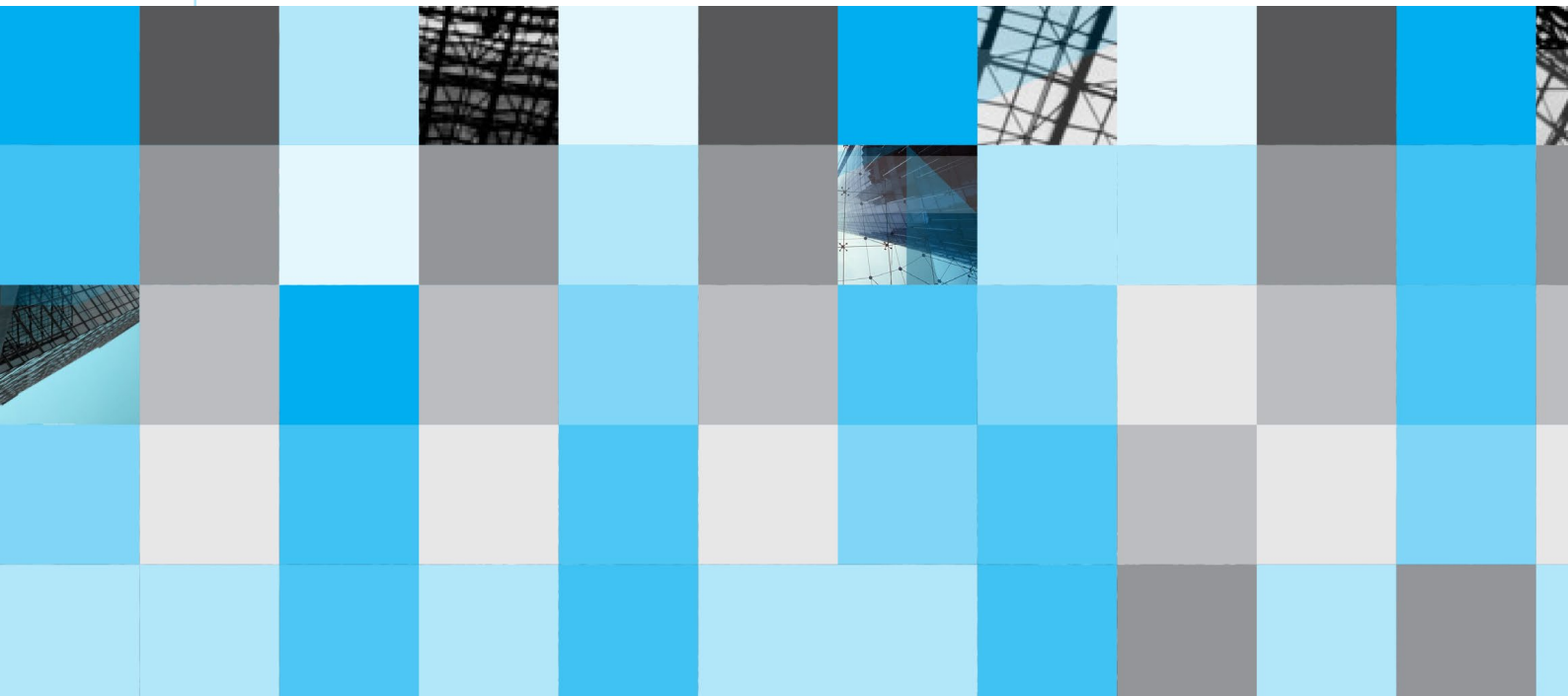




806-812 Windsor Road, Rouse Hill

Environmental Impact and Rezoning Statement (SSD 82943710)

Environmental Impact and Rezoning Statement (SSD 82943710)

806-812 WINDSOR ROAD, ROUSE HILL

Demolition, construction and dedication of roads
and infrastructure works, and subdivision creating
5 lots, and construction of three residential flat
buildings across 3 of the proposed new lots for
700 apartments

March 2026

Prepared under instructions from
MDS Commercial Developments Pty Ltd

by

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GLOSSARY AND ABBREVIATIONS	12
SIGNED DECLARATION	14
SUMMARY	16
1.0 INTRODUCTION	19
1.1 Applicant Details	19
1.2 Site Location	19
1.3 State Significant Declaration Order (No 4) 2025	20
1.4 Project Description and Rezoning	21
1.4.1 State Significant Development SSD-82943710	21
1.4.2 Proposed Amendments to State Environmental Planning Policy (Precincts—Central River City) 2021	21
1.5 Objectives of the development	21
1.6 Key strategies adopted to avoid, minimise or offset the impacts of the project	22
2.0 STRATEGIC CONTEXT	23
2.1 Supporting Strategies, Policies and Plans	23
2.1.1 Housing Delivery Authority and National Housing Accord	23
2.1.2 NSW State Premier's Priorities	23
2.1.3 Greater Sydney Regional Plan 2018	23
2.1.4 Central City District Plan	24
2.1.5 Housing 2041 – NSW Housing Strategy	24
2.1.6 Future Transport Strategy 2056	25
2.1.7 NSW Planning Guidelines for Walking and Cycling	25
2.1.8 Better Placed – An Integrated Design Policy for the Built Environment of NSW	26
2.1.9 Healthy Urban Development Checklist	28
2.1.1 Connecting with Country Framework	29
2.1.2 Blacktown City Council Local Strategic Planning Statement	30
2.1.3 Blacktown Housing Strategy 2020	30
2.2 Key Features of Site and Surrounds	31
2.2.1 Site Description	31
2.2.2 Surrounding Development	37
2.3 Cumulative Impacts with Future Projects	38
2.4 Feasible Alternatives	39

3.0	PROJECT DESCRIPTION	41
3.1	Project area	41
3.2	Project Overview	41
3.3	Road, Infrastructure and Subdivision	42
3.4	Public Park	42
3.5	Subdivision	42
3.6	Residential Flat Buildings, Built Form and Urban Design	43
3.7	Numerical Summary	45
3.8	Connecting with Country and Public Art	46
3.9	Materials and Finishes	46
3.10	Open Space	47
3.11	Parking and Access	48
	3.11.1 Pedestrian and Vehicle Access	48
	3.11.2 Parking	48
3.12	Servicing and Waste Removal	48
3.13	Stormwater	49
3.14	Sustainability	49
3.15	Services	49
3.16	Construction Details	49
	3.16.1 Construction Management Plan	49
	3.16.2 Construction Hours	49
3.17	Affordable Housing	50
3.18	Staging and Timing	50
4.0	PROPOSED REZONING AMENDMENTS	52
4.1	Proposed Amendments to the State Environmental Planning Policy (Precincts—Central River City) 2021	52
	4.1.1 Height of Buildings	52
	4.1.2 Floor Space Ratio	53
4.2	Justification of Strategic Merit	54
	4.2.1 Question 1 - Is the planning proposal a result of an endorsed LSPS, strategic study or report?	54
	4.2.2 Question 2 - Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	54
	4.2.3 Question 3 - Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?	54

4.2.4	Question 4 - Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?	59
4.2.5	Question 5 - Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?	61
4.2.6	Question 6 - Is the planning proposal consistent with applicable SEPPs?	63
4.2.7	Question 7 - Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?	64
4.3	Justification of Site-Specific Merit	70
4.3.1	Question 8 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?	70
4.3.2	Question 9 - Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?	70
4.3.3	Question 10 - Has the Planning Proposal adequately addressed any social and economic effects?	71
4.3.4	Question 11 - Is there adequate public infrastructure for the Planning Proposal?	71
4.3.5	Question 12 - What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?	71
5.0	STATUTORY CONTEXT	72
5.1	Relevant Statutory Requirements	72
5.1.1	Power to grant approval	72
5.1.1	Permissibility	73
5.1.2	Other approvals	73
5.1.3	Pre conditions	73
5.1.4	Mandatory Considerations table	79
6.0	ENGAGEMENT	82
6.1	Authority Consultation	82
6.1.1	Consultation with Blacktown City Council	82
6.1.2	Department of Planning, Housing and Infrastructure	83
6.1.3	Transport for NSW	83
6.2	Community Engagement	83
7.0	ASSESSMENT OF IMPACTS	84
7.1	Statutory Context	84
7.1.1	State Environmental Planning Policy (Precincts—Central River City) 2021	84
7.2	Design Quality	87
7.3	Built Form and Urban Design	88

7.3.1	Layout, Bulk and Scale	88
7.3.2	Separation	94
7.3.3	Setbacks	94
7.3.4	Façades	94
7.3.5	Materials	95
7.3.6	Accessibility	95
7.4	Environmental Amenity	96
7.4.1	Solar Access	96
7.4.2	Natural Ventilation	96
7.4.3	Visual Privacy	96
7.4.4	Common Open Space	96
7.4.5	Views	97
7.4.6	Shadow Impacts	97
7.4.7	Wind Impacts	97
7.4.8	Reflectivity	97
7.4.9	Acoustic Privacy	98
7.5	Visual Impact	98
7.6	Public Space	99
7.6.1	Integration with the Public Domain	99
7.6.2	Crime Prevention Through Environmental Design Principles	99
7.7	Trees and Landscaping	100
7.7.1	Impacts on existing trees	100
7.7.2	Proposed Landscaping	100
7.8	Ecologically Sustainable Development	101
7.9	Traffic, Transport and Accessibility	102
7.9.1	Traffic	102
7.9.2	Car Parking	102
7.9.3	Access	103
7.9.4	Service vehicle movements and access arrangements	103
7.10	Biodiversity	103
7.11	Noise and Vibration	104
7.11.1	Noise Attenuation for Future Residents	104
7.11.2	Noise Emissions from Development	104
7.11.3	Construction Noise and Vibration	104
7.12	Ground and Water Conditions	104
7.13	Water Management	105
7.14	Flooding Risk	105
7.15	Contamination	105
7.16	Waste Management	106

7.16.1	Construction Waste	106
7.16.2	Operational Waste	106
7.17	Environmental Heritage	107
7.18	Social Impact Assessment	107
7.19	Utilities	108
7.20	Contributions	108
7.20.1	Section 7.11 Contributions	108
7.20.2	Housing and Productivity Contribution	108
7.21	Bushfire	108

8.0 JUSTIFICATION OF THE PROJECT 110

8.1.1	Affordable Housing	110
8.1.2	Metro North West	110
8.1.3	Strategic Alignment	110
8.1.4	Statutory Alignment	110
8.1.5	Impact Assessment	111
8.1.6	Evaluation	111

9.0 CONCLUSION 112

APPENDIX LIST

Appendix	Title	Author
1	SEARs	DPHI
2	SEARs Compliance Table	Sutherland & Associates Planning
3	Statutory Compliance Table	Sutherland & Associates Planning
4	Mitigation Measures Table	Sutherland & Associates Planning
5	Survey	East Coast Positioning Surveyors
6	Architectural Package	Fuse
7	Design Verification Statement and Design Report	Fuse
8	Landscape Package	Taylor Brammer
9	Preliminary Site Investigation	EI Australia
10	Geotechnical Report	EI Australia
11	Transport Impact Assessment	CJP Consulting Engineers
12	Noise Impact Assessment	Pulse White Noise Acoustics
13	BASIX Certificate and Report	Credwell
14	Embodied Emissions Form	Credwell
15	Waste Management Plan	MRA Consulting Group
16	Stormwater Concept Design	SGC
17	Water Management Plan	SGC
18	Road and Drainage Design	SGC
19	EDC Report	RICQS
20	Aboriginal Heritage Information Management System Web Service Search	Sutherland & Associates Planning
21	Biodiversity Letter	Ecological
22	Community Engagement Report	Community Insights Consulting
23	Visual Impact Assessment	Fuse Architects
24	ESD Report	Credwell
25	Draft Plan of Subdivision	East Coast Positioning Surveyors
26	Affordable Housing letter	Bridge Housing
27	Preliminary Construction Traffic Management Plan	CJP Consulting Engineers
28	Statement of Heritage Impact	Umwelt
29	Connecting to Country Report	JMP Consulting

Appendix	Title	Author
30	Access Report	Vista Access
31	Bush Fire Assessment Report	Building Code & Bushfire Hazard Solutions Pty Ltd

Figures

Figure	Description	Page
Figure 1	Site Location	20
Figure 2	Aerial view of the site	32
Figure 3	Extract from SEPP native vegetation protection map	35
Figure 4	Proposed development with new streets and Blocks A, B and C	41
Figure 5	Proposed subdivision layout and civil works	43
Figure 6	Photomontage of proposed street corner	44
Figure 7	Photomontage of street elevation	44
Figure 8	Materials and finishes	47
Figure 9	Proposed staging of works	50
Figure 10	Extract from the SEPP (Precincts—Central River City) 2021 Height of Buildings Map	51
Figure 11	Proposed amendment to the SEPP (Precincts—Central River City) 2021 Height of Buildings Map	52
Figure 12	Excerpt from SEPP (Precincts—Central River City) 2021 FSR map	52
Figure 13	Proposed amendment to the SEPP (Precincts—Central River City) 2021 FSR map	53
Figure 14	Extract from SEPP (Precincts—Central River City) 2021 zoning map	83
Figure 15	Extract from SEPP (Precincts—Central River City) 2021 Acquisition map	85
Figure 16	Extract from SEPP (Precincts—Central River City) 2021 native vegetation protection map	86
Figure 17	Design Evolution (Buildings A and B) – Initial Massing (Source: Fuse Design Report)	89
Figure 18	Design Evolution (Buildings A and B) – Reduction of envelope to enhance sun to podium (Source: Fuse Design Report)	90
Figure 19	Design Evolution (Buildings A and B) – Further articulation (Source: Fuse Design Report)	90
Figure 20	Design Evolution (Buildings A and B) – Colour to Form (Source: Fuse Design Report)	91

Figure	Description	Page
Figure 21	Design Evolution (Buildings A and B) –Frame as unifying device (Source: Fuse Design Report)	91
Figure 22	Design Evolution (Building C) – Initial massing (Source: Fuse Design Report)	92
Figure 23	Design Evolution (Building C) – Reduction of envelope (Source: Fuse Design Report)	92
Figure 24	Design Evolution (Building C) – Reduction of envelope to define building entries (Source: Fuse Design Report)	93
Figure 25	Design Evolution (Building C) – Further articulation (Source: Fuse Design Report)	93
Figure 26	Design Evolution (Building C) – Façade articulation (Source: Fuse Design Report)	94
Figure 27	Facade response (Source: Fuse Design Report)	95

Tables

Table	Description	Page
Table 1	Applicant Details	19
Table 2	Assessment against Better Placed objectives	26
Table 3	Assessment against Healthy Urban Development Checklist	29
Table 4	Analysis of alternatives	39
Table 5	New lots	42
Table 6	Summary of Key Elements of the Development	45
Table 7	Affordable housing apartments	50
Table 8	Proposed staging	50
Table 9	Consistency with objectives of Greater Sydney Region Plan	55
Table 10	Consistency with Central City District Plan	57
Table 11	Consistency with SEPPs	61
Table 12	Consistency with Ministerial Directions	62
Table 13	Power to Grant Consent	70
Table 14	Permissibility	71
Table 15	Pre conditions table	71
Table 16	Mandatory Considerations	77
Table 17	Car parking rates	102
Table 18	Car parking compliance	103

Photographs

Photograph	Description	Page
Photograph 1	812 as viewed from Windsor Road facing south	32
Photograph 2	812 as viewed from Windsor Road facing north	33
Photograph 3	806 as viewed from Windsor Road facing south	33
Photograph 4	806 as viewed from Windsor Road facing south	33
Photograph 5	Central part of the site	34
Photograph 6	Existing driveway located adjacent to the southern boundary of 876 Windsor Road	34
Photograph 7	The western end of the site	34
Photograph 8	The Fidler opposite the site to the east across Windsor Road	38
Photograph 9	The north adjacent development as viewed from Windsor Road	38

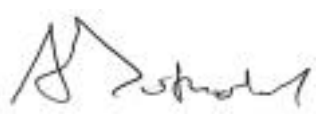
GLOSSARY AND ABBREVIATIONS

Abbreviation	Term
ABCHAR	Aboriginal Cultural Heritage Assessment Report
ACA	Access Design Assessment
AEP	Annual Exceedance Probability
AIA	Arboricultural Impact Assessment
BCA	Building Code of Australia
BC Act	Biodiversity Conservation Act 2016
BC Regulation	Biodiversity Conservation Regulation 2017
CPTED	Crime Prevention Through Environmental Design
DA	Development Application
DCP	Development Control Plan
EDC	Estimated Development Cost
EI&RS	Environmental Impact and Rezoning Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
ESD	Ecologically Sustainable Development
FSMS	Flood and Stormwater Management Strategy
GANSW	Government Architect New South Wales
GR	Geotechnical Report
GTP	Green Travel Plan
NIA	Noise Impact Assessment
PMF	Probable Maximum Flood
PSI	Preliminary Site Investigation
QS	Quantity Surveyor
RAP	Remediation Action Plan
SEARs	Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment
SOHI	Statement of Heritage Impact
SEPP	State Environmental Planning Policy
SSD	State Significant Development
TIA	Traffic Impact Assessment
TMP	Tree Management Plan

Abbreviation	Term
WSUD	Water Sensitive Urban Design

SIGNED DECLARATION

Project details	
Project name:	806-812 Windsor Road, Rouse Hill
Application number:	SSD-82943710
Land to be developed Address of the land in respect of which the development application is made:	806-812 Windsor Road, Rouse Hill Lot 1 in DP 1033570 and Lot 5 in DP 135883
Applicant details	
Applicant name:	MDS Commercial Developments Pty Ltd
Applicant address:	6.08, 2-8 Brookhollow Ave, Norwest 2153
Details of person by whom this EI&RS was prepared	
Name:	Aaron Sutherland, Director
Address:	Sutherland & Associates Planning Pty Ltd PO Box 814 Bowral NSW 2576
Professional qualifications:	Bachelor of Town Planning (UNSW)
Declaration by Registered Environmental Assessment Practitioner	
Name:	Aaron Sutherland
Registration Number:	145648
Organisation Registered With:	Planning Institute of Australia
Declaration:	The undersigned declares that this EI&RS: - has been prepared in accordance with Division 5 of Part 8 of the Environmental Planning and Assessment Regulation 2021; - contains all available information that is relevant to the environmental assessment of the proposed development, activity and infrastructure to which the EI&RS 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 Departments State Significant Development Guidelines – Preparing an Environmental Impact Statement;

Project details	
	- 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 EI&RS; - contains an accurate summary of the findings of any community engagement; and - contains an accurate summary of the detailed technical assessment of the impact of the project as a whole.
Signature:	
Date:	20 March 2026

SUMMARY

This Environmental Impact and Rezoning Statement (EI&RS) has been prepared under section 4.12(8) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on behalf of MDS Commercial Developments Pty Ltd in support of State Significant Development (SSD) application SSD-82943710 for the purposes of the demolition, construction and dedication of roads and infrastructure works, and subdivision creating 5 lots, and construction of three residential flat buildings across 3 of the proposed new lots for 700 apartments at 806-812 Windsor Road, Rouse Hill.

The site has since been the subject of *State Significant Declaration Order (No 4) 2025* (Order) issued on 2 April 2025, which specifies development in EOI application 235555 dated 31 January 2025, including development for the purposes of a residential flat building with provision of affordable housing at 806 Windsor Road and 812 Windsor Road, Rouse Hill, is SSD.

The Order enables SSD-82943710 to be undertaken through the Housing Delivery Authority (HDA) pathway with a Concurrent Rezoning to *State Environmental Planning Policy (Precincts—Central River City) 2021*. Accordingly, this Report sets out both the development sought under SSD-82943710 and the amendments sought to the *State Environmental Planning Policy (Precincts—Central River City) 2021*, and the relevant matters for consideration under Division 4.7 and Section 3.33 of the EP&A Act.

Secretary's Environmental Assessment Requirements (SEARs) for the proposal were issued on 29 April 2025. The EI&RS has been prepared in response to the SEARS and the relevant requirements in the EP&A Regulation. The EI&RS has been prepared in accordance with the *State Significant Development Guidelines November 2021*.

The EI&RS addresses the relevant mandatory considerations and preconditions to the granting of consent for the development and details the proposal's consistency with the relevant strategic planning policies, and compliance against the applicable environmental planning instruments including:

- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Housing) 2021 – Chapter 4 – Design Quality of Residential Apartment Development and the Apartment Design Guide
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Precincts—Central River City) 2021

The proposed development the subject of this SSD application is for the following works:

- Demolition of all existing structures and tree removal;
- Road and infrastructure works; and
- Torrens title subdivision to create 5 development allotments.
- Construction of three new 4 residential flat buildings across three of the new lots to be created on the site, containing a total of 700 apartments, as follows:
 - Block A (Lot 3): 192 apartments
 - Block B (Lot 2): 192 apartments
 - Block C (Lot 1): 316 apartments
- Augmentation of, and connection to, existing utilities as required

A detailed description of the proposal is provided under Section 3.0 of this EI&RS, as well as illustrated in the Architectural Drawings prepared by Fuse architects at **Appendix 5** and the Landscape Plans prepared by Taylor Brammer at **Appendix 8**.

To facilitate the proposed built form sought under SSD-82943710, concurrent amendments are also sought to the State Environmental Planning Policy (Precincts—Central River City) 2021 pursuant to the Concurrent Rezoning process facilitated by the HDA planning pathway. Specifically, consent is sought to:

- Amend the Height of Buildings Map under Clause 4.3 to Appendix 8 – Area 20 Precinct Plan to increase the building heights from 12 metres to 31 metres
- Amend the Floor Space Ratio Map under Clause 4.4 to Appendix 8 – Area 20 Precinct Plan to increase the maximum FSR from 1.75:1 to 2:1

The proposed development and amendments to the State Environmental Planning Policy (Precincts—Central River City) 2021 exhibit strategic and site-specific merit. The proposal represents a direct response to *State Significant Declaration Order (No 4) 2025* (Order) issued on 31 January 2025. It directly responds to the objectives of the HDA and National Housing Accord to build new well-located homes to alleviate the housing crisis.

This EI&RS demonstrates that the development is consistent with The Greater Sydney Region Plan, The Central Sydney District Plan, and the Blacktown LSPS. Having regard to the applicable legislative framework, the proposed development is also consistent with the aims and objectives of the relevant environmental planning instruments, strategies and policies and in particular the recent amendments specifically aimed to increase housing supply particularly in affordable housing.

The proposed design of the development responds positively to the emerging character of the locality and the various design objectives which apply to the site. Considerable attention has been given to developing a high-quality architectural design response that delivers a positive contribution to the local skyline, the streetscapes and the public domain and provides an appropriate transition to the surrounding properties and minimises impacts on the amenity on these properties.

