Inter-generational equity	Intergenerational equity: the needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The development will not have any unacceptable impacts on the environment. The development incorporates key sustainable strategies into the design to promote inter-generational equity.
Conservation of biological diversity and ecological integrity	Conservation of biological diversity and ecological integrity: The proposal is predominantly consistent with the approved scheme, and does not result in any clearing or impacts to biodiversity values, and further results in increased landscaping and tree canopy coverage. Rainwater and stormwater is also effectively managed to minimise impacts on surroundings.
Improved valuation, pricing and incentive mechanisms	Improved valuation, pricing and incentive mechanisms: this requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation. The proposal will not introduce any additional unacceptable environmental impacts to the approved development in relation to the traffic, noise, heritage and the community. The identified impacts can be appropriately managed by the proposed mitigation measures as required.

7.4 Community Views

Community and stakeholder engagement has been undertaken by the Applicant and Urbis in preparation of the SSDA. This included direct engagement and consultation with:

- Surrounding landowners, residents and businesses.
- DPHI

- Blacktown City Council
- Sydney Water
- Transport for NSW (TfNSW)
- Sydney Metro
- Schools Infrastructure
- Elected officials

This engagement was consistent with the community participation objectives in the Undertaking Engagement Guidelines for State Significant Projects and complied with the community engagement requirements.

The feedback has been incorporated into the design and assessment within the EIS. In accordance with the EPA Regulation, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

7.5 Environmental Impacts

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined in the summary table below.

Table 36 Environmental Impact Summary

Matter	Summary
Impacts on the natural environment	▪ The site is entirely located within existing biodiversity certified land and therefore an assessment of the likely impact on biodiversity from development on biodiversity certified land is not required. ▪ No threatened flora or fauna species were recorded within the site during field investigations or are considered likely to occur due to the urbanised nature, and level of disturbance within the locality. ▪ Appropriate measures have been incorporated to minimise the potential for adverse environmental impacts. ▪ The proposal incorporates significant communal open space and landscaping, which exceeds the requirements set out within the Apartment Design Guide and will enhance the amenity of the site for future residents.
Impacts on the built environment	▪ The proposed buildings have been located and designed to maintain the privacy of future residents. Large separation distances (compliant with the requirements of the Apartment Design Guide) are proposed between the residential apartments. ▪ The proposed built form incorporates stepped massing and generous setbacks to minimise overshadowing to adjoining properties. ▪ There are no heritage or other archaeological constraints affecting the site and the site ground conditions are suitable for the development.

Matter	Summary
Social impacts	▪ The approved consents deliver commercial shops, which remain as part of the cumulative development to provide convenience retail that serves future residents and the surrounding community without deterring from the viability of nearby centres. ▪ The provision of communal open space and landscaping will enhance the amenity of the site for residents and create opportunities for social engagement and recreation.
Economic impacts	▪ The proposal optimises the development potential of a highly accessible site located within a designated growth area. ▪ The proposal will maintain the approved commercial tenancy at Building A, which will service future residents and the surrounding community without deterring from the viability of nearby centres. This will generate a small number of operational jobs, in addition to the amount of construction jobs created.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within **Section 6** and as summarised in **Appendix D** to this EIS.

7.6 Suitability of the Site

The site is considered highly suitable for the proposed development for the following reasons:

- The Proposal is consistent with the zone objectives, is permitted with consent and satisfactorily addresses the relevant provisions in *State Environmental Planning Policy (Precincts – Central River City) 2021* and the Blacktown City Growth Precincts DCP 2010.
- The site most recently accommodated a rural residential dwelling and associated outbuildings. The proposed use of the site for residential flat buildings would maximise the use of the site and align with the ILP for the Riverstone East Precinct, providing critically needed additional affordable and market housing within the locality.
- The site is not materially affected by critical existing constraints (e.g. flooding, bushfire, biodiversity values etc), which cannot be successfully abated through appropriate design or the implementation of mitigation measures.
- The building materiality and scale are appropriate in relation to the desired future character of the area.
- The proposal will co-locate housing and neighbourhood shops in an accessible area within 800m of the Tallawong Metro station supporting the '30-minute city' vision.
- The site is located within the northwest growth area, which is identified for significant future development. The transformation of the precinct will maximise the opportunities of the area and create further benefits for the site.
- The site is located in proximity to the future Tallawong Local Centre. The site also benefits from its close proximity to Tallawong Metro Station as well as the public transport services that operate along Schofields Road. It is ideally located to benefit from the affordable housing provisions set out within Chapter 2, Part 2, Division 1 of the Housing SEPP.

7.7 Public Interest

The proposed development is considered in the public interest for the following reasons:

- The proposal delivers affordable housing in an accessible location, directly responding to the NSW Government's policy mandate to improve housing choice and affordability. The site's location allows easy access to employment centres, retail, open space, and social infrastructure (schools, hospitals etc).
- The development includes compliance with ADG design criteria, ensuring high standards of amenity for future occupants.
- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant planning controls. Accordingly, it delivers a development outcome consistent with the vision established by the NSW Government's Housing Strategy and the Blacktown Local Strategic Planning Statement.
- Subject to the implementation of the recommended mitigation measures, no adverse social or environmental impacts result from the proposal during construction and operation of the development.
- The proposal will generate up to 140 construction workers on Lot 1, 160 construction workers on Lot 2, and 150 construction workers on Lot 3. The employment benefits created by the proposed development will support the growth of the economy.
- The site will facilitate the orderly and economic use and development of the land.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

Disclaimer

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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Appendix K ESD Report

Appendix L Estimated Development Cost Report

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Appendix N Geotechnical Desktop Study

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