A 'Connecting with Country' Strategy has been developed by JMP in conjunction with members of the Traditional Custodians of the land through a series of ongoing consultations including a Walk on Country. A comprehensive design response to Country has been integrated into the development. To honour the connection between Badu, Yarru and Birong Country, the design proposal integrates three themes for each building, inspired by Sky, Forest, and Creek, to guide the design language and shape the spatial experience throughout the site. Each theme informs the selection of planting, materials, and colours, as well as the form and atmosphere of communal spaces, creating a cohesive yet distinctive expression of Country across the site.

Community and stakeholder engagement has been undertaken which has informed and guided the development of the design. The proponent has consulted with landowners, community groups, Government authorities and service providers.

This EI&RS identifies the key issues raised during the engagement process in Section 6 and **Appendix 22** and summarises how the design has been influenced by, and amended in response to, issues raised. The technical reports that accompany the application also address key issues raised.

The EI&RS provides details of the assessment of the potential impacts of the project including in relation to traffic, parking, stormwater management, waste management, heritage, geotechnical, ecological impacts, and amenity impacts such as noise and vibration, overshadowing, and visual amenity. The EI&RS and the

accompanying technical reports confirm that the proposed development will not result in any unreasonable impacts on the surrounding environment, having regard to the specific design measures incorporated into the development, the implementation of construction and operational management measures and the implementation of the mitigation measures recommended in each report and summarised in this EI&RS. The required mitigation measures are clearly outlined in Section 7 and **Appendix 4**.

This EI&RS demonstrates that the application satisfies all relevant planning considerations including all relevant strategic plans and policies and statutory provisions. The EI&RS demonstrates the environmental impacts of the development have been appropriately assessed and adequate management and mitigation measures will be put in place. As such, the proposed residential flat development including 15% affordable housing at 806-812 Windsor Road, Rouse Hill can be approved, subject to appropriate conditions of consent.

1.0 INTRODUCTION

This section of the EI&RS identifies the applicant for the project, provides a simple description of the site project and sets out the background to the project.

1.1 Applicant Details

The applicant details are summarised in the following table.

Table 1: Applicant Details

Applicant	MDS Commercial Developments Pty Ltd
ABN	33 162 610 648
Address	6.08, 2-8 Brookhollow Ave, Norwest 2153
Contact	Ben Hawkins
Contact Details	benh@fusionland.com.au

1.2 Site Location

The site is known as 806-812 Windsor Road, Rouse Hill. The site is located in the suburb of Rouse Hill which resides at the north eastern corner of the Blacktown local government area.

The area was identified as a growth centre release area and was rezoned in 2011 by the Minister for Planning and Infrastructure for urban development and has been referred to as 'Area 20' and more recently 'Cudgegong Road Station'. This area was ear marked to deliver approximately 2,500 new dwellings to accommodate 6,400 new residents, and is currently undergoing a rapid transformation with the former rural residential, animal and agricultural activities, being rapidly replaced by high density residential development.

The subject site is located approximately 550 metres to the north-west of the Rouse Hill shopping centre and railway station. The Rouse Hill Village Shops are located opposite the site on the eastern side of Windsor Road. The site is also located approximately 1.3 kilometres from the recently completed Tallawong train station.

The area surrounding the site is becoming a vibrant residential and mixed use neighbourhood characterised by high quality development and access to public transport, various amenities and outdoor recreation opportunities.

The location of the site is illustrated in Figure 1 below.

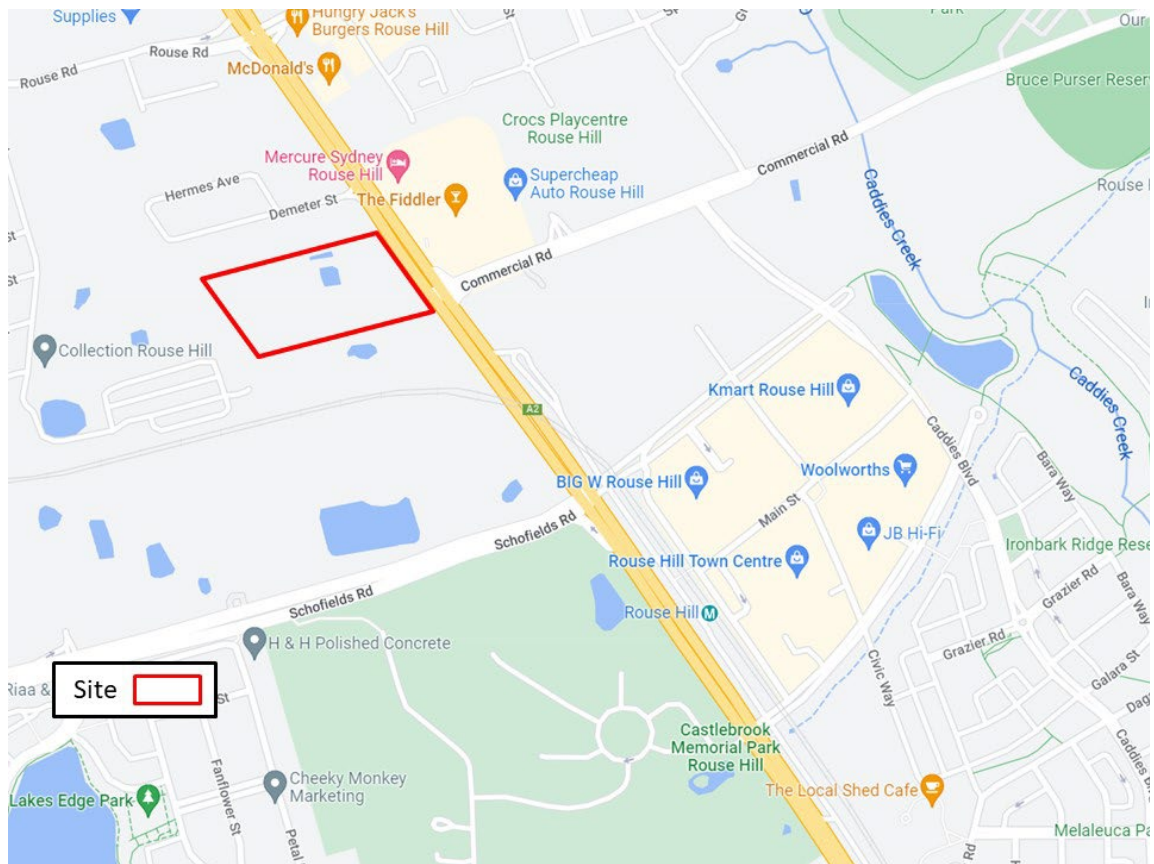


Figure 1:

Site Location: (Source: Google Maps)

1.3 State Significant Declaration Order (No 4) 2025

The NSW State Government has agreed to a National Housing Accord (Accord) to build 1.2 million new well-located homes over 5 years from mid-2024, with NSW targeted to deliver 377,000 new homes over five years by July 2029.

To accelerate the delivery of much needed homes the NSW Government has established the Housing Delivery Authority (HDA) to provide a pathway for large residential and mixed-use developments to be assessed as State significant development and State Significant Development with a Concurrent Rezoning.

The site has been the subject of *State Significant Declaration Order (No 4) 2025* (Order) issued on 2 April 2025, which specifies development in EOI application 235555 dated 31 January 2025, including development for the purposes of a residential flat building with provision of affordable housing at 806 Windsor Road and 812 Windsor Road, Rouse Hill.

The Order enables SSD-82943710 to be undertaken through the Housing Delivery Authority (HDA) pathway with a Concurrent Rezoning to *State Environmental Planning Policy (Precincts—Central River City) 2021*. Accordingly, this Report sets out both the development sought under SSD-82943710 and the amendments sought to the State Environmental Planning Policy (Precincts—Central River City) 2021, and the relevant matters for consideration under Division 4.7 and Section 3.33 of the EP&A Act

1.4 Project Description and Rezoning

1.4.1 State Significant Development SSD-82943710

The proposed development the subject of this SSD application is for the following works:

- Demolition of all existing structures and tree removal;
- Road and infrastructure works; and
- Torrens title subdivision to create 5 development allotments.
- Construction of three new 4 residential flat buildings across three of the new lots to be created on the site, containing a total of 700 apartments, as follows:
 - Block A (Lot 3): 192 apartments
 - Block B (Lot 2): 192 apartments
 - Block C (Lot 1): 316 apartments
- Augmentation of, and connection to, existing utilities as required

1.4.2 Proposed Amendments to State Environmental Planning Policy (Precincts—Central River City) 2021

To facilitate the proposed built form sought under SSD-82943710, concurrent amendments are also sought to the State Environmental Planning Policy (Precincts—Central River City) 2021 pursuant to the Concurrent Rezoning process facilitated by the HDA planning pathway. Specifically, consent is sought to:

- Amend the Height of Buildings Map under Clause 4.3 to Appendix 8 – Area 20 Precinct Plan to increase the building heights from 12 metres to 31 metres
- Amend the Floor Space Ratio Map under Clause 4.4 to Appendix 8 – Area 20 Precinct Plan to increase the maximum FSR from 1.75:1 to 2:1

1.5 Objectives of the development

The objectives of the development are:

- Deliver a significant number of affordable housing dwellings on the site to assist in relieving the shortfall of affordable dwellings in the local government area.
- A distribution of built form across the site in a manner that achieves an optimal integration with the emerging context of the site
- Deliver a vibrant, high density residential precinct within Rouse Hill
- Provide a high-density development which demonstrates best practice transit-oriented development as the close proximity of the site to the Rouse Hill Metro Station will encourage the use of public transport and reduce the demand for private car use.
- Maximise the supply and diversity of higher density housing within proximity to the Rouse Hill Metro Station and provide a unit mix that reflects the needs of the local community.
- Achieve design excellence with a high-quality built form outcome that will contribute positively to the emerging character of the precinct and maximise the amenity for residents.

1.6 Key strategies adopted to avoid, minimise or offset the impacts of the project

The following key strategies have been adopted to avoid and/or minimise offset the impacts of the development:

- The design of the development has been guided by the relevant strategic plans and policies and statutory provisions.
- Consideration of the building's appearance and visual impact at a macro and micro scale.
- Engagement with the Department of Planning, Housing and Infrastructure.
- Incorporation of ESD principles to manage environmental impacts.
- Incorporation of a 'Connection with Country' strategy.
- The mitigation measures recommended in the technical reports that accompany the application will be implemented.

2.0 STRATEGIC CONTEXT

2.1 Supporting Strategies, Policies and Plans

2.1.1 Housing Delivery Authority and National Housing Accord

The NSW State Government has agreed to a National Housing Accord (Accord) with other states and territories, local government, institutional investors and the construction sector. The Accord includes an initial aspirational target agreed by all parties to build 1.2 million new well-located homes over 5 years from mid-2024. NSW has a target to deliver 377,000 new homes over five years by July 2029 under the National Housing Accord.

To accelerate the delivery of much needed homes and help meet NSW's target under the Accord, the NSW Government has established the Housing Delivery Authority (HDA). The HDA offers a clear planning pathway for large residential and mixed-use developments to be assessed as State significant development and State Significant Development with a Concurrent Rezoning. This process aims to improve consistency in planning decisions and speed up assessment, without sacrificing housing quality.

The subject site is well placed to deliver additional uplift to help achieve Accord housing goals, being a large, consolidated land holding under single ownership, with excellent public transport connections.

2.1.2 NSW State Premier's Priorities

The proposed development aligns with the Premier's and State Priorities as it will deliver much needed housing supply, including affordable housing, in an ideal location near a metro station. The proposal will also deliver on the priority of 'well connected communities with quality local environments' through the provision of quality open space and upgraded public domain surrounding the site.

2.1.3 Greater Sydney Regional Plan 2018

In March 2018 the Greater Sydney Region Plan - A Metropolis of Three Cities was released. The Plan sets a 40-year vision to 2056 and establishes a 20-year plan to manage growth and change for Greater Sydney. The vision for Greater Sydney as a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Plan sets out 10 Directions which set out the aspirations for the region and objectives to support the Directions. The 10 Directions are:

- A city supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well-connected city
- Jobs and skills for the city
- A city in its landscape
- An efficient city
- A resilient city

The Plan provides 38 objectives concerning, Infrastructure and collaboration, Liveability, Productivity and Sustainability which are aimed at achieving the identified Directions.

Objective 10 of the Plan is 'Greater housing supply'. The Plan supports the provision of new housing in areas that are served by adequate infrastructure, or where infrastructure upgrades are planned. The Plan identifies housing targets for the Central City District of 53,500 dwellings in Years 0-5 and 207,500 dwellings between 2016-2036.

Objective 11 of the Plan is 'Housing is more diverse and affordable'. The proposed development will deliver affordable housing on the site, and will also incorporate a unit mix that is designed to suit families and larger households. For these reasons the proposed development is consistent with objective 11.

The proposal is consistent with the key directions, objectives and strategies outlined within the Plan. In particular, it will contribute approximately 700 new dwellings in an ideal location just to the north of the Rouse Hill Strategic centre, which is an expansive shopping centre which provides a full suite of goods and services including a Coles, K-Mart, banks, a vast amount of shops, restaurants and a cinema.

The site is only approximately 700m walk from the Rouse Hill Metro Station and so the proposal will therefore deliver housing choice in a highly accessible location and will accordingly contribute to the goal of achieving a 30-minute city and optimising infrastructure use. The development will include a significant number of affordable dwellings to assist in addressing the shortfall of affordable housing in the area.

2.1.4 Central City District Plan

The Central City District Plan was released in March 2018 and sets out a 20-year vision for the Central City District. The Central City District includes the Blacktown, Cumberland, Parramatta and The Hills local government areas.

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level.

Consistent with the Greater Sydney Region Plan, the Central City District Plan set a 5-year housing target for Blacktown from 2016-2021 of 13,950 dwellings. An updated housing target for Blacktown local government area has recently been released. The new target is 21,400 completed homes by 2029.

The proposed development is consistent with the planning priorities and actions of the District Plan in that it will provide new housing in a location that is served by existing infrastructure. The significant number of affordable housing dwellings within the development will contribute to the supply of affordable housing. The proposed development contributes to the diversity of housing in the district by providing a range of apartment sizes, livable apartments and affordable housing.

2.1.5 Housing 2041 – NSW Housing Strategy

Housing 2041 represents a 20-year vision for the delivery of housing as established by the NSW Government. Housing 2041 sets the framework for delivering more housing in the right locations, more diverse housing options that suit diverse demographics, as well as high amenity housing. Housing 2041 establishes four pillars to underpin the future of housing. The proposed development will closely align with each of these pillars in the following manner:

- Supply: the proposal will facilitate the delivery of a total of 700 apartments, including 141 affordable housing apartments, which is a significant boost to the supply of both rental and market accommodation
- Diversity: the proposal provides for a balanced mix between apartments for rent and apartments for sale. Moreover, a range of 1, 2, 3 and 4-bedroom apartments are proposed to appeal to a broad residential market and ensure that all types of households have a place in the development.
- Affordability: the proposal will assist in improving affordability in two primary ways, firstly by providing an increased supply of rental apartments at an affordable rate, which provides downward pressure on rents, and secondly by providing increased supply of market apartments which provides downward pressure on apartment prices.
- Resilience: ESD principles will be embedded into the buildings design and future operation.

2.1.6 Future Transport Strategy 2056

The Future Transport Strategy outlines the 40-year vision of the State Government in regard to the State's transport network and system. The strategy aims to place NSW at the forefront of the country with a sophisticated transport system which will harness the rapidly advancing transport technology. The strategy outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The proposed development is consistent with the relevant State-wide outcomes of the Future Transport Strategy 2056 as it:

- provides a residential use, in close proximity to Rouse Hill Station which will achieve a transformational place making outcome for the region (Outcome 1: Successful Places)
- will encourage business and individual investment in the area by contributing towards a critical mass of residential population within the precinct (Outcome 2: Strong Economy)
- encourages the use of public transport by linking residential uses to a transport node (Outcome 6: Sustainability).

2.1.7 NSW Planning Guidelines for Walking and Cycling

These guidelines function to improve the consideration of walking and cycling and their role in the creation of sustainable neighbourhoods and cities. The proposed development aligns with these guidelines by providing an attractive and interesting pedestrian environment that is highly connected to the surrounding public domain. The design of the pathways surrounding the site will allow for the development to connect with future public domain works.

The proposal provides a high density residential development in close proximity to the Rouse Hill strategic centre and metro station, which means that residents will be able to walk to the station which provides connectivity to greater Sydney. In addition, the development includes dedication of land to Council for the purpose of a future park, which will mean that residents within the development will be able to walk to the park. The location and forthcoming nearby facilities are such that the proposal will encourage walking and cycling as a viable transportation method.

2.1.8 Better Placed – An Integrated Design Policy for the Built Environment of NSW

Better Placed is an integrated design policy for the built environment, prepared by the Government Architect of NSW, to create a transparent approach to ensure good design outcomes are achieved to deliver desired architecture, public places and environments throughout NSW (September 2017). The policy includes seven applicable objectives:

- Objective 1 - Better fit
- Objective 2 - Better performance - sustainable, adaptable and durable
- Objective 3 - Better for the community - inclusive, connected and diverse
- Objective 4 - Better for people
- Objective 5 - Better working - functional, efficient and fit for purpose
- Objective 6 - Better value - creating and adding value
- Objective 7 - Better performance - engaging, inviting and attractive

An assessment of the proposal in relation to the Better Placed objectives is provided in the table below:

Table 2: Assessment against Better Placed objectives

Objective	Assessment
Better fit - contextual, local and of its place Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations. It also contributes to evolving and future character and setting.	The context surrounding the site is undergoing a rapid transformation into a high density residential precinct with upgraded public domain which is improving the streetscape and pedestrian environment. The proposal will positively contribute to the emerging character of the area as it conforms with the required deep soil setbacks and will provide an opportunity to enhance the public domain with a coordinated landscaped extension around the perimeter of the street blocks to be provided as part of the development. The stepping and modulation of the scale of the buildings also achieves an integrated outcome with the emerging character within the area. The proposed site layout and building footprints, setbacks, street activation and address, common open space, stormwater design, vehicular access, and loading and waste arrangements all achieve an optimised outcome which respects the context of the site to deliver a high quality place-based design outcome.
Better Performance – sustainable, adaptable and durable Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working. Sustainability is no longer an optional extra, but a	The proposal for the site has responded to the site context to achieve a high level of sustainability for the project. The development has been designed to maximise solar access and natural cross ventilation, as well as dealing

Objective	Assessment
fundamental aspect of functional, whole of life design.	with differing demands for varying orientations of facades. The proposed development has been designed to reflect best practice sustainable building principles to improve environmental performance, in relation to energy and water efficient design, roof top gardens to reduce the urban heat island effect, and deep soil zones coupled with Water Sensitive Urban Design measures. The development has been designed in accordance with best practice sustainability practices, including the requirements of BASIX.
Better for Community – inclusive, connected and diverse The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.	The proposal has been designed to provide opportunities for social interaction in the various communal areas. The proposal provides a particularly high level of open and accessible spaces throughout the development including building entry points that integrate with the adjacent streets, provide an opportunity for seating and communal meeting spaces. In addition to the above, the proposal will deliver much needed additional housing supply, and in particular affordable housing. The development has a good diversity of housing typologies and includes Livable Housing, to meet the needs of the local community now and into the future.
Better for People – safe, comfortable, and liveable The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.	The proposed development has been designed to contribute to a walkable and active strategic centre development with good access to a range of commercial and retail facilities. Active street frontages allows for a vibrant pedestrian experience within the area. The proposed site layout combined with the design of the buildings with a highly activated ground level interface and the landscape design have adopted good CPTED principles and practices. There will be a high level of passive surveillance achieved over the surrounding streets. The common open space designs, are such that they will provide important meeting places for residents and visitors.

Objective	Assessment
Better Working – functional, efficient and fit for purpose Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.	The proposed development is completely residential and so this objective is not directly relevant.
Better Value – creating and adding value Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.	The proposed development achieves the maximum value having regard to its location close to the Rouse Hill centre and metro station as it maximises the benefit of this new public transport for a large number of new residents. The proposal will also benefit the existing and future community by contributing to an attractive high density and sustainable urban precinct.
Better Look and Feel – engaging, inviting and attractive The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.	The proposal has been designed to ensure that the built form and amenity of the future urban environment results in the creation of useable, enjoyable and attractive buildings and public interface. The design is the culmination of a detailed assessment of the site, its relationship to its context, the objectives of transit oriented development as well as a range of other design parameters. The detailed design of the development provides a visually dynamic architectural outcome, with good street activation, high quality landscape, and appropriate architectural detailing and materials and finishes which combine to achieve an aesthetically pleasing outcome. The project has been designed with reference to its specific location, including the generous landscape public interface around the site and built form in response to the topography of the site.

2.1.9 Healthy Urban Development Checklist

The Healthy Urban Development Checklist was commissioned by the NSW Department of Health and Sydney South West Area Health Service. The purpose of the Healthy Urban Design Checklist is to assist in ensuring the following questions are considered and addressed at the earliest possible phases of the urban planning and development process:

1. What are the health effects of the urban development policy, plan or proposal?

2. How can it be improved to provide better health outcomes?

Chapters 7 to 16 focus on specific aspects important for healthy urban development. The most relevant chapters to the proposed development are addressed below:

Table 3: Assessment against Healthy Urban Development Checklist

Checklist	Comment
Physical activity	The proposed development will encourage incidental physical activity as it is located near an established business district and nearby outdoor recreational facilities.
Housing	The proposed development provides new housing, as well as affordable housing, which will improve housing affordability generally and also provides a good diversity of housing to meet the needs of the community.
Transport and physical connectivity	The proposed development is located within close proximity to the recently completed Rouse Hill metro station and provides excellent transport and physical connectivity. This will reduce car dependency and encourage active transport.
Community safety and security	The design of the buildings with highly activated ground level interfaces and the landscape design have adopted good CPTED principles and practices. There will be a high level of passive surveillance achieved, and the pedestrian network layout provides direct routes to destination points on clearly established desire lines.
Public open space	The proposal will deliver housing in close proximity to a range of public open space areas within the locality, as well as the pedestrian and cycling network connecting the site with open space.
Social cohesion and social connectivity	The proposed development will enhance the opportunity for social interaction and connection amongst the community with a highly engaged ground floor plane which will promote a strong sense of community and attachment to place. In addition, the proposal provides high quality communal spaces throughout the development which will encourage social cohesion amongst residents within the development.
Environment and health	The proposed development ensures a healthy environment with Water Sensitive Urban Design measures ensuring water quality, remediation of the land during construction, and acceptable air quality.

2.1.1 Connecting with Country Framework

The Connecting to Country Framework acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW. The proposal will provide a meaningful Connection with Country informed by consultation with First Nations groups to identify a range of design initiatives to be incorporated into the building and landscape design.

2.1.2 Blacktown City Council Local Strategic Planning Statement

The Blacktown City Council's Local Strategic Planning Statement (LSPS) identifies a vision that housing needs and expectations of the community will be met through the provision of a range of housing types.

The LSPS provides that Blacktown City's population is forecast to see proportionally larger increases in both young people (under 20 years) and older people (over 60 years). While the most common form of household type is expected to be family households with children, the proportion of households with no children and single person households is expected to increase. The LSPS identifies a 5-year housing supply target of 13,950 homes.

The proposed development is entirely consistent with the vision and relevant targets of the LSPS. Specifically:

- The development provides 15% of the floor space within the development for affordable housing for 15 years.
- The proposed housing is in the right location, as it is supported by existing infrastructure. The site is located in an area that has been identified as an urban renewal area as it is nearby the Rouse Hill Metro Station.
- The site is in close proximity to Rouse Hill shopping centre and other retail areas.
- The site is located within close proximity of the strategic centres of Norwest and Castle Hill which provide local employment opportunities.

The proposal will support the areas vision by providing housing supply, increasing affordability, diversity and amenity to support the local and regional economy.

2.1.3 Blacktown Housing Strategy 2020

The Housing Strategy establishes the basis for strategic planning of the residential component of Blacktown's urban lands to 2036. The Housing Strategy is based on five planning priorities which are to:

- Plan for housing supply to meet population growth
- Plan for housing supported by infrastructure
- Plan for appropriate housing in suitable locations
- Plan for diversity and choice in housing
- Plan to improve housing affordability
- Promote excellence in housing design
- Improve housing resilience and sustainability

The strategy seeks to match growth with infrastructure and notes that higher density housing must be provided in areas connected to, or with reach or, transport and other urban services.

The Housing Strategy notes that as at 2016, it was estimated that a minimum of 9,200 additional affordable housing dwellings could be utilised if they were available, by eligible households. This demand could escalate to 15,000–20,000 more affordable homes required in the LGA by 2036. In relation to the priority around affordable housing, the Housing Strategy notes the following in relation to affordable housing:

We will plan to improve housing affordability by increasing the supply of diverse forms of housing that better match the needs of our residents and their ability to pay.

The more diverse and compact forms of housing which will offer most opportunities for affordable housing options will be focussed close to our centres, in particular the larger centres as these offer better access to essential services and infrastructure. As the major centres of our City transition to higher density forms, we will investigate the feasibility of providing affordable housing in our Strategic Centres and Urban Renewal Precincts.

There are a number of mechanisms to encourage the delivery of different forms of affordable housing, ranging through delivery by the private market under State policy provisions up to State-owned public housing. Different mechanisms have varying imposts on Council and on the viability of investment in our City. We are committed to working with all levels of government and government agencies, social and community organisations and the private sector on a range of mechanisms to ensure there are sufficient dwelling options available to meet the needs of our residents. These will include affordable rental housing, boarding houses, student accommodation, social housing, rent-to-buy and seniors housing.

In addition, a key focus area in our LSPS and our Community Strategic Plan is to strengthen and grow Blacktown City's economy and support the broader economic development of Western Sydney. This will provide more employment opportunities closer to where people live, which in turn will assist in people's ability to pay for housing.

As detailed above, the proposed development contributes to the supply of housing, within a significant centre that is supported by an existing rail network. The development will also contribute to the supply of affordable housing.

2.2 Key Features of Site and Surrounds

2.2.1 Site Description

The site comprises two allotments and is legally described as Lot 1 in DP 1033570 and Lot 5 in DP 135883 and is known as 806-812 Windsor Road, Rouse Hill. The site is located on the western side of Windsor Road.

The site is generally rectangular in shape with a frontage of 141.45 metres to Windsor Road, a northern boundary of 163.525 metres, a western boundary of 226.95 metres, and a southern boundary of 288.247 metres. The site has a site area of 4.071 hectares.

The site has a fall of approximately 5 to 7 metres from south to north, with the highest point of the site being at the south-western corner. The site is currently occupied by one dwelling as well as various other improvements such as a former dam, sheds and a driveway.

There is minimal vegetation on the site, with some scattered trees near the Windsor Road frontage as well as the north-western corner. The overall health of these trees varies however it is also noted that the Blacktown City Council Register of Significant Trees does not list any trees of conservation significance within the suburb of Rouse Hill.



Figure 2:

806-812 Windsor Road (Source: Six Maps, Department of Lands)

Photograph 1:

812 as viewed from Windsor Road facing south



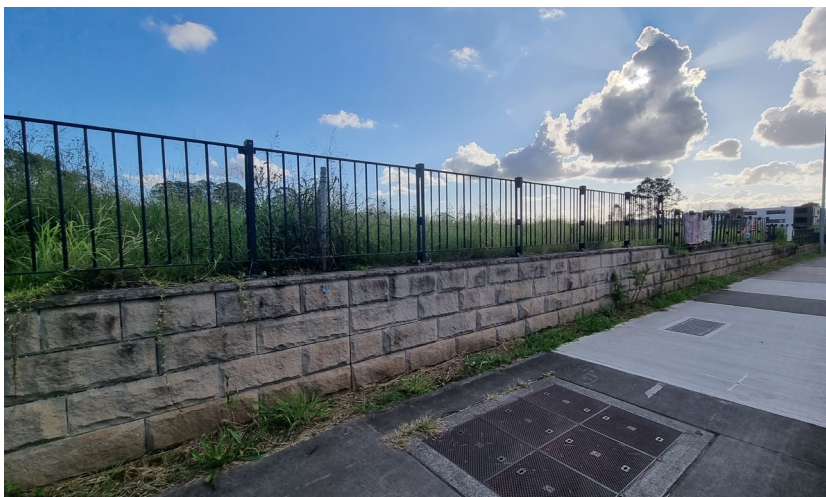


Photograph 2:

812 as viewed from
Windsor Road facing
north

Photograph 3:

806 as viewed from
Windsor Road facing
south



Photograph 4:

806 as viewed from
Windsor Road facing
south

Photograph 5:

Central part of the site



Photograph 6:

Existing driveway
located adjacent to the
southern boundary of
876 Windsor Road

Photograph 7:

The western end of the
site



Topography

The site has a fall of approximately 5 to 7 metres from south to north, with the highest point of the site being at the south-western corner. The site is currently occupied by one dwelling as well as various other improvements such as a former dam, sheds and a driveway.

Flora and Fauna

A Biocertification Letter prepared by Ecological accompanies this application at **Appendix 21**.

The letter confirms that the entire site is located on 'biodiversity certified land' under Part 8 of the *Biodiversity Conservation Act 2016*, as depicted in Figure 3 below.

Section 8.4(2) of the BC Act describes the effect of biodiversity certification in relation to development under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). This section states 'an assessment of the likely impact on biodiversity of development on biodiversity certified land is not required for the purposes of Part 4 of the EP&A Act 1979'.

Development on biodiversity certified land is taken to be development that is not likely to significantly affect any threatened species, population or ecological community or its habitat. A consent authority is not required to take into consideration the likely impact of the development on biodiversity values (despite any provision of the EP&A Act or any regulation or instrument made under that Act). Therefore, no further assessment of impacts to threatened species, populations or ecological communities is required under NSW legislation.

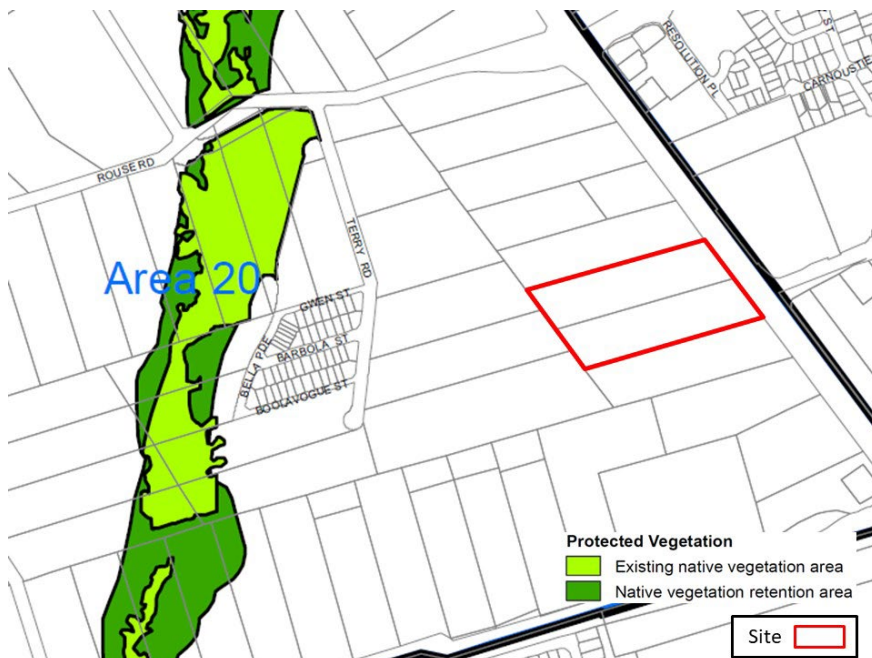


Figure 3:

Extract from
SEPP native
vegetation
protection map

Trees

There is minimal vegetation on the site, with some scattered trees near the Windsor Road frontage as well as the north-western corner. The overall health of these trees varies however it is also noted that the Blacktown City Council Register of Significant Trees does not list any trees of conservation significance within the suburb of Rouse Hill.

The proposed development requires extensive excavation which will necessitate the removal of all within the site. Whilst the trees proposed to be removed provide some amenity for the site, the reasonable development of the site in accordance with the new vision for the area is not possible with the retention of these trees, particularly having regard to the required excavation. Notwithstanding this, the redevelopment of the site will include a coordinated landscaping regime with more suitable tree species which will achieve a high quality landscaped treatment for the site as illustrated in the landscape plans prepared by Taylor Brammer landscape architects which accompany this application.

Aboriginal Cultural Heritage

The subject site is not identified in Figure 2-2 'Aboriginal Cultural Heritage Sites' Schedule 4- Area 20 of the DCP as containing areas of any aboriginal cultural heritage significance.

Furthermore, a search of heritage undertaken on the Heritage NSW Aboriginal Heritage Information Management System, as attached at **Appendix 20**, indicates there are no aboriginal sites recorded in or near the site and no Aboriginal places have been declared in or near the site.

Therefore, an Aboriginal Cultural Heritage Assessment Report (ACHAR) is not required as:

- There are no AHIMS sites within the study area or its vicinity
- The study area has been subjected to previous disturbance through the historical development impacts across the study area
- No Aboriginal objects or areas of archaeological potential were identified during an archaeological survey conducted as part of the assessment
- No specific cultural heritage values were found to be associated with the study area
- The proposed development is unlikely to result in any impacts to Aboriginal cultural heritage

On the basis of the above, the below recommendations are provided:

- No further Aboriginal heritage assessment or investigations are required, and the proposed works can proceed with caution
- An Unexpected Finds Procedure must be prepared prior to the commencement of works;
 - To support the Unexpected Finds Procedure consultation with Registered Aboriginal Parties must be maintained
 - A Heritage Induction should be prepared and all workers should be inducted to understand their obligations under the *National Parks and Wildlife Act 1974* in relation to Aboriginal Heritage.
- If changes are made to the proposal that may result in impact to areas not assessed by this report, further assessment must be undertaken

European Heritage

The subject site is not listed as an individual heritage item, nor is it located within a heritage conservation area. The subject site is however within the vicinity of the following locally listed heritage items:

- 'Royal Oak Inn' listed on the State Heritage Register (SHR 00698), and on Schedule 5 of *The Hills Local Environmental Plan 2019* (LEP).
- The alignment of Windsor Road from Baulkham Hills to Box Hill is listed on the Hills LEP as heritage item I28. This heritage item borders the subject site.

A Statement of Heritage Impact prepared by Umwelt accompanies this application at **Appendix 28**. The Statement confirms that the proposed development will not result in any adverse impact to the heritage significance of those items, primarily due to the fact that the heritage items do not depend on the presence of the subject site for their significance, and that there is no impact to view corridors to the items.

Access

The site is highly accessible from the road at network. Windsor Road is located to the east of the site, whilst Adonis Avenue and Vangelis Street are located along the northern edge of the site.

The proposed new street and pedestrian network will integrate with the pattern of the existing and forthcoming road network and street blocks in the locality and be consistent with the Indicative Layout Plan within the Blacktown City Council Growth Centres Precinct Development Control Plan 2010. The proposed road network defines a series of urban blocks to break up the scale of the site and to ensure that a proper delineation between the public and private domain is provided.

Public and Active Transport

The Site is highly accessible being in close proximity to the Rouse Hill Metro Station and interconnecting bus services using the bus-rail interchange at the station. The MNWL delivers fast travel time to major destinations.

Services and Drainage

Investigations have confirmed that all urban utility services are available and can be readily augmented to meet the needs of the development.

2.2.2 Surrounding Development

The current context of the site is rapidly transforming from that of semi-rural properties generally containing single dwellings on large sites some of which have been cleared of vegetation, whilst other sites contain significant vegetation. Land on the eastern side of Windsor Road opposite the site contains mixed use and commercial development and low density residential accommodation.

The northern adjacent site was known as 822 Windsor Road and benefits from Development Consent DA14-1915 which provides for staged construction of 6 x 4 storey residential flat buildings containing a total of 289 units and associated basement car parking, temporary access to Windsor Road and common open space.

To the rear of the site is 41 Terry Road adjacent to the north-west which benefits from Development Consent SPP-16-04463 for demolition of existing structures, removal of a dam and all trees, construction of part 4-part 5 storey Residential Flat Buildings (Buildings A to H) containing 364 residential apartments, 375 basement car parking spaces, subdivision, new public roads, stormwater drainage works and landscaping. Works have commenced pursuant to this consent.

Also to the rear of the site is 49 Terry Road adjacent to the south-west which benefits from Development Consent SPP-17-00003 for demolition of the existing structures and the construction of 3 x 4 storey residential flat buildings comprising 311 apartments and a café, basement car parking with 387 car parking spaces, stormwater drainage and landscaping works. Works are yet to commence pursuant to this consent and the site is currently vacant and this site now benefits from an HDA Ministerial Declaration.

Opposite to the site to the east across Windsor Road is The Fiddler licensed premises and a KFC restaurant.



Photograph 8:

The Fidler opposite the site to the east across Windsor Road

Photograph 9:

The north adjacent development as viewed from Windsor Road



2.3 Cumulative Impacts with Future Projects

In accordance with the Cumulative Impact Assessment Guidelines for State Significance Projects dated October 2022 the cumulative impacts of the development have been considered in the EI&RS and in the various accompanying technical reports.

In summary, the technical studies supporting the EI&RS have assessed cumulative impacts within the context of the proposal and its surrounds as follows:

- Predicted noise impacts are cumulative in that they account for background noise emissions, to which predicted noise levels emanating from the proposal were added. A comparison of predicted noise emissions from the proposal against measured daytime, evening and night time noise levels at representative residences and other receivers shows that proposed development would not significantly increase cumulative noise generation.

- The traffic assessment concludes that vehicle movements associated with the proposal would not have a significant impact on the levels of service or capacity of the existing road network indicating that cumulative impacts would be minor and acceptable.
- The proposal generally provides ADG complaint setbacks which ensures that an adequate level of visual privacy is achieved.
- The sun view diagrams prepared by Fuse architects include the approved buildings adjacent to the site and the solar access has been assessed on this basis.
- The shadow diagrams prepared by Fuse architects include the approved buildings adjacent to the site and the shadow impact has been assessed on this basis. The shadow does not result in any unacceptable impacts and must be balanced with the need to optimise housing supply on well located amalgamated site adjacent to an established commercial centre, including much needed affordable housing.
- The design of the stormwater system manages cumulative impact and achieves an improvement for the local catchment when compared with the existing situation. The site is not flood affected and the proposed development does not increase flooding depths on downstream or upstream properties.
- The site is not bushfire prone land.

The proposed development on its own or in conjunction with other development in the locality, does not give rise to any cumulative environmental impacts that cannot be appropriately managed through the implementation of the mitigation measures that are identified within **Appendix 4**.

2.4 Feasible Alternatives

Table 4 provides an analysis of alternatives that have been considered.

Table 4: Analysis of Alternatives

Alternative	Analysis
Consequences of not carrying Out the Development	The consequence of not proceeding with the proposed State Significant Development is the loss of additional housing supply, including affordable housing, within an ideal location where affordable housing is urgently needed. If the development were to not proceed, the site would fail to fulfill its demonstrated environmental capacity which would have a significant adverse impact upon housing supply with the locality and the ability to accommodate future population growth and opportunities to increase housing supply and diversity, which is a key objective in both National and State government strategic policies.
Use of the site for an alternative purpose	The site is suitable for residential use noting the zone, and any alternative purpose would simply undermine the supply of housing which is a critical need at this point in time. The proposal is consistent with its planned intent for high density housing and reflective of surrounding built form around the site.
Alternative Designs	An extensive and comprehensive site analysis process and exploration of alternatives for the site has been undertaken by Fuse Architects. This process is detailed in a Design Report prepared by Fuse that supports this EI&RS at Appendix 7.

Alternative	Analysis
	The proposed distribution of built form and massing of the building is the result of a considered analysis of the context of the site by Fuse architects and the desire to deliver a positive urban design outcome. The proposal ensures a highly activated ground floor plane and the design of the proposal achieves a highly modulated built form outcome which serves to reduce the apparent bulk and mass of the development and deliver a visually dynamic outcome. The proposal is a high-quality, transit orientated development that will provide both housing choice in a location that enjoys exceptional access to the Rouse Hill metro station and surrounding services and recreational facilities.

3.0 PROJECT DESCRIPTION

3.1 Project area

The land on which the project will be located is known as 806-812 Windsor Road, Rouse Hill as shown in Figure 2.

The project area comprises two allotments and is legally described as Lot 1 in DP 1033570 and Lot 5 in DP 135883 and with a site area of 4.071 hectares.

3.2 Project Overview

The proposed development the subject of this SSD application is for the following works:

- Demolition of all existing structures and tree removal;
- Road and infrastructure works; and
- Torrens title subdivision to create 5 development allotments.
- Construction of three new 4 residential flat buildings across three of the new lots to be created on the site, containing a total of 700 apartments, as follows:
 - Block A (Lot 3): 192 apartments
 - Block B (Lot 2): 192 apartments
 - Block C (Lot 1): 316 apartments
- Augmentation of, and connection to, existing utilities as required

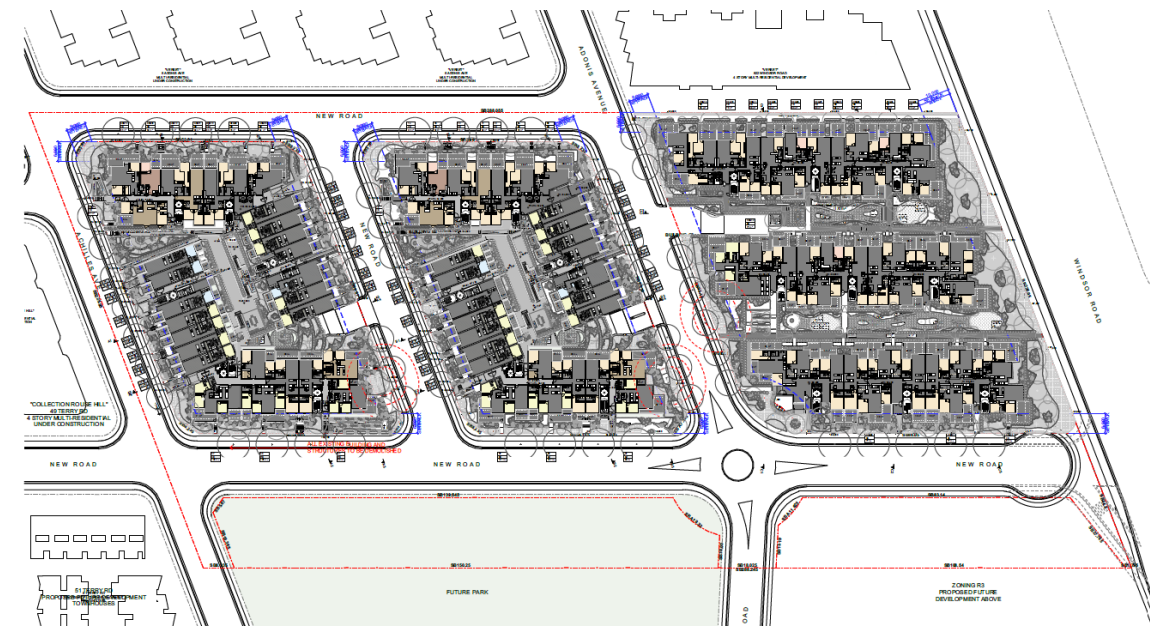


Figure 4:

Proposed development with new streets and Blocks A, B and C

The proposed development is discussed further in the following subsections and also detailed in:

- the Architectural Package prepared by Fuse architects and included at **Appendix 6**
- the Design Verification Statement and Design Report prepared by Fuse architects and included at **Appendix 7**
- the Landscape Drawings prepared by Taylor Brammer and included at **Appendix 8**

3.3 Road, Infrastructure and Subdivision

The proposed new street and pedestrian network will integrate with the pattern of the existing and forthcoming road network and street blocks in the locality and be consistent with the Indicative Layout Plan within the Blacktown City Council Growth Centres Precinct Development Control Plan 2010. The proposed road network defines a series of urban blocks to break up the scale of the site and to ensure that a proper delineation between the public and private domain is provided.

The proposed road layout provides the following:

- Half road along the western end of the northern site frontage
- Full road construction for extension of Addonis Avenue from the northern boundary to the southern boundary of the site
- Half road construction along the entire western boundary of the site
- Full road construction from west to east in the southern portion of the site, with a potential future connection to Windsor Road.

All roads are to be constructed and dedicated to Council.

3.4 Public Park

The south-western corner of the site is located partially within a larger park identified within the Blacktown City Council Growth Centres Precinct Development Control Plan 2010. This larger park is also identified as “Site 949” within the Blacktown City Council Section 7.11 Contributions Plan No. 22L – Rouse Hill Precinct.

This application creates Lot 4 which is part of this larger park. Lot 4 is identified on the Land Reservation Acquisition Map accompanying the Appendix 8 controls and Council will have the legal capacity to compulsorily acquire this lot (on just terms) at a point in time that suits them. Lot 4 is only a small portion of the “949” park and it is assumed that Council are unlikely to seek to compulsorily acquire this Lot until it has achieved ownership of the balance of the park which will only occur once the southern adjacent site is eventually redeveloped.

3.5 Subdivision

The proposal creates 5 new Torrens title allotments as follows:

Table 5: Proposed lots

Lot	Area
1	9,843.3 square metres
2	6,260.2 square metres
3	6,270 square metres
4	3,255.9 square metres
5	2,268.2 square metres

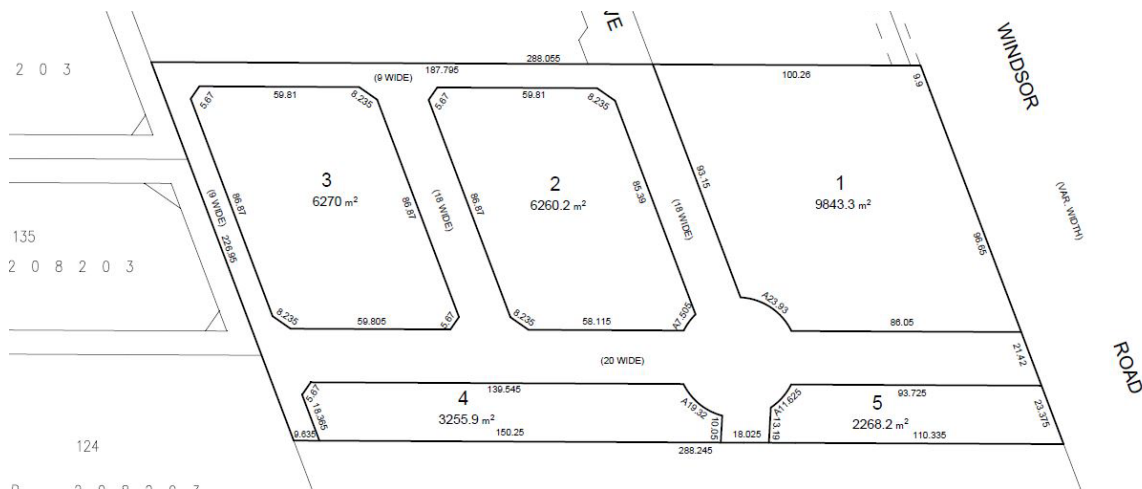


Figure 5:

Proposed subdivision layout and civil works

3.6 Residential Flat Buildings, Built Form and Urban Design

The subject proposal seeks consent for the erection of three new 4 residential flat buildings across three of the new lots to be created on the site, containing a total of 364 apartments, as follows:

- Block A (Lot 3): 192 apartments
- Block B (Lot 2): 192 apartments
- Block C (Lot 1): 316 apartments

The proposed development is detailed on architectural plans prepared by Fuse Architects.

The proposed buildings on Blocks A and B are defined by the new perimeter roads around each site and comprise a conventional perimeter courtyard style of development which has been refined to create visual and pedestrian permeability and sense of place with common central courtyards which will serve as gathering spaces for residents. The interaction between the balconies and terraces and in particular the ground floor plane provides architectural interest and a high level of engagement with the communal areas.

The proposal development on Block C comprises three 'finger' buildings along an east-west axis which minimises building lengths along the western street of this block. Building C is setback 10 metres from Windsor Road which matches other development along Windsor Road and is located outside of the SP2 zone at the front of the site.

The ground floor plane to each street is activated with individual entries to ground floor apartments and multiple pedestrian lobbies are provided from the surrounding streets.



Figure 6:

Photomontage of proposed street corner



Figure 7:

Photomontage of street elevation

3.7 Numerical Summary

Table 6: Summary of Key Elements of the Development

Element	Proposed
Site Area	- Block A (Lot 3): 6,270 square metres - Block B (Lot 2): 6,260.2 square metres - Block C (Lot 1): 9,843.3 square metres; or 8,785.3 square metres minus SP2 zone, for the purpose of calculating FSR - TOTAL: 22,373.5 square metres
Site Area for Calculating FSR	The FSR map excludes the application of FSR to the SP2 zone along Windsor Road (1,566sqm) and the RE1 zone (3,255.9sqm). Therefore, the site area for calculating FSR is 35,898.1 square metres.
Gross Floor Area	68,906 square metres
Floor Space Ratio	1.92:1
Height	30.2
Storeys	7-8 storeys
Setbacks	6 metres from streets with 1.5 metre articulation zone 10 metres from Windsor Road
Apartment mix	52 x 1 bedroom dwellings (7.4%) 492 x 2 bedroom dwellings (70.3%) 140 x 3 bedroom dwellings (20%) 16 x 4 bedroom dwellings (2.3%) 700 TOTAL
Affordable Housing	15% of total Gross Floor Area (10,443sqm) 1 bed - 40 2 bed - 101 - Total- 141
Car parking	- Residential: 730 spaces - Visitor spaces: 140 spaces - Total: 870 spaces
Site coverage (max 50% permitted)	- Block A (Lot 3): 3,001 square metres (47.9%) - Block B (Lot 2): 3,001 square metres (47.9%) - Block C (Lot 1): 4,106 square metres (41.7%)
Landscaped Area (min 30% required)	- Block A (Lot 3): 2,881 square metres (45.9%) - Block B (Lot 2): 2,949 square metres (47%)

Element	Proposed
	Block C (Lot 1): 5,018 square metres (51%)
Open space (min 25% required)	- Block A (Lot 3): 2,061 square metres (32.9%) - Block B (Lot 2): 2,100 square metres (33.5%) - Block C (Lot 1): 3,940 square metres (40%)
Deep soil (>6m)	- Block A (Lot 3): 491 square metres (7.8%) - Block B (Lot 2): 536 square metres (8.6%) - Block C (Lot 1): 1,704 square metres (17.3%)
Deep soil (total) (min 7% required)	- Block A (Lot 3): 1,093 square metres (17.4%) - Block B (Lot 2): 1,189 square metres (18.9%) - Block C (Lot 1): 2,220 square metres (22.5%)
Solar Access (apartments)	70% achieve 2 hours
Cross Ventilation (apartments)	65%
EDC (inc GST)	\$421,055,609.98
Jobs	940 new jobs across the construction phase 20 new jobs across the operational phase

3.8 Connecting with Country and Public Art

The design development of the project has evolved with careful consideration and recognition to the importance of the First Nations historic and ongoing care of Country.

A 'Connecting with Country' Strategy has been developed by JMP in conjunction with members of the Traditional Custodians of the land through a series of ongoing consultations including a Walk on Country. A comprehensive design response to Country has been integrated into the development. To honour the connection between Badu, Yarru and Birong Country, the design proposal integrates three themes for each building, inspired by Sky, Forest, and Creek, to guide the design language and shape the spatial experience throughout the site. Each theme informs the selection of planting, materials, and colours, as well as the form and atmosphere of communal spaces, creating a cohesive yet distinctive expression of Country across the site.

3.9 Materials and Finishes

The proposed development provides a refined palette of materials and finishes, to ensure that a unified and cohesive visual outcome is achieved. The materials incorporated into the buildings have also been selected based on the environmental performance and sustainability requirements for the materials and the building and comprising predominantly brick of varying palette.

The naming, materiality and coloration of each block draws inspiration from natural features:

- Badu / Creek - Block A's earthy tones draws inspiration from the creek beds that it is named after
- Yarru - Tree - Block B's green and fresh palette draw from the trees
- Biron / Stars - Block C's light palette is inspired by the light of the stars and sky

The use of natural materials will also be an opportunity to express and tell the story of Country, with the use of split face blockwork at street level providing a human scale and tactility.

The proposed materials and finishes are detailed in the architectural plans provided by Fuse Architects.

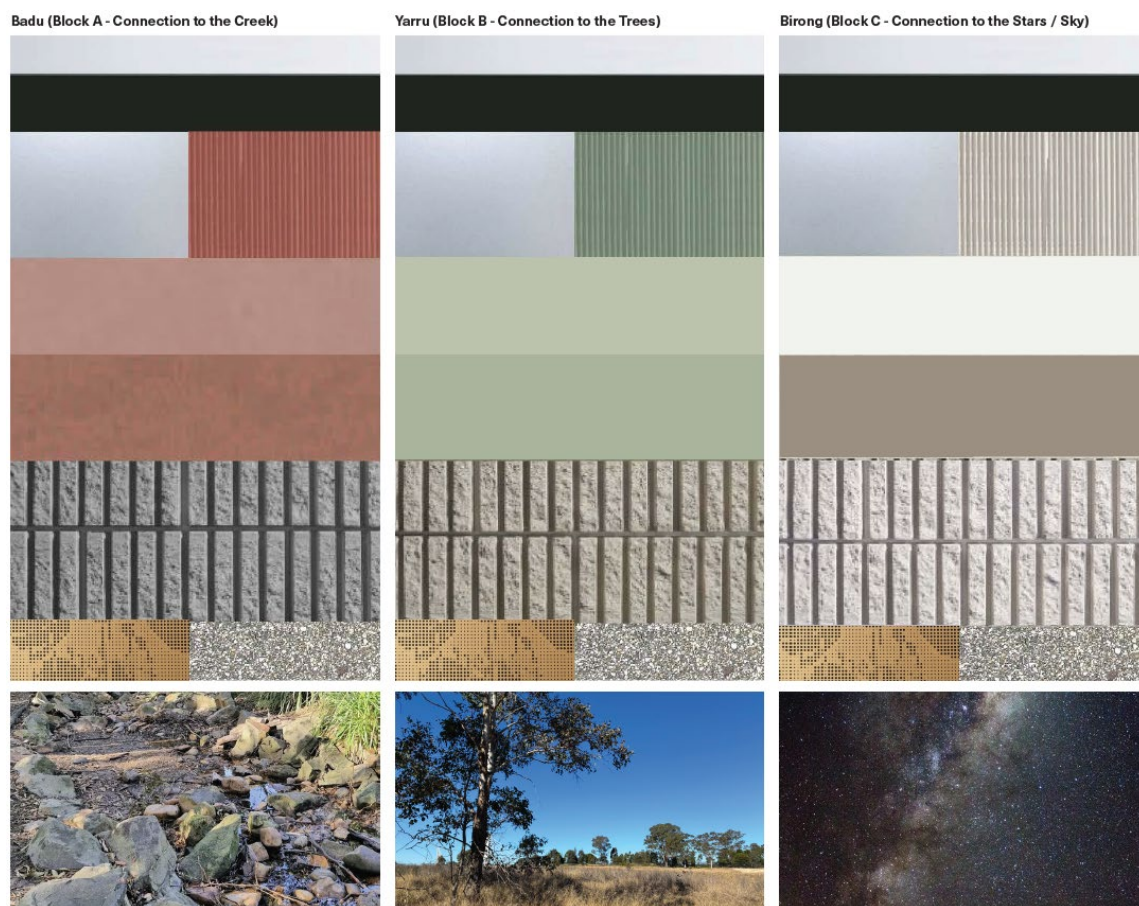


Figure 8:

Materials and finishes

3.10 Open Space

The proposed development provides a central common open space area residents within each block and the total common open space exceeds 25% for each Block. The landscape plans prepared by Tayler Brammer which accompany this application illustrate that these spaces include formal and informal spaces as well as hard and soft landscape elements. Over 50% of the principle usable area of the common open space areas enjoys over 2 hours solar access between 9am and 3pm on 21 June. Deep soil is provided along all street setback areas and equates to at least 7% when calculated based on the minimum dimension of 6 metres, or between 14% and 18.6% when all deep soil is taken into account.

The variety of common open space areas ensure that there are many outdoor opportunities for future residents with different attributes and qualities. The rooftop areas will be used for a range of activities and will include,

raised planter beds, outdoor seating, community garden, and BBQ pavilions. A tree canopy will be introduced to cover the roof top.

The development provides balconies for all apartments with a range of sizes which are generally greater than the size requirements of the Apartment Design Guide.

3.11 Parking and Access

3.11.1 Pedestrian and Vehicle Access

Pedestrian access is provided for the residents to various buildings by lobbies accessed either directly from the surrounding streets or the pedestrian network throughout the site. The pedestrian entries have been designed to maximise convenience for residents and the majority are provided with direct street access.

There is also direct access for residents to the landscaped podium levels from the pedestrian through site links. The majority of ground floor apartments have individual street access to their respective courtyards.

Vehicular access is provided to Block A from its eastern street, to Block B from its eastern street, and to Block C from its western street. Each driveway provides access for trucks to service each Block. All driveways provide ingress and egress to the parking levels. The driveways have been designed as integrated components of the ground floor plane to mitigate the visual impact of the driveways.

3.11.2 Parking

The proposal provides a total of 870 spaces comprising:

- 730 residential spaces
- 140 visitor spaces

3.12 Servicing and Waste Removal

Waste servicing occurs within the basements which can accommodate waste collection trucks which can access and manoeuvre within. The loading provision is considered suitable to accommodate the needs of the site based on the yields achievable under the development proposal. The loading areas will have a height clearance of 4.5m which is consistent with the recommended clearances nominated in AS2890.2. All vehicles will enter and exit each building in a forward direction without any requirement for a mechanical device (e.g. turntable).

Vehicle swept paths have been developed to confirm the suitability of the design to accommodate the movement of waste trucks within the site.

A detailed discussion in relation to the design of the loading docks, bins storage and location, and methods for collection is included in the Waste Management Plan prepared by MRA Consulting Group which accompanies this application at **Appendix 15**.

3.13 Stormwater

A detailed stormwater management and drainage plan has been prepared and accompanies this application. The plans detail the provision for onsite stormwater detention and various control measures across the site. The proposed development is unlikely to disrupt or negatively impact on neighbouring land uses or structures with adequate measures proposed to mitigate against potential instability during the construction of the basement car parking.

The stormwater design is discussed in detail within the Integrated Water Management Plan at **Appendix 17** prepared by SGC which supports this application.

3.14 Sustainability

The proposed development has been designed to reflect best practice sustainable building principles to improve environmental performance in relation to energy efficiency, water conservation and thermal comfort. An ESD Report has been prepared by Credwell and included at **Appendix 24**, which details the sustainability initiatives that have been achieved and/ or embedded within the design, construction and operation of the proposed development to promote sustainability.

3.15 Services

All required services will be provided to the site and this has been confirmed by the relevant utility providers.

3.16 Construction Details

3.16.1 Construction Management Plan

A preliminary Construction Traffic Management Plan prepared by CJP is included at **Appendix 27**. A condition of consent can be imposed requiring the preparation of a Construction Management Plan prior to release of the Construction Certificate which addresses the following matters:

- Material management;
- Construction traffic management;
- Health and safety;
- Equipment/materials staging and parking;
- Construction Noise management; and
- Dust control measures.

3.16.2 Construction Hours

The proposed development will be constructed within the following hours as per the relevant guidelines:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 8:00am to 3:00pm
- No work on Sunday and Public Holidays

3.17 Affordable Housing

The proposal provides the equivalent of 15% of the total floor space, which equates to 141 apartments, as affordable housing apartments as defined under *State Environmental Planning Policy (Housing) 2021*, with this housing stock to be managed by a Registered Community Housing Provider for a minimum of 15 years from the date of occupation.

Bridge Housing is a Registered Community Housing Provider.

The following distribution of the affordable housing units in the development is proposed as follows:

Table 7: Affordable housing apartments

Apartments	Number
1 bed	40
2 bed	101
Total	141 (15% of GFA)

It is anticipated that conditions will be imposed by the consent authority to the effect that:

- for 15 years from the date of the issue of the occupation certificate:
 - the dwellings proposed to be used for the purposes of affordable housing will be used for the purposes of affordable housing, and
 - all accommodation that is used for affordable housing will be managed by a registered community housing provider, and

a restriction will be registered, before the date of the issue of the occupation certificate, against the title of the property on which development is to be carried out, in accordance with section 88E of the Conveyancing Act 1919, that will ensure that the requirements of paragraph (a) are met.

3.18 Staging and Timing

The application proposes to stage the works as follows:

Table 8: Proposed staging

Stage		Works
1		Construction and dedication of roads around Block C and D
1A		Building B1 and common basement
1B		Building B2
2A		Building C1 and common basement
2B		Building C2

Stage		Works
2C		Building C3
3A		Construction and dedication of roads around Block A1 and A2
3B		Building A1 and common basement
3C		Building A2

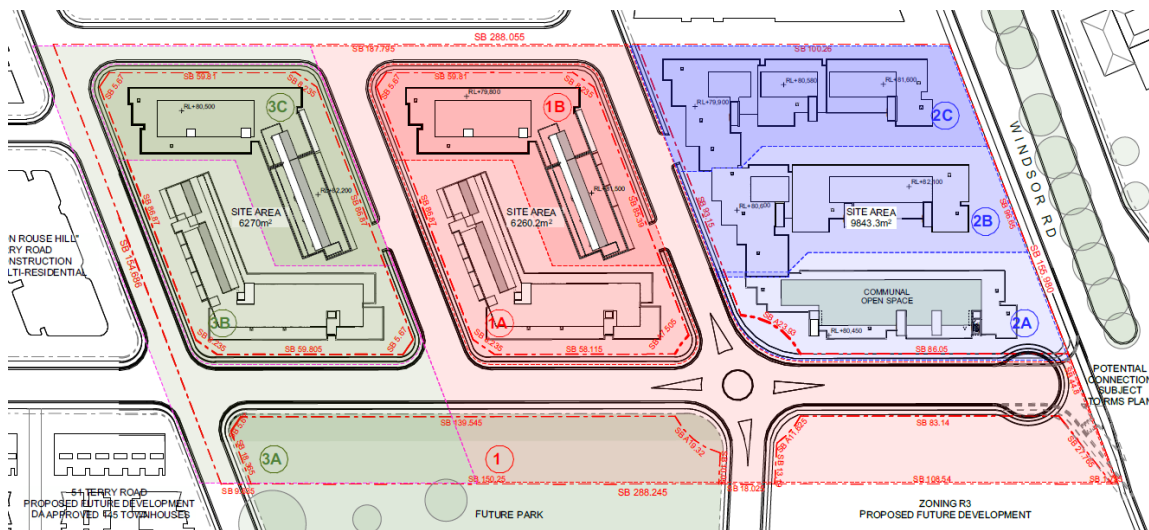


Figure 9:

Proposed staging of works

4.0 PROPOSED REZONING AMENDMENTS

4.1 Proposed Amendments to the State Environmental Planning Policy (Precincts—Central River City) 2021

To facilitate the proposed built form sought under SSD-82943710, concurrent amendments are also sought to the State Environmental Planning Policy (Precincts—Central River City) 2021 pursuant to the Concurrent Rezoning process facilitated by the HDA planning pathway. Specifically, consent is sought to:

- Amend the Height of Buildings Map under Clause 4.3 to Appendix 8 – Area 20 Precinct Plan to increase the building heights from 12 metres to 31 metres
- Amend the Floor Space Ratio Map under Clause 4.4 to Appendix 8 – Area 20 Precinct Plan to increase the maximum FSR from 1.75:1 to 2:1

4.1.1 Height of Buildings

The part of the site zoned for residential development is currently subject to a 12 metre height control as shown in Figure 10.

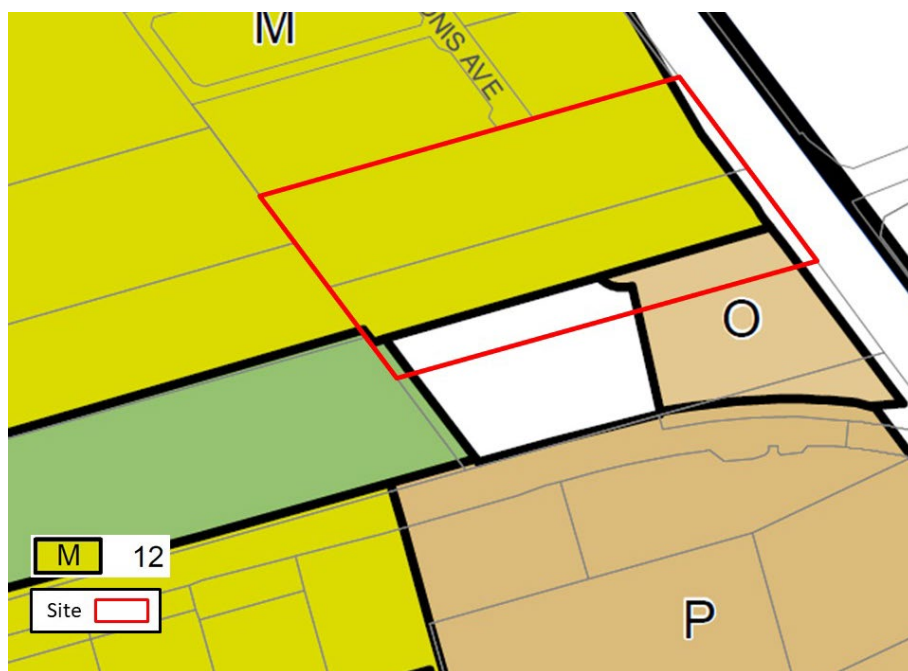


Figure
10

Extract from
the SEPP
(Precincts—
Central River
City) 2021
Height of
Buildings
Map

In order to facilitate the proposed development, it is proposed to amend the Height of Buildings Map under Clause 4.3 to increase the building height from 12 metres to 31 metres, as illustrated in Figure 11 below.

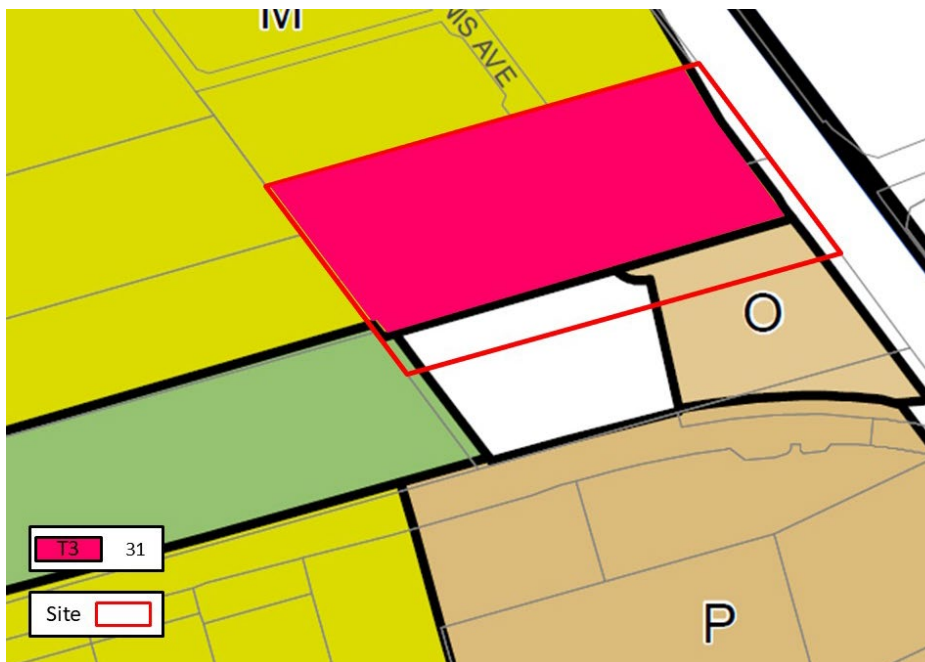


Figure 11

Proposed amendment to the SEPP (Precincts—Central River City) 2021 Height of Buildings Map

4.1.2 Floor Space Ratio

The site is currently subject to a maximum FSR of 1.75:1 as shown in Figure 20.



Figure 12:

Excerpt from SEPP (Precincts—Central River City) 2021 FSR map

In order to facilitate the proposed development, it is proposed to amend the FSR Map under Clause 4.4 to increase the maximum FSR to 2:1 for the entire site, as illustrated in Figure 13 below.

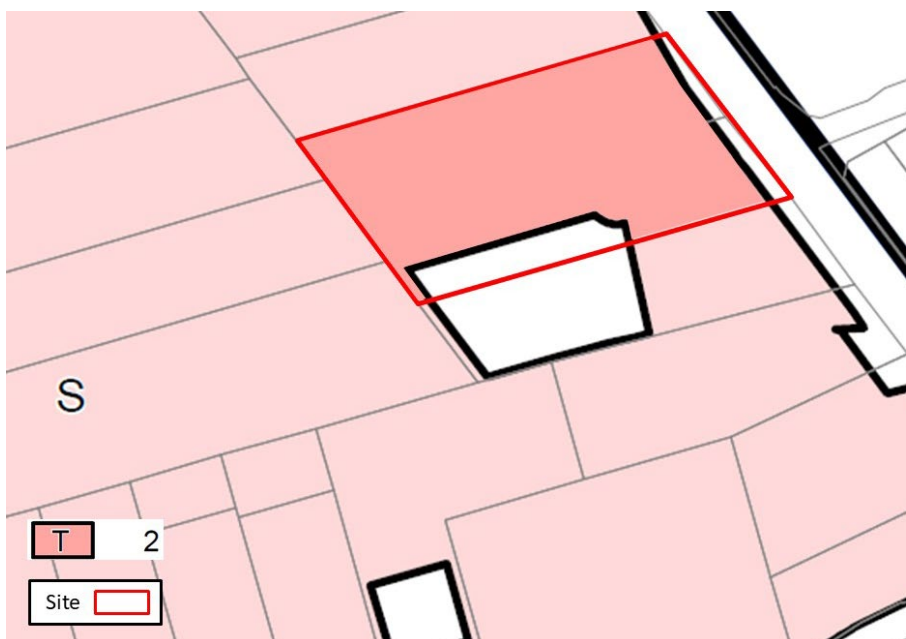


Figure
13:

Proposed
amendment to
the SEPP
(Precincts—
Central River
City) 2021 FSR
map

4.2 Justification of Strategic Merit

This section outlines the strategic justification for the proposed amendments to the State Environmental Planning Policy (Precincts—Central River City) 2021 in accordance with the relevant matters for consideration within the ‘Local Environmental Plan Making Guideline’ prepared by DPHI.

4.2.1 Question 1 - Is the planning proposal a result of an endorsed LSPS, strategic study or report?

The proposed amendments are a direct response to the designation of the project as SSD under the HDA, specifically pursuant to *State Significant Declaration Order (No 4) 2025* (Order) issued on 2 April 2025. It directly responds to the objectives of the Housing Delivery Authority and National Housing Accord to build new well-located homes to alleviate the housing crisis.

4.2.2 Question 2 - Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The proposal is the best means of achieving the objectives and intended outcomes for the site in a manner which will provide for the maximum provision of housing within the demonstrated environmental capacity of the site. The proposal has been prepared in response to the key criteria prescribed under the HDA process, including the delivery of a greater quantum of housing in highly accessible locations.

The consequence of the proposal not proceeding is that the site will fail to fulfil its potential for contributing to housing and affordable housing.

4.2.3 Question 3 - Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

Greater Sydney Region Plan – A Metropolis of Three Cities

In March 2018 the *Greater Sydney Region Plan - A Metropolis of Three Cities* was released. The Plan sets a 40-year vision to 2056 and establishes a 20-year plan to manage growth and change for Greater Sydney. The vision for Greater Sydney as a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Plan sets out 10 Directions which set out the aspirations for the region and objectives to support the Directions. The 10 Directions are:

- A city supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well-connected city
- Jobs and skills for the city
- A city in its landscape
- An efficient city
- A resilient city

The Plan provides 38 objectives concerning, Infrastructure and collaboration, Liveability, Productivity and Sustainability which are aimed at achieving the identified Directions. The following table summarises the proposals consistency with relevant objectives of the Plan:

Table 9: Consistency with objectives of Greater Sydney Region Plan

Objective	Comment	Consistent
3. Infrastructure and Collaboration		
Objective 4: Infrastructure use is optimised.	This objective is concerned with ensuring that existing infrastructure is optimised. The introduction of additional residential accommodation on the site given its location very close to existing rail and bus services will positively contribute to this objective by placing density in a highly convenient location that will encourage usage of existing transport infrastructure.	Yes
Objective 5: Benefits of growth realised by collaboration of governments, community and business.	The Proposal will assist the government in reaching housing targets ensuring the proposal positively contributes to housing and economic policy of government.	Yes
4. Liveability		
Objective 7: Communities are healthy, resilient and socially connected	This objective is concerned with delivering healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by providing walkable places at a human	Yes

Objective	Comment	Consistent
	scale with active street life and prioritising opportunities for people to walk, cycle and use public transport. The proposal will facilitate the delivery of an appropriate density on a site that is nearby the Rouse Hill strategic centre in a location that is within walking distance of multiple transport services, a variety of community and social facilities, including schools, childcare centres, community centres, open space and recreational facilities. The public domain upgrades will significantly revitalise the existing public domain around the site and in doing so will promote a healthier urban environment, improve community access to recreation and exercise and encourage social interaction. Further, the proposal will facilitate a redevelopment of the site that will support active, resilient and socially connected communities by: • providing walkable places at a human scale with active street life, and • prioritising opportunities for people to walk, cycle and use public transport.	
Objective 10: Greater Housing Supply	The NSW State Government has agreed to a National Housing Accord (Accord) with other states and territories, local government, institutional investors and the construction sector. The Accord includes an initial aspirational target agreed by all parties to build 1.2 million new well located homes over 5 years from mid 2024. NSW has a target to deliver 377,000 new homes over five years by July 2029 under the National Housing Accord. To accelerate the delivery of much needed homes and help meet NSW's target under the Accord, the NSW Government has established the Housing Delivery Authority (HDA). The HDA offers a clear planning pathway for large residential and mixed-use developments to be assessed as State significant development and State Significant Development with a Concurrent Rezoning. This process aims to improve consistency in planning decisions and speed up assessment, without sacrificing housing quality. The subject site is well placed to deliver additional uplift to help achieve Accord housing goals, being a large, consolidated land holding under single ownership, with excellent public transport connections. The proposal seeks to amend the height and FSR maps to ensure that the site can realise the demonstrated environmental capacity for the site. It is critical that where	Yes

Objective	Comment	Consistent
	the site is demonstrated as having the capacity to absorb an increase in floor space, that the realisation of this floor space is made possible to ensure housing supply on the subject site is maximised.	
Objective 11: Housing is more diverse and affordable	This objective is concerned with delivering housing affordability and recommends an affordable rental housing target of between 5-10% of new residential floor space. The proposal is consistent with the objective to improve housing affordability because it (a) will increase housing supply and (b) proposes the provision of 15% affordable housing.	Yes
5. Productivity		
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	A central component of this objective is to co-locate activities in metropolitan, strategic and local centres and attract housing in and around centres to create walkable, cycle-friendly neighbourhoods. The proposal would deliver a significant quantum of new homes near the Rouse Hill strategic centre that would contribute towards the 30-minute city objective.	Yes
6. Sustainability		
Objective 30: Urban tree canopy cover is increased	The proposal will facilitate future redevelopment of a site which would include the provision of additional canopy trees.	Yes
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	The proposal is consistent with this objective as it will facilitate future development on the site that will deliver new homes near public transport therefore reducing the reliance on private car use and associated emissions.	Yes
Objective 34: Energy and water flows are captured, used and re-used	The proposal is consistent with the principles of ecological sustainable design and a BASIX certificate accompanies this application.	Yes
Objective 37: Exposure to natural and urban hazards is reduced	The site is not affected by any known hazards.	Yes
Objective 38: Heatwaves and extreme heat are managed	The development reduces vulnerability to extreme heat through the use of a combination of shading devices, selection of building materials and landscaping.	Yes

Central City District Plan

The Central City District Plan was released in March 2018 and sets out a 20-year vision for the Central City District. The Central City District includes the Blacktown, Cumberland, Parramatta and The Hills local government areas.

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level.

Consistent with the Greater Sydney Region Plan, the Central City District Plan set a 5-year housing target for Blacktown from 2016-2021 of 13,950 dwellings. An updated housing target for Blacktown local government area has recently been released. The new target is 21,400 completed homes by 2029.

The following table summarises the Planning Proposal's consistency with relevant components of the Central City District Plan:

Table 10: Consistency with Central City District Plan

Chapter	Comment	Consistent
Liveability	The District Plan seeks to develop a city of housing choice, with homes that meet our resident's and lifestyles in a great place to live, with communities that are strong, healthy and well connected. The District Plan establishes the following overarching liveability priorities: • Providing services and social infrastructure to meet people's changing needs • Fostering healthy, creative, culturally rich and socially connected communities • Providing housing supply, choice and affordability, with access to jobs and services • Creating and renewing great places and local centres, and respecting the District's heritage The proposal is consistent with the stated priorities as it is specifically aimed at improving housing diversity and renewal of a particularly large land holding within the local area. The proposal will facilitate the delivery of a substantial quantum of residential accommodation on a site that is highly suitable for development uplift given its favourable location adjacent to the Rouse Hill strategic centre and also having regard to the size of the site and its ability to achieve transformational change for Rouse Hill. The Urban Design Report prepared by Fuse architects outlines accompanies this proposal and demonstrates that 700 dwellings are capable of comfortably being accommodated within the site. The proposal will allow for a transit-oriented development that will assist in achieving housing diversity and affordability on a site that is well located to services and facilities. The proposal will improve the viability and liveability of the Rouse Hill strategic centre consistent with the liveability priorities	Yes
Sustainability	The District Plan provides a large number of sustainability priorities and actions which aim to safeguard the local environment.	Yes

Chapter	Comment	Consistent
	The proposal is consistent with these priorities as it will facilitate redevelopment on the site that will ensure the protection of the environment. By providing additional housing adjacent to an existing centre, the proposal maximises the efficiency of existing infrastructure and reduces pressure on the fringe of Sydney and other sensitive locations. The proposal is consistent with the principles of ecological sustainable design and a BASIX certificate supports this application. The proposal will not result in any adverse impacts on bushland or any waterways and is unlikely to impact on any other aspects of the Central City District's environment that the District Plan seeks to protect.	

4.2.4 Question 4 - Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Blacktown City Council Local Strategic Planning Statement

The Blacktown City Council's Local Strategic Planning Statement (LSPS) identifies a vision that housing needs and expectations of the community will be met through the provision of a range of housing types.

The LSPS provides that Blacktown City's population is forecast to see proportionally larger increases in both young people (under 20 years) and older people (over 60 years). While the most common form of household type is expected to be family households with children, the proportion of households with no children and single person households is expected to increase. The LSPS identifies a 5-year housing supply target of 13,950 homes.

The proposed development is entirely consistent with the vision and relevant targets of the LSPS. Specifically:

- The development provides 15% of the floor space within the development for affordable housing for 15 years.
- The proposed housing is in the right location, as it is supported by existing infrastructure. The site is located in an area that has been identified as an urban renewal area as it is nearby the Rouse Hill Metro Station.
- The site is in close proximity to Rouse Hill shopping centre and other retail areas.
- The site is located within close proximity of the strategic centres of Norwest and Castle Hill which provide local employment opportunities.

The proposal will support the areas vision by providing housing supply, increasing affordability, diversity and amenity to support the local and regional economy.

Blacktown Housing Strategy 2020

The Housing Strategy establishes the basis for strategic planning of the residential component of Blacktown's urban lands to 2036. The Housing Strategy is based on five planning priorities which are to:

- Plan for housing supply to meet population growth
- Plan for housing supported by infrastructure
- Plan for appropriate housing in suitable locations
- Plan for diversity and choice in housing
- Plan to improve housing affordability
- Promote excellence in housing design
- Improve housing resilience and sustainability

The strategy seeks to match growth with infrastructure and notes that higher density housing must be provided in areas connected to, or with reach to, transport and other urban services.

The Housing Strategy notes that as at 2016, it was estimated that a minimum of 9,200 additional affordable housing dwellings could be utilised if they were available, by eligible households. This demand could escalate to 15,000–20,000 more affordable homes required in the LGA by 2036. In relation to the priority around affordable housing, the Housing Strategy notes the following in relation to affordable housing:

We will plan to improve housing affordability by increasing the supply of diverse forms of housing that better match the needs of our residents and their ability to pay.

The more diverse and compact forms of housing which will offer most opportunities for affordable housing options will be focussed close to our centres, in particular the larger centres as these offer better access to essential services and infrastructure. As the major centres of our City transition to higher density forms, we will investigate the feasibility of providing affordable housing in our Strategic Centres and Urban Renewal Precincts.

There are a number of mechanisms to encourage the delivery of different forms of affordable housing, ranging through delivery by the private market under State policy provisions up to State-owned public housing. Different mechanisms have varying imposts on Council and on the viability of investment in our City. We are committed to working with all levels of government and government agencies, social and community organisations and the private sector on a range of mechanisms to ensure there are sufficient dwelling options available to meet the needs of our residents. These will include affordable rental housing, boarding houses, student accommodation, social housing, rent-to-buy and seniors housing.

In addition, a key focus area in our LSPS and our Community Strategic Plan is to strengthen and grow Blacktown City's economy and support the broader economic development of Western Sydney. This will provide more employment opportunities closer to where people live, which in turn will assist in people's ability to pay for housing.

As detailed above, the proposed development contributes to the supply of housing, within a significant centre that is supported by an existing rail network. The development will also contribute to the supply of affordable housing.

4.2.5 Question 5 - Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

[National Housing Accord \(2022\)](#)

The Federal Government announced the National Housing Accord in October 2022, which committed to delivering 1.2 million houses in well-located areas in 5 years starting from July 2024. The Housing Accord lays the groundwork to improving affordability by addressing Australia's housing supply challenges and enabling the delivery of more social and affordable housing. The Housing Accord includes:

- an initial, aspirational national target of delivering a total of one million new, well located homes over 5 years from 2024, and
- immediate and longer-term actions for all parties to support the delivery of more affordable homes.

The proposed development is aligned with the National Housing Accord as it seeks to deliver additional housing in a well-serviced location within the next 5 years. As a HDA application, the proposal will quickly facilitate housing development with construction already commenced on site.

[Housing 2041 – NSW Housing Strategy](#)

Housing 2041 represents a 20 year vision for the delivery of housing as established by the NSW Government. Housing 2041 sets the framework for delivering more housing in the right locations, more diverse housing options that suit diverse demographics, as well as high amenity housing. Housing 2041 establishes four pillars to underpin the future of housing. The proposed development will closely align with each of these pillars in the following manner:

- **Supply:** the proposal will facilitate the delivery of a total of 700 apartments, including 141 affordable housing apartments, which is a significant boost to the supply of both rental and market accommodation
- **Diversity:** the proposal provides for a balanced mix between apartments for rent and apartments for sale. Moreover, a range of 1, 2, 3 and 4-bedroom apartments are proposed to appeal to a broad residential market and ensure that all types of households have a place in the development.
- **Affordability:** the proposal will assist in improving affordability in two primary ways, firstly by providing increased supply of rental apartments at an affordable rate which provides downward pressure on rents, and secondly by providing increased supply of market apartments which provides downward pressure on apartment prices.
- **Resilience:** ESD principles will be embedded into the buildings design and future operation.

[Future Transport Strategy](#)

The future transport strategy outlines the 40-year vision of the State Government in regard to the State's transport network and system. The strategy aims to place NSW at the forefront of the country with a sophisticated transport system which will harness the rapidly advancing transport technology. The strategy outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The proposed development is consistent with the relevant State-wide outcomes of the Future Transport Strategy 2056 as it:

- provides height density residential use with a through site link which will achieve a transformational place making outcome for the region (Outcome 1: Successful Places)
- will encourage business and individual investment in the area by contributing towards a critical mass of residential population within the precinct (Outcome 2: Strong Economy)
- encourages the use of public transport by linking residential uses to a transport node (Outcome 6: Sustainability).

NSW Planning Guidelines for Walking and Cycling

These guidelines function to improve the consideration of walking and cycling and their role in the creation of sustainable neighbourhoods and cities. The proposed development aligns with these guidelines by providing an attractive and interesting pedestrian environment that is highly connected to the surrounding public domain. The design of the pathways surrounding the site will allow for the development to connect with future public domain works.

The proposal provides a high density residential development near the Rouse Hill strategic centre, which means that residents will be able to walk to a broad range of services, facilities, shops, and employment. Rouse Hill is also well served by public transport services which provides connectivity to greater Sydney including a train station. In addition, the development is in close proximity to a range of recreational opportunities. The location and nearby facilities are such that the proposal will encourage walking and cycling as a viable transportation method.

State Infrastructure Strategy 2018-2038

The NSW State Infrastructure Strategy 2018–2038 sets out the Government’s priorities for the next 20 years, and combined with the Future Transport Strategy 2056, the Greater Sydney Region Plan and the Regional Development Framework, brings together infrastructure investment and land-use planning for our cities and regions.

The proposal is consistent with the State Infrastructure Strategy 2018-2038 by encouraging the use of public transport by placing housing close to existing public transport service.

Better Placed – An Integrated Design Policy for the Built Environment of NSW

Better Placed is an integrated design policy for the built environment, prepared by the Government Architect of NSW, to create a transparent approach to ensure good design outcomes are achieved to deliver desired architecture, public places and environments throughout NSW (September 2017). The policy includes seven applicable objectives:

- Objective 1 - Better fit
- Objective 2 - Better performance - sustainable, adaptable and durable
- Objective 3 - Better for the community - inclusive, connected and diverse
- Objective 4 - Better for people
- Objective 5 - Better working - functional, efficient and fit for purpose
- Objective 6 - Better value - creating and adding value
- Objective 7 - Better performance - engaging, inviting and attractive

An assessment of the proposal in relation to the Better Placed objectives is provided in Section 2.15 above.

4.2.6 Question 6 - Is the planning proposal consistent with applicable SEPPs?

The Planning Proposal is consistent with all relevant State Environmental Planning Policies as summarised in the following table:

Table 11: Consistency with SEPPs

SEPP	Comment	Consistent
State Environmental Planning Policy – (Transport and Infrastructure) 2021	The aim of SEPP Transport and Infrastructure is to facilitate the effective delivery of infrastructure across the State. Detailed compliance with SEPP Transport and Infrastructure is detailed in Section 7.9 and Appendix 11 which contains a TIA.	Yes
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 4 Remediation of Land under State Environmental Planning Policy (Resilience and Hazards) 2021 is relevant to the Planning Proposal and requires the consent authority to consider whether land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its current state or will be suitable after remediation for the purpose for which the Planning Proposal will permit. The application is accompanied by a Preliminary Site Investigation prepared by EI Australia which concludes that the consent authority can be satisfied that the site is suitable for the proposed development subject to appropriate conditions of consent which reflect the above recommendations.	Yes
State Environmental Planning Policy (Sustainable Buildings) 2022	The aim of SEPP (Sustainable Buildings) is to encourage sustainable residential development. The proposal is accompanied by a BASIX Certificate.	Yes
State Environmental Planning Policy (Housing) 2021 – Chapter 4	Chapter 4 of SEPP Housing aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes. The proposal is consistent with Chapter 4 of SEPP Housing and detailed compliance is demonstrated at Appendix 4 .	Yes
State Environmental Planning Policy (Primary Production) 2021	SEPP Primary Production aims to facilitate the orderly economic use and development of lands for primary production. The site does not currently comprise agricultural land, nor will the subject Planning Proposal make it possible to be used for primary production and so the Planning Proposal is of no consequence in relation to this SEPP.	N/A
State Environmental Planning Policy	SEPP Biodiversity and Conservation aims to protect the biodiversity values of trees and other vegetation and includes provisions in relation to vegetation clearing and is predominantly	N/A

SEPP	Comment	Consistent
(Biodiversity and Conservation) 2021	aimed at providing controls in relation to vegetation in rural settings. The non-rural controls apply to the subject site irrespective of the subject Planning Proposal, which is of no consequence in relation to this SEPP.	
State Environmental Planning Policy (Industry and Employment) 2021	SEPP Industry and Employment includes provisions in relation to the western Sydney employment area, as well as controls relating to signage.	N/A
State Environmental Planning Policy (Planning Systems) 2021	SEPP Planning Systems comprises provisions which identify state and regional development, development on Aboriginal land, and concurrences required. These provisions are not of direct relevance to the subject Planning Proposal.	Yes
State Environmental Planning Policy (Exempt and Development Codes) 2008	SEPP Codes provides a range of exempt and complying development.	N/A
State Environmental Planning Policy (Resources and Energy) 2021	This SEPP relates to mining and other extractive industries.	N/A

4.2.7 Question 7 - Is the Planning Proposal consistent with applicable Ministerial Directions (s9.1 directions)?

The following table summarises the Planning Proposal's consistency with applicable Ministerial Directions:

Table 12: Consistency with Ministerial Directions

S.9.1 Direction No. and Title	Comment	Consistent
Focus Area 1: Planning Systems		
1.1 Implementation of Regional Plans	This direction applies to land to which a Regional Plan has been released by the Minister for Planning. The Proposal is consistent with the Greater Sydney Region Plan and the Central City District Plan as detailed in this report.	Yes
1.2 Development of the Aboriginal Land Council	Not Applicable.	N/A
1.3 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Yes

S.9.1 Direction No. and Title	Comment	Consistent
	In accordance with the direction the Proposal does not include provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. Further the Proposal does not identify future development on the site as designated development.	
1.4 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls. The direction applies when a relevant planning authority prepares a Planning Proposal that will allow a particular development to be carried out. The Planning Proposal does not include any site-specific provisions.	Yes
Focus Area 1: Place Based		
1.5 Parramatta Road Corridor Urban Transformation Strategy	Not Applicable	N/A
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	This North West Priority Growth Area Land Use and Infrastructure Implementation Plan was released in 2017 (the Implementation Plan) outlines plans for the growing North West Priority Growth Area and the infrastructure needed to support this growth. The Plan applies to the site. However, as this plan is 8 years old, many of the actions and objectives of the Plan have been delivered, and the housing targets are outdated. Nonetheless, the proposal is consistent with the broad principle of increasing housing supply within the North West Priority Growth Area, and takes advantage of the recently delivered infrastructure identified in the Plan, including the Rouse Hill metro station.	Yes
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable	N/A
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not Applicable	N/A
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not Applicable	N/A

S.9.1 Direction No. and Title	Comment	Consistent
1.10 Implementation of the Western Sydney Aerotropolis Plan	Not Applicable	N/A
1.11 Implementation of Bayside West Precincts 2036 Plan	Not Applicable	N/A
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	Not Applicable	N/A
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	Not Applicable	N/A
1.14 Implementation of Greater Macarthur 2040	Not Applicable	N/A
1.15 Implementation of the Pyrmont Peninsula Place Strategy	Not Applicable	N/A
1.16 North West Rail Link Corridor Strategy	Not Applicable	N/A
1.17 Implementation of the Bays West Place Strategy	Not Applicable	N/A
1.18 Implementation of the Macquarie Park Innovation Precinct	Not Applicable	N/A
1.19 Implementation of the Westmead Place Strategy	Not Applicable	N/A
1.20 Implementation of the Camellia-Rosehill Place Strategy	Not Applicable	N/A
1.21 Implementation of South West Growth Area Structure Plan	Not Applicable	N/A

S.9.1 Direction No. and Title	Comment	Consistent
1.22 Implementation of the Cherrybrook Station Place Strategy	Not Applicable	N/A
Focus area 2: Design and Place		
[This Focus Area was blank when the Directions were made]	Not Applicable.	N/A
Focus Area 3: Biodiversity and Conservation		
3.1 Conservation Zones	Not Applicable	N/A
3.2 Heritage Conservation	The site is not an identified heritage item or within a conservation area. The site is not located within the immediate vicinity of any heritage items.	N/A
3.3 Sydney Drinking Water Catchments	Not Applicable.	N/A
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	Not Applicable	N/A
3.5 Recreation Vehicle Areas	Not Applicable	N/A
Focus Area 4: Resilience and Hazards		
4.1 Flooding	This direction applies to all relevant planning authorities that are responsible for flood prone land when preparing a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land This Direction provides that a planning proposal must not rezone land within the flood planning area from Recreation, Rural, Special Purpose or Conservation Zones to a Residential, Employment, Mixed Use, W4 Working Waterfront or Special Purpose Zones The site is not identified as flood prone land.	N/A
4.2 Coastal Management	Not Applicable	N/A
4.3 Planning for Bushfire Protection	The site is not identified as Bushfire Prone Land nor is it located in close proximity to land mapped as bushfire prone land.	N/A
4.4 Remediation of Land	The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.	Yes

S.9.1 Direction No. and Title	Comment	Consistent
	This direction applies to: (a) land that is within an investigation area within the meaning of the Contaminated Land Management Act 1997, (b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out, (c) the extent to which it is proposed to carry out development on it for residential, educational, recreational or childcare purposes, or for the purposes of a hospital – land: (i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and (ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge). The application is accompanied by a Preliminary Site Investigation which concludes that the consent authority can be satisfied that the site is suitable for the proposed development subject to appropriate conditions of consent which reflect the above recommendations.	
4.5 Acid Sulphate Soils	This direction applies to all relevant planning authorities that are responsible for land having a probability of containing acid sulfate soils when preparing a planning proposal that will apply to land having a probability of containing acid sulfate soils as shown on the Acid Sulfate Soils Planning Maps held by the Department of Planning and Environment. The site is not identified on the Acid Sulfate Soils Map as being within any of the Class 1 to Class 5 lands.	Yes
4.6 Mine Subsidence and Unstable Land	Not Applicable.	N/A
Focus Area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and	Yes

S.9.1 Direction No. and Title	Comment	Consistent
	(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. The direction applies when a relevant planning authority prepares a Planning Proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes. In accordance with this direction a Planning Proposal must be consistent with the aims, objectives and principles of “Improving Transport Choice” and “The Right Place for Business and Services” prepared by Department of Urban Affairs and Planning. The Planning Proposal is consistent with these documents in providing increased housing which is within walking distance to public transport services.	
5.2 Reserving Land for Public Purposes	Not Applicable.	N/A
5.3 Development Near Regulated Airports and Defence Airfields	Not Applicable.	N/A
5.4 Shooting Ranges	Not Applicable.	N/A
5.5 High pressure dangerous goods pipeline	Not Applicable.	N/A
Focus Area 6: Housing		
6.1 Residential Zones	This application is a direct response to the designation of the project as SSD under the HDA. It directly responds to the objectives of the Housing Delivery Authority and National Housing Accord to build new well-located homes to alleviate the housing crisis.	Yes
6.2 Caravan Parks and Manufactured Home Estates	Not Applicable.	N/A
Focus Area 7: Industry and Employment		
7.1 Employment Zones	Not Applicable.	N/A
7.2 Reduction in non-hosted short-term	Not Applicable.	N/A

S.9.1 Direction No. and Title	Comment	Consistent
rental accommodation period		
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable.	N/A
Focus Area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	Not Applicable.	N/A
Focus Area 9: Primary Production		
9.1 Rural Zones	Not Applicable.	N/A
9.2 Rural Lands	Not Applicable.	N/A
9.3 Oyster Aquaculture	Not Applicable.	N/A
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable.	N/A

The proposal exhibits strong strategic merit and alignment with the local and strategic planning framework.

4.3 Justification of Site-Specific Merit

This section outlines the site-specific justification for the proposed amendments to the State Environmental Planning Policy (Precincts—Central River City) 2021 in accordance with the relevant matters for consideration within the 'Local Environmental Plan Making Guideline' prepared by DPHI.

4.3.1 Question 8 - Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?

The proposal will not adversely impact any critical habitat, threatened species, populations or ecological communities, or their habitats.

4.3.2 Question 9 - Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

There are no environmental effects envisaged as a result of the proposal.

There are no hazards that impact the site or environmental effects resulting from the future redevelopment of the site that would preclude consideration of the proposal.

4.3.3 Question 10 - Has the Planning Proposal adequately addressed any social and economic effects?

The proposal will facilitate increased residential accommodation on the site which will improve housing diversity, choice and affordability in the locality and provide housing that responds to the needs, lifestyle and values of the local community. By providing additional housing close to transport nodes within an identified centre, residents will benefit from reduced commuting times, improved access to employment opportunities and a greater range of services achieving the NSW Governments objective for a walkable and 30 minute city.

The proposal will also facilitate redevelopment of the site that will have positive social impacts in terms of urban renewal in an established area that will contribute to a vibrant cosmopolitan culture within the Rouse Hill centre.

The social benefits associated with the proposal include:

- Construction of a residential development on a site earmarked and zoned for such development, in an area that has been identified as a growth area;
- The provision of more diverse housing types in the area, on a site that has easy access to public transport, and which is being developed with retail and services nearby;
- Provision of affordable housing for those on very low, low to moderate incomes in a location that is close to public transport, shops and services;
- Employment generation in the planning, implementation, and construction of the proposed development; and
- There is nothing about the proposed development that is likely to generate any negative impacts in terms of community cohesion.

The amendments sought under the planning proposal will have no unreasonable effects on items or places of European or Aboriginal cultural heritage. The site is not an identified heritage item, is not located within a heritage conservation area and is not known to contain any Aboriginal relics or artefacts.

In terms of economic impacts, the proposal will achieve important economic benefits including an increase in jobs during construction, and an increased residential population on the site which will contribute positively to the local economy.

4.3.4 Question 11 - Is there adequate public infrastructure for the Planning Proposal?

Required electricity, telecommunication, gas, water, sewer and drainage services are available to the site.

The site is well served by public transport infrastructure in that the site is within walking distance of the Rouse Hill train station and numerous bus services.

The demand for public infrastructure associated for any future development of the site will be appropriately considered during the assessment of a development application for any such proposal.

4.3.5 Question 12 - What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

Many authorities have already been consulted with during the Community consultation process. If any further consultation is required, this will be undertaken during the assessment process.

5.0 STATUTORY CONTEXT

5.1 Relevant Statutory Requirements

This section of the EI&RS identifies addresses the statutory requirements that are relevant to the justification and evaluation of the project.

The relevant statutory context includes the following Acts, Regulations, environmental planning instruments and draft environmental planning instruments:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021
- Biodiversity Conservation Act 2016
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Housing) 2021 – Chapter 4 – Design Quality of Residential Apartment Development and the Apartment Design Guide
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Precincts—Central River City) 2021

In accordance with the *State significant development guidelines – preparing an environmental impact assessment* this section includes the following:

- Power to grant approval
- Permissibility
- Other approvals
- Preconditions table
- Mandatory considerations table

The detailed assessment against the relevant statutory requirements is provided in Section 7 of the EI&RS and the Statutory Compliance Table which is included as **Appendix 3** of this report.

5.1.1 Power to grant approval

The legislative pathway under which the consent is sought, why the pathway applies, and the relevant consent authority is outlined in Table 13 below.

Table 13: Power to Grant Consent

Matter	Description
Power to grant approval	Environmental Planning and Assessment Act 1979 (EP&A Act) Division 4.7 of the EP&A Act establishes a specific system to consider projects classed as State Significant Development (SSD). SSD is development deemed to be of State significance and includes projects of a certain value that are being completed on sites regarded as important to the NSW Government Section 4.36(3) of the EP&A Act states that: <i>The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development.</i>

	The site was declared to be SSD under the HDA, specifically pursuant to State Significant Declaration Order (No 4) 2025 (Order) issued on 2 April 2025. The Order states development specified in EOI application 235555 dated 31 January 2025, including development for the purposes of a residential flat building with provision of affordable housing at 806 Windsor Road and 812 Windsor Road, Rouse Hill. The Order enables SSD-82943710 to be undertaken through the Housing Delivery Authority (HDA) pathway with a Concurrent Rezoning to State Environmental Planning Policy (Precincts—Central River City) 2021. Therefore, the proposed development is SSD by virtue of Ministerial planning order.
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5.1.1 Permissibility

The permissibility of the proposed development considering the proposed land use/s and land zoning is outlined in **Table 14** below.

Table 14: Permissibility

Matter	Description
Land Zoning	State Environmental Planning Policy (Precincts—Central River City) 2021 The site is subject to the R3 Medium Density Residential zone, the RE1 Public Recreation zone, and SP2 Local Road zone pursuant to the State Environmental Planning Policy (Precincts—Central River City) 2021.
Proposed use	The application seeks consent for 'residential flat buildings' and 'roads'.
Permissibility	Pursuant to the Land Use Table of Appendix 8 of the State Environmental Planning Policy (Precincts—Central River City) 2021, the proposed uses are permitted with consent.

5.1.2 Other approvals

There are no other approvals that are required for the carrying out of the proposed development, with the exception of approvals required from the relevant utility suppliers for proposed infrastructure upgrades.

5.1.3 Pre conditions

The following table identifies the pre-conditions to exercising the power to grant approval for the project. These include the mandatory conditions that must be satisfied before the consent authority may grant approval.

Table 15: Pre conditions table

Statutory reference	Pre-condition	Relevance	Section in EI&RS
Biodiversity Conservation Act 2016 – Clause 7.9	Section 7.9 ordinarily applies to an application for development consent under Part 4 of the	A Biocertification Letter prepared by Ecological accompanies this	Section 7.10 and Appendix 21 .

Statutory reference	Pre-condition	Relevance	Section in EI&RS
	EP&A Act for SSD and requires that any such application is to be accompanied by a BDAR under the Planning Agency Head and Environment Agency Head determine that the proposed development is not likely have any significant impact on biodiversity values. However, Section 8.4(2) provides that an assessment of the likely impact on biodiversity of development on biodiversity certified land is not required for the purposes of Part 4 of the <i>Environmental Planning and Assessment Act 1979</i>.	application at Appendix 21 . The letter confirms that the entire site is located on 'biodiversity certified land' under Part 8 of the Biodiversity Conservation Act 2016.	
State Environmental Planning Policy (Resilience and Hazards) 2001 – Clause 4.6(1) and (3)	A consent authority must not grant consent to the carrying out of development unless it has considered whether the land is contaminated. If the land is contaminated the consent authority is to 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. Clause (3) provides that: The applicant for development consent must carry out the investigation required by subsection (2) and must provide a report on it to the consent authority.	The EI&RS is accompanied by a PSI.	Section 7.15 and Appendix 9 .
State Environmental Planning Policy (Transport and Infrastructure) 2021	State Environmental Planning Policy (Transport and Infrastructure) 2021 - Clause 2.119 In accordance with clause 2.199 of State Environmental Planning Policy (Transport and Infrastructure) 2021, the consent	The site has a frontage to Windsor Road which is a classified road. However, the site also now has direct street access from Addonis Avenue and does not require direct street access from	Section 7.9 and Appendix 11 which contains a TIA.

Statutory reference	Pre-condition	Relevance	Section in EI&RS
	authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that— (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of— (i) the design of the vehicular access to the land, or (ii) the emission of smoke or dust from the development, or (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and	Windsor Road and accordingly there is no connection proposed directly to Windsor Road, notwithstanding that this is illustrated in the Indicative Layout Plan for the site. The proposed subdivision will not have any adverse impact on the safety, efficiency or ongoing operation of Windsor Road.	

Statutory reference	Pre-condition	Relevance	Section in EI&RS
	Clause 2.120 – Impact of road noise or vibration on non-road development Clause 2.120 applies to residential development adjacent to the road corridor with an annual average daily traffic volume of more than 20,000 vehicles and requires a consent authority to consider the impacts of road noise and vibration on residential development. This section specifically requires: (3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following Lae1 levels are not exceeded— (a) In any bedroom in the residential accommodation—35dB(A) at any time between 10pm and 7am, (b) Anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40dB(A) at any time.	The site is adjacent to Windsor Road which carries daily traffic volumes more than 20,000 vehicles per day.	Section 7.11 and Appendix 12 which contains an acoustic report prepared by Pulse White Noise Acoustics.
	Clause 2.122 Traffic Generating Development Clause 2.122(4) provides that (4) Before determining a development application for development to which this section applies, the consent authority must— (a) give written notice of the application to TfNSW within 7 days after the application is made, and (b) take into consideration—	Clause 2.122 applies as the development has access to a road and a car park with more than 200 or more car parking spaces, and is for more than 300 apartments.	Section 7.9 and Appendix 11 which contains a TIA.

Statutory reference	Pre-condition	Relevance	Section in EI&RS
	(i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, TfNSW advises that it will not be making a submission), and (ii) the accessibility of the site concerned, including— (A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and (B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and (iii) any potential traffic safety, road congestion or parking implications of the development. (5) The consent authority must give TfNSW a copy of the determination of the application within 7 days after the determination is made.		
State Environmental Planning Policy (Housing) 2021	Clause 147 Determination of development applications and modification applications for residential apartment development (1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following— (a) the quality of the design of the development, evaluated in accordance with the design principles for residential	The proposal is subject to Chapter 4 of SEPP Housing, a detailed ADG Compliance schedule has been provided by Fuse Architecture.	Appendix 3 and 7.

Statutory reference	Pre-condition	Relevance	Section in EI&RS
	apartment development set out in Schedule 9, (b) the Apartment Design Guide, (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.		
State Environmental Planning Policy (Precincts—Central River City) 2021 Appendix 8 – Area 20 Precinct Plan	Clause 4.1B – Residential Density Clause 4.1B(3) states that The density of any residential development to which this section applies is not to be less than the density shown on the Residential Density Map in relation to that land. A minimum residential density of 25 dwellings per hectare applies to the site.	The proposed development provides 700 dwellings across a combined site area of 22,373.5 square metres and therefore provides approximately 312 dwellings per hectare which exceeds the minimum density requirement.	Section 7.2 and Appendix 7 Design Report.
	Clause 6.1 – Public Utility Infrastructure Clause 6.1 states that the consent authority must not grant development consent to development on land to which this Precinct Plan applies unless it 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 required. In this section, <i>public utility infrastructure</i> includes infrastructure for any of the following— (a) the supply of water, (b) the supply of electricity, (c) the disposal and management of sewage.	The necessary arrangements will be made in respect of the supply of water, electricity and disposal and management of sewage. The area is serviced by infrastructure water, sewer and electrical services and the various utility provider requirements will be addressed prior to issue of subdivision/construction certificate.	

5.1.4 Mandatory Considerations table

The following table identifies the matters that the consent authority is required to consider in deciding whether to grant approval.

Table 16: Mandatory Considerations

Statutory reference	Mandatory consideration	Section in EI&RS
Considerations under the Act and Regulation		
Section 1.3	Relevant objects of the Act - to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources - to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment - to promote the orderly and economic use and development of land - to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats	Appendix 3
Section 4.15	Relevant environmental planning instruments - State Environmental Planning Policy (Planning Systems) 2021 - State Environmental Planning Policy (Transport and Infrastructure) 2021 - State Environmental Planning Policy (Resilience and Hazards) 2021 - State Environmental Planning Policy (Biodiversity and Conservation) 2021 - State Environmental Planning Policy (Housing) 2021 – Chapter 2– Affordable Housing - State Environmental Planning Policy (Housing) 2021 – Chapter 4– Design Quality of Residential Apartment Development and the Apartment Design Guide - State Environmental Planning Policy (Sustainable Buildings) 2022 Development control plan Section 2.10 of the Planning Systems SEPP provides that development control plans do not apply to state significant development	Appendix 3 and Section 6 N/A

Statutory reference	Mandatory consideration	Section in EI&RS
	the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality. the suitability of the site for the development the public interest	Section 6
Mandatory relevant considerations under EPIs		
State Environmental Planning Policy (Resilience and Hazards) 2021 – Chapter 4 Remediation of Land	Clause 4.6(2) provides: <i>Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subsection (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.</i>	Section 7.15 and Appendix 9
State Environmental Planning Policy (Housing) 2021 – Chapter 4– Design Quality of Residential Apartment Development and the Apartment Design Guide	(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following— (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide, (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.	Section 7.2 and 7.3 and Appendix 7
State Environmental Planning Policy (Sustainable Buildings) 2022	A BASIX certificate accompanies the development application and demonstrates that the proposal achieves compliance with the BASIX water, energy and thermal efficiency targets.	Appendix 18
State Environmental Planning Policy (Precincts— Central River City) 2021 Appendix 8 – Area 20 Precinct Plan	Clause 2.3(2) – Zone objectives and Land uses	Appendix 3
	Clause 4.1 – Minimum subdivision lot size	Section 7.1.2 and Appendix 3
	Clause 4.1AB - Minimum lot sizes for residential development in Zone R3 Medium Density Residential	Section 7.1.2 and Appendix 3
	Clause 4.3 – Height of Buildings	Section 7.1.2 and Appendix 3

Statutory reference	Mandatory consideration	Section in EI&RS
	Clause 4.4 – Floor Space Ratio	Section 7.1.2 and Appendix 3
	Clause 5.1 Relevant acquisition authority	Section 7.1.2 and Appendix 3

6.0 ENGAGEMENT

Community engagement was undertaken in accordance with the engagement requirements of the SEARs and the '*Undertaking Engagement Guidelines for State Significant Projects*' (The Engagement Guidelines), as detailed in **Appendix 22** Community Engagement Report prepared by Community Insights Consulting.

The Engagement Guidelines provide the following guidance to Proponents:

- Plan early
- Engage as early as possible
- Ensure engagement is effective
- Ensure engagement is proportionate to the scale and impact of the project
- Be innovative
- Be open and transparent about what can be influenced

In accordance with the Guidelines, a community engagement program was developed and undertaken as soon as possible after commencing the project. The community engagement program undertaken by the applicant and its consultants included the following engagement activities:

- The development of information materials, including a consultation pack and stakeholder email
- Meeting with Department of Planning, Housing and Infrastructure
- Consultation with Blacktown City Council
- Walk on Country with First Nations Stakeholders
- Direct engagement with service providers (Endeavour Energy and Sydney Water)
- Community engagement within the locality

The following sections of this EI&RS provide details of the authorities and community consultation undertaken.

6.1 Authority Consultation

6.1.1 Consultation with Blacktown City Council

The applicant began seeking a meeting with Blacktown City Council from October 2025, early in the design evolution of the proposal. Council eventually scheduled a meeting for 29 January 2026, some 3.5 months after the first request for a meeting, and minutes from that meeting were only provided on 13 March 2026, some five months after the initial request for a meeting was lodged with the Council.

As a consequence of the compressed timeframes required for lodgement of an HDA application, and the need to progress design development, it is not possible to address all of the Council's feedback prior to lodgement of the application. Instead, the Council's feedback will be taken into consideration along with any feedback provided by the DPHI during the assessment process and addressed via a Response to Submissions package.

Notwithstanding, Council's feedback is primarily focused on two aspects, the first being the strategic and site merit for the rezoning amendments, and second aspect being around technical matters such as waste arrangements and stormwater disposal.

In relation to the first aspect being the strategic and site merit for the rezoning amendments, this is comprehensively addressed in Section 4 of this EI&R Assessment and the supporting documentation. In relation to the technical matters, the Council feedback will be reviewed during the assessment process and addressed as part of the Response to Submissions.

6.1.2 Department of Planning, Housing and Infrastructure

Consultation has been undertaken with the Department of Planning, Housing and Infrastructure as part of the SEARs process.

6.1.3 Transport for NSW

Transport for NSW (TfNSW) have provided email correspondence dated 5 February 2026, confirming that TfNSW have no plans to signalise the fourth leg of the intersection at Windsor Road/Commercial Road.

6.2 Community Engagement

The community consultation adopted for the proposed development comprised:

- Establishment of a project webpage and community survey
- A community door knock and letterbox drop of 300 flyers, advising the pop-up consultation dates, providing details of the website URL and advising the community information line number
- Emails to Strata Management for adjacent apartment buildings to share information and seek support in informing tenants of pop-up consultation dates and locations, details of the website URL and advising the community information line number.
- Community pop-up information stall at Rouse Hill Town Centre to share information and gather feedback.
- Community pop-up information stall at Rouse Hill Metro Station to share information and gather feedback
- A walk on Country with held with Murru Mittigar elders and design workshop held

There were no phone calls received through the project community information line. Only three responses were received through the online survey.

Direct feedback from opt-in consultation at the two pop-up information stalls centred around several common themes, including:

- traffic and parking
- general acceptance of the project.
- agreement with the need for affordable housing
- appreciation for the inclusion of green space
- agreement with the need for increased housing in the area
- appreciation of the location's proximity to public transport as a solution to increased traffic

7.0 ASSESSMENT OF IMPACTS

This section details how the key issues identified in the SEARs have been addressed. Many of the issues have been addressed through the preparation of specialist technical reports which are included as appendices to this EI&RS. Key issues identified in these reports are highlighted as are the recommended mitigation measures.

7.1 Statutory Context

The SEARS require the EI&RS to address all relevant legislation, Environmental Planning Instruments, plans, policies and guidelines. Section 5 of this EI&RS addresses the power to grant approval, permissibility, preconditions and mandatory considerations. Appendix 3 also contains a detailed assessment against all relevant Environmental Planning Instruments.

Notwithstanding, the assessment below specially addresses key development standards within State Environmental Planning Policy (Precincts—Central River City) 2021.

7.1.1 State Environmental Planning Policy (Precincts—Central River City) 2021

Zoning and Permissibility

The site is subject to the R3 Medium Density Residential zone, the RE1 Public Recreation zone, and SP2 Local Road zone pursuant to the State Environmental Planning Policy (Precincts—Central River City) 2021.

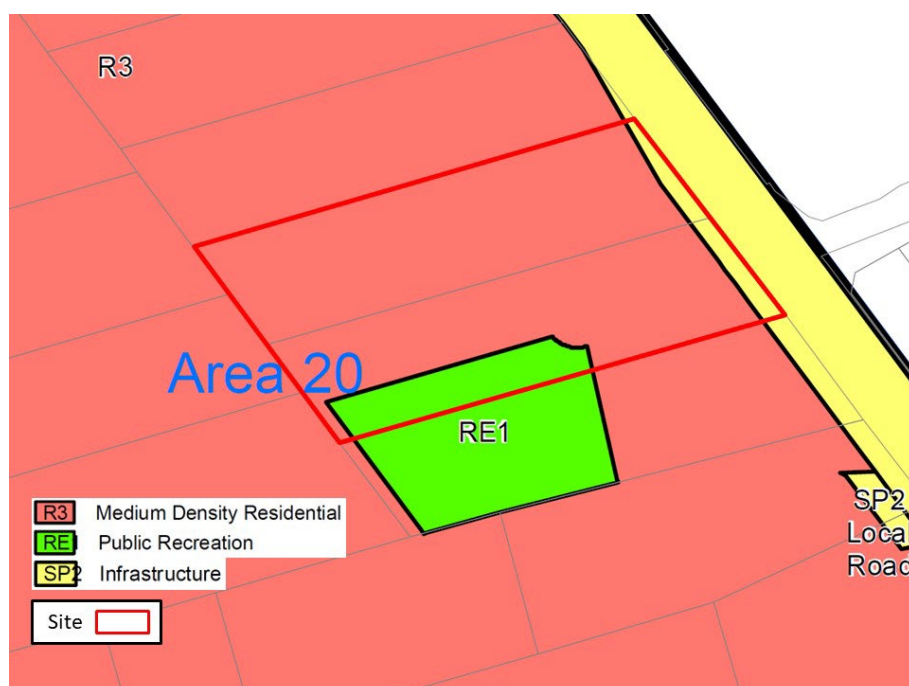


Figure 14:

Extract from
SEPP
(Precincts—
Central River
City) 2021
zoning map

The proposed development meets the definition of 'residential flat buildings' which is permissible in the R3 Medium Density Residential zone, where the buildings are proposed. The proposal also includes "roads" which is also a permissible use within the zone.

Clause 2.3(2) of Appendix 8 of State Environmental Planning Policy (Precincts—Central River City) 2021 provides that the consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.

The objectives of the R3 Medium Density Residential zone are:

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To support the well-being of the community by enabling educational, recreational, community, religious and other activities where compatible with the amenity of a medium density residential environment

The proposed development provides for residential accommodation in the form of residential flat buildings which provide for the housing needs of the community within a medium density residential environment. For the reasons given the proposal is considered to be consistent with the objectives of the R3 Medium Density Residential zone.

Minimum subdivision lot size

In accordance with clause 4.1, the size of any lot resulting from any such subdivision of land to which this section applies is not to be less than the minimum size shown on the Lot Size Map in relation to that land.

The subject site is not identified with any minimum lot size on the Lot Size Map.

Minimum lot sizes for residential development in Zone R3 Medium Density Residential

In accordance with clause 4.1AB the minimum lot size for a residential flat development on the subject site is 2,000 square metres, as the land is shown on the Residential Density Map with a minimum dwelling density of 25. The area of each superlot created by the proposed subdivision exceeds 2,000 square metres.

Residential Density

In accordance with clause 4.1B a minimum residential density of 25 dwellings per hectare apply to the site. The proposed development provides 364 dwellings across a combined site area of 22,373.5 square metres and therefore provides approximately 163 dwellings per hectare which exceeds the minimum density requirement.

Relevant Acquisition Authority

Land identified for acquisition by Blacktown City Council is shown on the Land Reservation Acquisition Map accompanying the Appendix 8 controls. The Map identifies an area of Local Open Space at the south-western corner of the site, which aligns with the RE1 Public Recreation zone.

The nomination of Open Space in the acquisition map is of no consequence for the determination of the proposed Development Application because it provides the right for Blacktown City Council to compulsorily acquire this land at some point in the future.

This application creates Lot 4 which is part of this larger park and Blacktown City Council will have the capacity to compulsorily acquire this in the future on just terms.

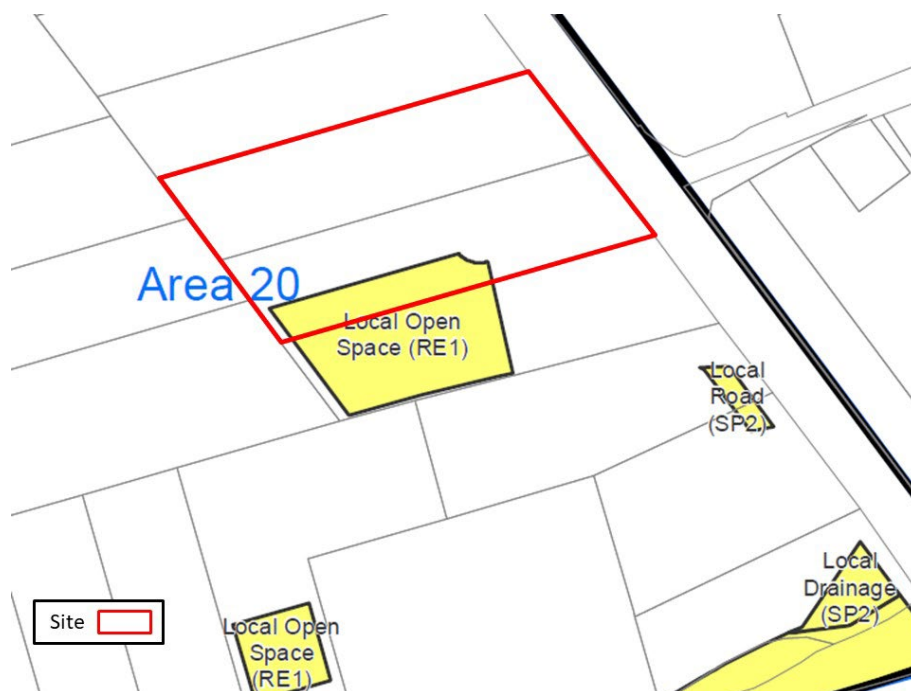


Figure 15:

Extract from
SEPP
(Precincts—
Central River
City) 2021
Acquisition
map

Height

In accordance with clause 4.3 'Height of Buildings' the height of a building on any land is not to exceed the maximum height shown for the land on the 'Height of Buildings Map'. The proposed maximum height for the site is compliant with the proposed 31 metre height control.

Floor Space Ratio

Clause 4.4 of the State Environmental Planning Policy (Precincts—Central River City) 2021 provides that the maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. The proposed maximum floor space ratio for the site is compliant with the proposed 2:1 FSR control.

Preservation of trees or vegetation

The objective of Clause 5.9 is to preserve the amenity of the area through the preservation of trees and other vegetation. However, the SEPP contains controls for the clearing of Existing Native Vegetation and Native Vegetation Retention Areas as shown on the Native Vegetation Protection Map. The subject site does not contain vegetation mapped in either of these categories and therefore has no further restriction of clearing of vegetation as illustrated in Figure 14 below:

The entire site is also located on 'biodiversity certified land' according to the Order to confer biodiversity certification on the State Environmental Planning Policy (Precincts—Central River City) 2021. Development on biodiversity certified land is taken to be development that is not likely to significantly affect any threatened species, population or ecological community or its habitat. A consent authority is not required to take into consideration the likely impact of the development on biodiversity values (despite any provision of the EP&A Act or any regulation or instrument made under that Act). Therefore, no further assessment of impacts to threatened species, populations or ecological communities is required under NSW legislation.

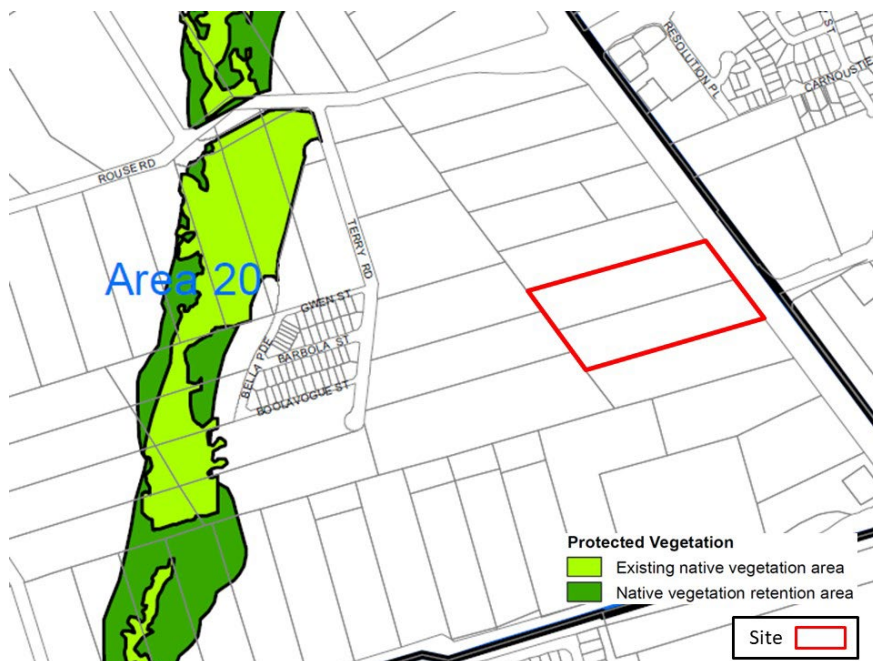


Figure 16:

Extract from
SEPP
(Precincts—
Central River
City) 2021 native
vegetation
protection map

Public Utility Infrastructure

The necessary arrangements will be made in respect of the supply of water, electricity and disposal and management of sewage. The area is serviced by infrastructure water, sewer and electrical services and the various utility provider requirements will be addressed prior to issue of subdivision/construction certificate.

7.2 Design Quality

The proposed development is considered to exhibit design excellence for the following reasons:

- The impact of the proposal with respect to design and site planning is positive. The proposed distribution of built form and massing of the building is the result of a considered analysis of the context of the site and the desire to deliver a positive urban design outcome which is consistent with the emerging context of the site. The proposal incorporates a diversity of scale and form across the site. The proposal generates a high level of visual interest with modulation to the skyline as well as creating an engaged ground floor plane incorporating landscaping.
- A high standard of architectural design is proposed as detailed in the architectural plans prepared by Fuse Architecture.
- The bulk, massing and modulation of the proposal responds to the emerging character and context of the site and will sit comfortably within the streetscapes surrounding the site. In particular, the proposal properly defines the street edges of the site and responds sympathetically and addresses the adjacent development.
- The proposal has been informed by advice from the local elders with Connecting to Country being an important design element which has been integrated into the building and landscape design.
- The proposal appropriately responds to the unique site circumstances including the varying conditions of each interface of the site. In particular, the proposal achieves an active street frontage to all adjacent

streets and manages the fall across the site to ensure an engaged relationship is achieved around the perimeter of the development at the ground floor plane.

- The proposed design has maximised solar access by identifying areas of the façade which enjoy the most amount of sunlight and ensuring that the internal layout takes advantage of these areas of façade in order to maximise residential amenity.
- The proposal provides a variety of communal open spaces which offers a high level of amenity to the future occupants by being easily accessible from within the building, comprising both under cover and exposed areas.
- The proposal will provide greater housing choice, including affordable housing, for occupants in an ideal location opposite the Rouse Hill strategic centre.
- The proposed materials and finishes are of a high quality and will contribute positively to the locality.
- The proposed development meets sustainable design principles in terms of sunlight, natural ventilation, visual and acoustic privacy, safety and security and resources, energy and water efficiency.
- The internal planning of the proposed development is well resolved and a particularly high standard of architectural design is proposed as detailed in the architectural plans prepared by Fuse Architects.
- The proposed development does not adversely impact view corridors from the public domain.
- The proposal provides an optimal car parking and servicing solution.
- The proposed development will not result in any significant adverse impacts to adjacent properties.
- The proposal demonstrates fine grain active frontages with the buildings architecture combined with the public domain improvements that will serve to activate and enliven the street frontages.
- The proposed development includes a comprehensive design for the landscaping of the site and all public domain areas surrounding the site. The proposal will result in a residential development within a suitably landscaped setting having regard to the urban context of the site. The landscaping proposed represents an integral element in ensuring the development has an appropriate contextual fit and will positively contribute to the forthcoming character of the area.
- The proposal will deliver 15% of the floor space as affordable housing and provides much needed accommodation for the community in this locality.
- The proposal will not have an adverse impact on the heritage significance of any nearby heritage items.
- The proposal is satisfactory with regard to objectives of ESD as the site is well placed with regard to access to key transport nodes and the development has been designed to achieve good internal amenity with appropriate provision for energy and water efficiency and thermal comfort as evidenced by the BASIX certificate which accompanies the application.
- The proposal provides the necessary car parking, motorcycle and bicycle parking and suitable manoeuvring areas. Compliant waste servicing arrangements have been provided, with all waste to be managed from within the site.

7.3 Built Form and Urban Design

7.3.1 Layout, Bulk and Scale

The proposed distribution of built form and massing across the site is the result of a considered analysis of the constraints of the site combined with context of the site and the desire to deliver a positive urban design outcome.

In particular, the proposed design has developed from an evolution which firstly recognises the Indicative Layout Plan which establishes the appropriate street network and new street blocks, and then establishes building envelopes for each street block.

Having established the envelopes for the street blocks, several key design moves have informed the building massing, internal layout and architectural treatment. This includes the desire to modulate scale, minimise shadow impacts to surrounding properties, maximise orientation for solar access, achieve an engaged street edge, and maximising ground floor common open space. The sculpting of the facades is intended to provide visual interest, reference the lower scale to the north, mitigate wind impacts, and achieve vertical articulation.

The proposal ensures an activated ground floor plane and the design of the proposal achieves a highly modulated built form outcome which serves to reduce the apparent bulk and mass of the development and deliver a visually dynamic outcome. The Design Report by Fuse Architects demonstrates that the proposal achieves a high level of amenity and compatibility with the surrounding site context.

The proposal is a high quality transit orientated development that will provide additional housing choice in a location that enjoys exceptional access to the employment, services, retail facilities and outdoor amenity.

The development exhibits a high level of environmental performance, provides a high level of amenity and an attractive contemporary architectural expression that will contribute positively to the built form quality of the building stock in the Rouse Hill precinct.

A varied palette and materiality are used to provide a clear identity for the development. The varied architectural language generates a high level of visual interest.

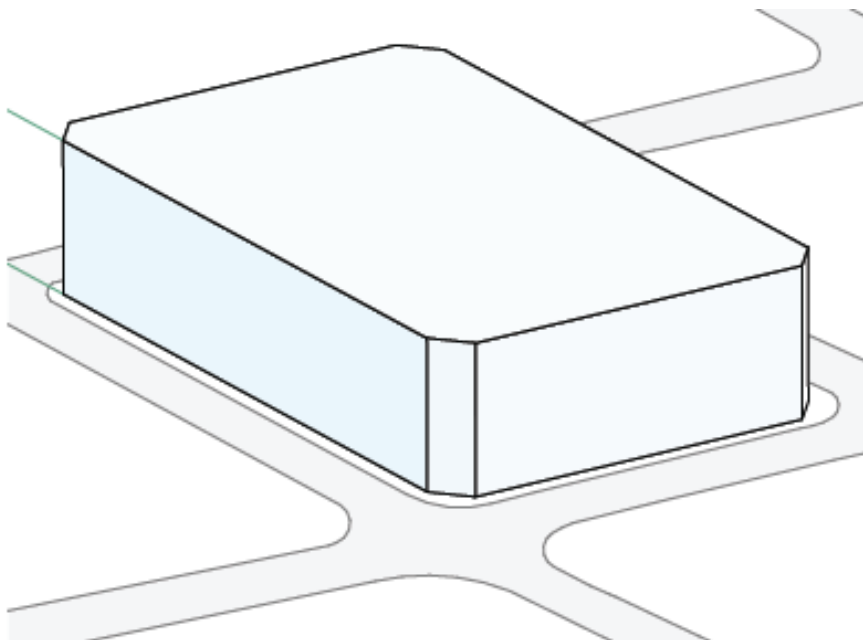


Figure
17:

Design
Evolution
(Buildings A
and B) – Initial
Massing
(Source: Fuse
Design Report)

Figure 18:

Design Evolution
(Buildings A and B) –
Reduction of envelope
to enhance sun to
podium (Source: Fuse
Design Report)

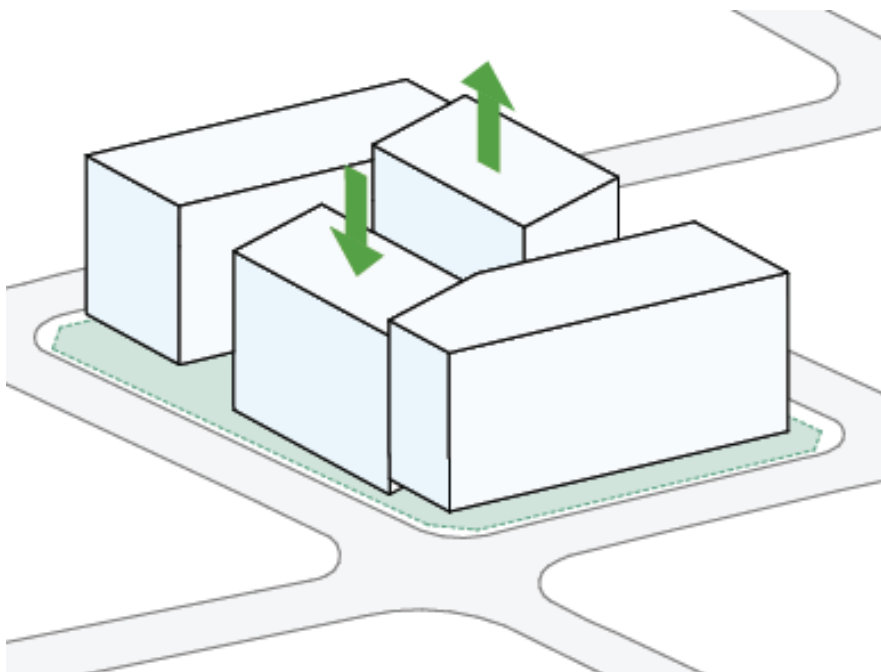
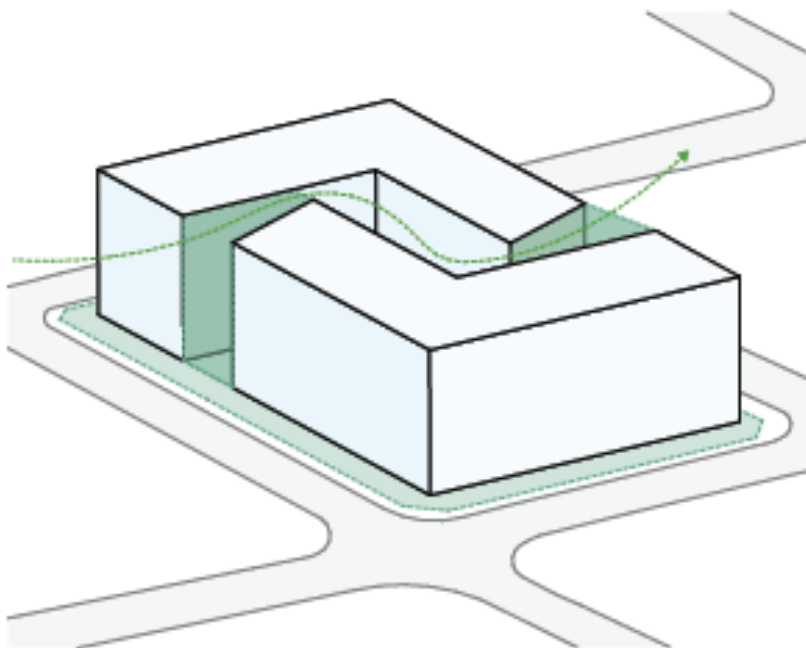


Figure
19:

Design
Evolution
(Buildings A
and B) –
Further
articulation
(Source: Fuse
Design Report)

Figure 20:

Design
Evolution
(Buildings A and
B) – Colour to
Form (Source:
Fuse Design
Report)

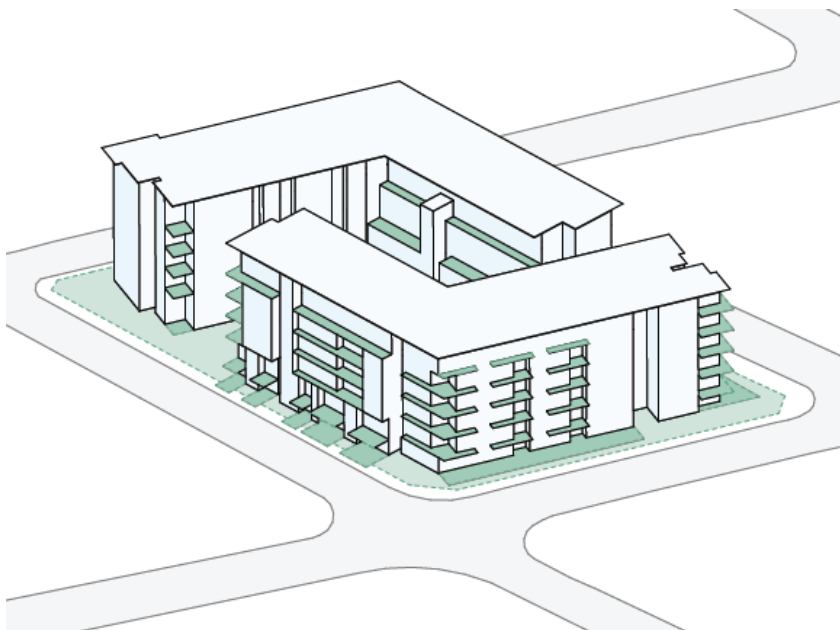
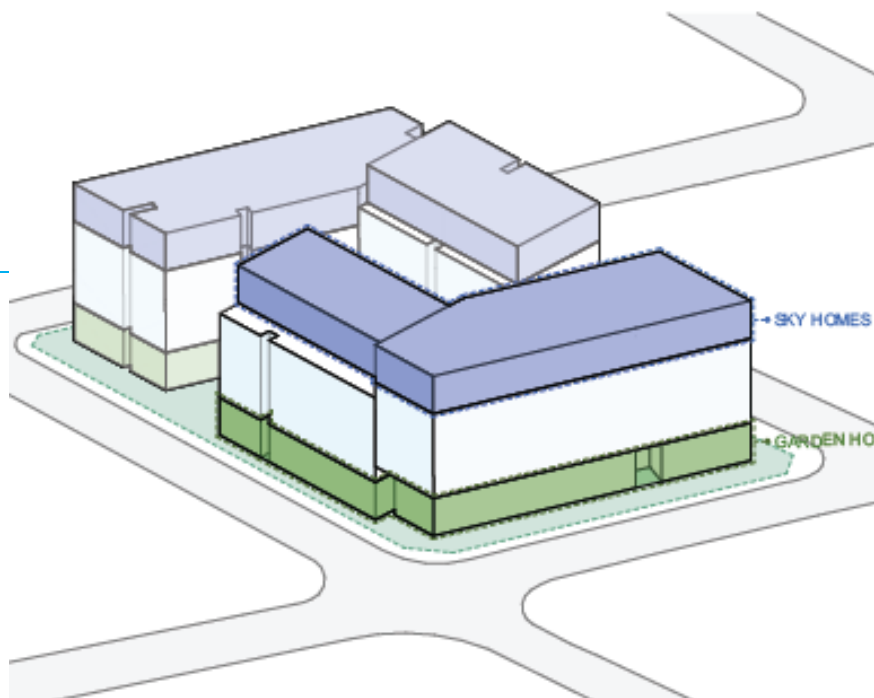


Figure 21:

Design Evolution
(Buildings A and B) –
Frame as unifying
device (Source: Fuse
Design Report)

Figure 22:

Design
Evolution
(Building C) –
Initial massing
(Source: Fuse
Design Report)

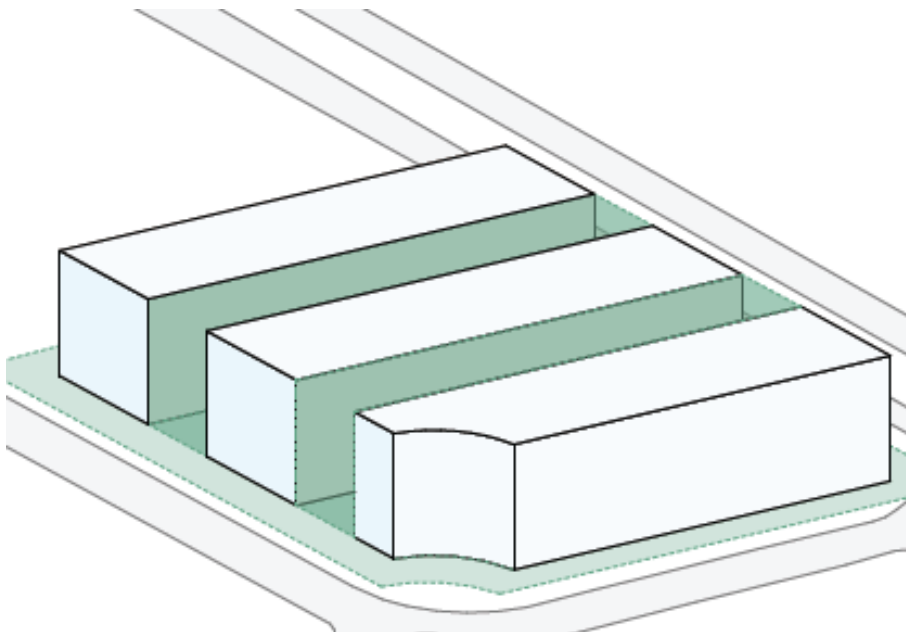
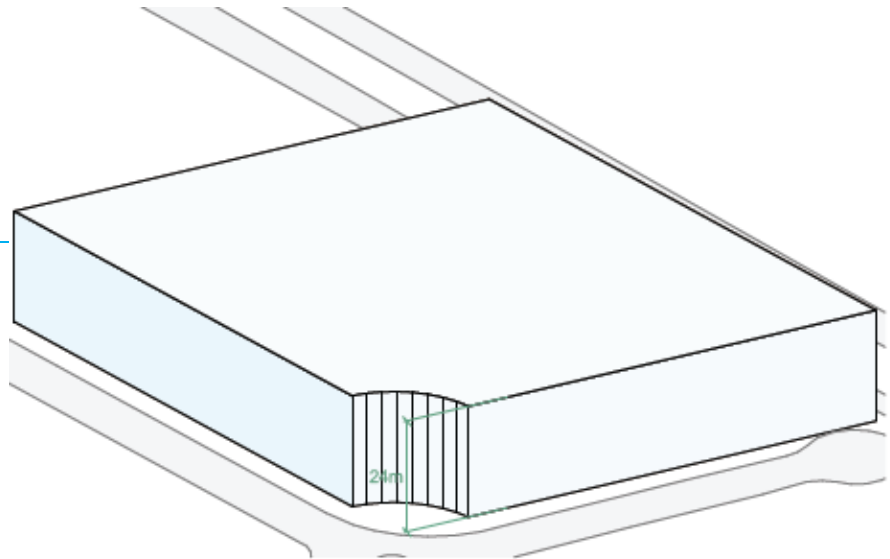


Figure
23:

Design
Evolution
(Building C) –
Reduction of
envelope
(Source: Fuse
Design Report)

Figure 24:

Design Evolution
(Building C) –
Reduction of
envelope to define
building entries
(Source: Fuse
Design Report)

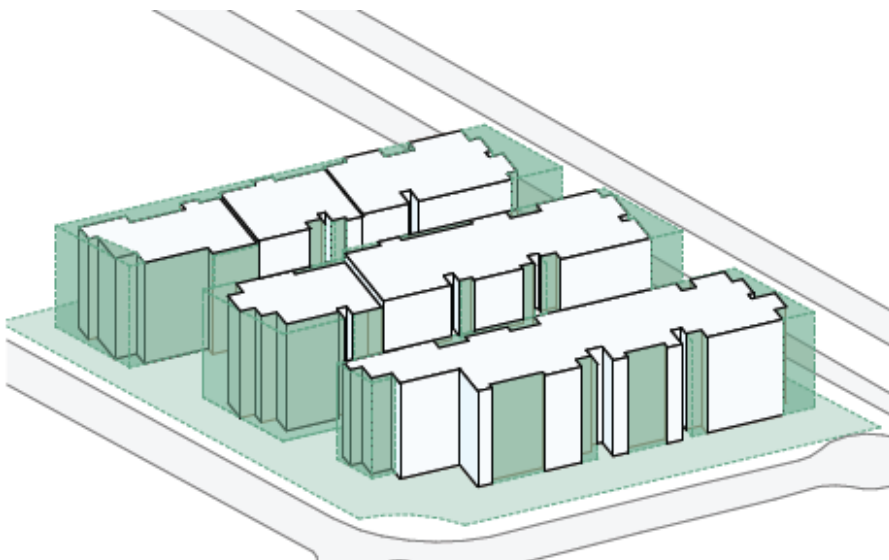
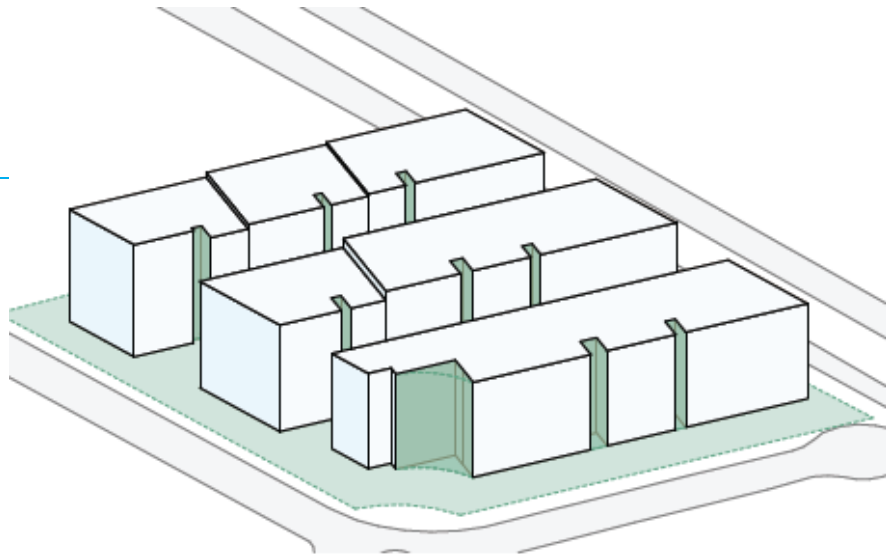
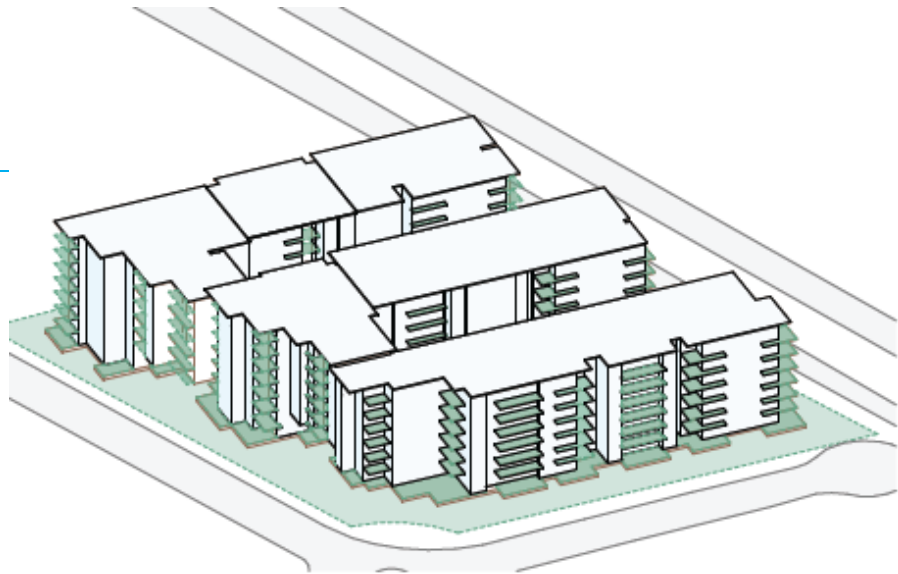


Figure
25:

Design
Evolution
(Building C) –
Further
articulation
(Source: Fuse
Design Report)

Figure 26:

Design
Evolution
(Building C) –
Façade
articulation
(Source: Fuse
Design Report)



7.3.2 Separation

The separation distances within the site and from the site boundaries are generally consistent or exceed those suggested in the Apartment Design Guide. In particular, the development provides fully compliant separation distances from the side boundary for Building C and also provides compliant separation distances across the internal courtyards within the development.

The layout of apartments throughout the development also ensure that there are acceptable privacy outcomes between various apartments within the development with the use of façade treatments to maximise privacy.

Overall the design of the development ensures a high level of privacy for the residents within the proposal and for the eastern adjacent building.

7.3.3 Setbacks

The proposal provides a minimum 6 metre setback from all streets with 1.5 metre articulation zone, and a minimum 10 metre setback from Windsor Road.

7.3.4 Façades

A series of architectural responses have guided the approach to the crafting of the facades of the proposed building with the initial sculpting of the building arising from the foundational principles. The building façades are designed to carefully respond to its immediate physical and social context, presenting an architectural expression that is reflective of its urban setting.

The buildings utilise simple, effective, and smart design solutions to respond to the various considerations of being in an urban context. On the lower levels, a solid full height balustrade is proposed to prevent views from the public domain into apartments, protecting resident privacy amenity.

A low glazing ratio will also assist with mitigating traffic noise from vehicles and to ensure the apartment comfort levels. In the middle levels, this solid balustrade is reduced in height, increasing glazing ratios on

these levels to permit more sunlight and allow for outlook above the existing built forms towards the district views in all directions. In the higher levels, the solid balustrade is replaced with clear and transparent glazing. Floor-to-ceiling glazing is utilized in these levels to take full advantage of the district views. This is a response to the decreasing privacy and noise intrusion, and the increasing outlook, from the building base to the top. This simple yet effective solution creates a gradient of decreasing visual weight from the building base through to the top, grounding the building to the street and to the people, before feathering up the building. This is illustrated in Figure 27 below.



Figure 27:

Facade response (Source: Fuse Design Report)

7.3.5 Materials

The proposed development provides a refined palette of materials and finishes, to ensure that a unified and cohesive visual outcome is achieved. The materials incorporated into the buildings have also been selected based on the environmental performance and sustainability requirements for the materials and the building.

The proposed materials and finishes are detailed in the architectural plans provided by Fuse Architects at **Appendix 6**.

7.3.6 Accessibility

An Access Review Report has been prepared by Vista Access at **Appendix 30**, which provides advice and strategies to maximise reasonable provisions for people with disabilities. The design of the proposed development has been assessed under relevant provisions of the Disability Discrimination Act, BCA, Australian Standards and Disability (Access to Premises-Building) Standards 2010.

The proposed development is capable of achieving the required accessible outcomes in relation to ingress and egress, paths of travel and facilities and amenities, Compliance with the relevant provisions for access can also be conditioned as part of any consent.

7.4 Environmental Amenity

7.4.1 Solar Access

The internal planning of the revised development has been designed to maximise solar access for apartments and to minimise no-sun apartments.

The ADG requires that living rooms and private open spaces of at least 70% of apartments in a building receive at least 2 hours direct sunlight between 9am and 3pm at mid-winter in the Sydney Metropolitan Regional. The ADG also requires no more than 15% of apartments receive no direct sunlight in this time.

The solar access diagrams and sun eye views prepared by Fuse architects at **Appendix 6** of this EI&RS demonstrate that 70% of all apartments receive adequate solar access, whilst only % of total apartments do not receive any direct sunlight. The proposal development complies with the solar access requirements contained within the ADG.

The ADG also requires that developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm at mid-winter. Usable communal open space shadow diagrams have been prepared by Fuse architects at **Appendix 6**, which demonstrate that the principal useable parts of the proposed communal open space areas receive well in excess of the of the minimum 50% solar access that is required by the ADG.

7.4.2 Natural Ventilation

The ADG requires that at least 60% of apartments are naturally cross ventilated in the first nine storeys. Apartments that are ten storeys above are deemed to be naturally cross ventilated.

The solar access diagrams prepared by Fuse Architecture at **Appendix 6** of this EI&RS demonstrate that the development exceeds the 65% requirement and satisfies the ADG requirements for natural cross-ventilation through locating openings in significantly different pressure regions.

7.4.3 Visual Privacy

The proposed development seeks to maximise visual privacy within the site and to future neighbouring developments. This has been achieved through the provision of setbacks and building separation distances that comply with or exceed the ADG requirements.

7.4.4 Common Open Space

The proposed development provides a variety of common open space areas for the residents, comprised of both ground level spaces and also roof top common open space.

The proposed development provides a combined 8,101 square metres of common open space distributed throughout the development which is the equivalent of 36% of site area and well in excess of the minimum 25% requirement under the Apartment Design Guide.

The communal open space areas will be used for a range of activities and will include barbeques, soft landscaping and outdoor seating.

7.4.5 Views

The proposed development will not result in any unreasonable impacts on scenic views available from the surrounding public domain or significant properties. The impact on views is addressed in the Visual Impact Assessment prepared by Fuse Architects at **Appendix 23**.

Whilst the proposed development will result in a change from the current view, the proposed residential flat typology is consistent and compatible with the emerging character of the location. The proposed scale and form will be harmonious with the anticipated form of urban renewal for this site which is adjacent to the Rouse Hill strategic centre.

The proposed development will provide an enhanced setting comparatively and aims to activate the site via ground floor apartments communal spaces and lobby areas that engage with all street edges. The proposal also seeks to embellish and improve the landscape contribution of the site to the surrounding streets. The proposal aims to provide a particularly high quality built form contribution to this location.

7.4.6 Shadow Impacts

Shadow diagrams have been prepared and are included by Fuse Architecture at **Appendix 6**.

The ADG specifically contemplates and tolerates solar access impact from a proposed development to adjacent existing residential flat building. Objective 3B-2 of the Apartment Design Guide (the ADG) says that:

Overshadowing of neighbouring properties is [to be] minimised during mid winter

The shadow diagrams demonstrate that whilst there is some shadow impact, this is negligible. The shadow impact to the future development to the west only occurs until 11 am, whilst there is a particularly small amount of shadow to the future park to the south, and the future potential development lot, which forms part of this application to the south-east.

The shadow impact from the proposal will not prevent the adjacent future residential flat buildings from achieving ADG solar access compliance. The proposed development has been skilfully designed to have regard to adjacent buildings and successfully minimises shadow impact and achieves the objective 3B-2 of the ADG.

7.4.7 Wind Impacts

The proposed buildings are only 7 to 8 storeys in scale and due to this low height, the arrangement of the public domain areas around the site, the building design and the prevailing wind direction there is not a significant risk of wind impacting the public domain areas of the project. Wind conditions for all trafficable outdoor locations within and around the development are likely to be suitable for their intended uses.

7.4.8 Reflectivity

To avoid any adverse glare to motorists and pedestrians on the surrounding streets, occupants of neighbouring buildings, it is recommended that all glazing and materials used on the external façade of the development should have a maximum normal specular reflectance of visible light of 20%. The most reflective surface on the façades of the proposed buildings is the glazing and reflected solar glare from

brickwork is negligible at less than 1% normal specular reflectance. The proposed building materials is unlikely to lead to hazardous, undesirable or uncomfortable glare to pedestrians, motorists or occupants of surrounding buildings.

7.4.9 Acoustic Privacy

The potential acoustic impacts to the future residents have been considered in the Noise Impact Assessment prepared by Pulse White Noise Acoustics which is located at **Appendix 12**. The report has considered the following sources of noise and vibration:

- Road traffic from the surrounding roads; and
- Mechanical plant surrounding the project site.

The report has identified the relevant noise criteria and includes recommendation measures to be incorporated into the construction of the development in order to meet the internal noise criteria

7.5 Visual Impact

A Visual Impact Assessment has been prepared by Fuse Architects at **Appendix 23**.

The process for assessment of the visual impacts of this proposal has involved an assessment of existing and likely future conditions in the locality of the site, along with assessment of the likely visibility of the completed development in its locality and its impacts on local and regional views including from low density residential areas. The process follows the Guideline for landscape character and visual impact assessment – Environmental impact assessment practice note EIA-NO4 (2023).

A summary of the visual impact assessment in relation to the six vantage points is as follows:

- View 1: The impact of the proposal is low. Acceptable within the context of the location. The proposal is of an appropriate scale, particularly when assessed within the context of the Council's vision for the area.
- View 2: The impact of the proposal is low. Acceptable within the context of the location. The proposal is of an appropriate scale, particularly when assessed within the context of the Council's vision for the area.
- View 3: The impact of the proposal is moderate. Acceptable within the context of the location. The proposal is of an appropriate scale, particularly when assessed within the context of the Council's vision for the area.
- View 4: The impact of the proposal is low. Acceptable within the context of the location. The proposal is of an appropriate scale, particularly when assessed within the context of the Council's vision for the area.
- View 5: The impact of the proposal is moderate. Acceptable within the context of the location. The proposal is of an appropriate scale, particularly when assessed within the context of the Council's vision for the area.
- View 6: The impact of the proposal is low. Acceptable within the context of the location. The proposal is of an appropriate scale, particularly when assessed within the context of the Council's vision for the area.

The visual assessment confirms that whilst the proposal will be visible from several vantage points, this visibility occurs within the context of a rapidly evolving urban landscape. The precinct is undergoing a

deliberate transition to higher density built form around Rouse Hill strategic centre. The proposal is in keeping with this planned transformation, and is compatible with the scale and character of recent developments in the surrounding area.

Although the development will interrupt views, this is an expected and inevitable outcome of intensification within the locality. The design has been carefully considered to integrate with the evolving urban character and to soften visual impacts through setbacks, landscaping, and modulation.

Overall, the proposal will result in a low to moderate visual impact, consistent with the intended desired future character of the area. With continued development in the area, the development is expected to integrate further into the surrounding urban context, contributing positively to the precinct's transformation.

7.6 Public Space

7.6.1 Integration with the Public Domain

The design of the proposed development sensitively integrates the public domain of the road frontages of the site and significantly enhances the activation and engagement with the existing public domain with direct street entry to the various residential lobbies. In an effort to optimise the pedestrian priority of the public domain, the existing vehicular entries have been rationalised which limits interruption of the footpath and the built form by vehicle crossings.

The landscape design (**Appendix 8**) incorporates a Connecting with Country strategy and also maximises the landscape quality of the setback areas to positively contribute to the quality of the public domain.

7.6.2 Crime Prevention Through Environmental Design Principles

Crime prevention through environmental design (CPTED) seeks to influence the design of buildings and places by:

- increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture
- increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended
- reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'
- removing conditions that create confusion about required norms of behaviour

There are four principles that need to be used in the assessment of development applications to minimise the opportunity for crime:

- Surveillance
- Access Control
- Territorial Reinforcement
- Space Management.

The future buildings are bounded by multiple roads, and will enjoy significant natural surveillance of and from neighbouring sites, recreational spaces and the streetscape. The proposal incorporates:

- Architecturally designed common areas that promote resident interaction and a responsibility of users for the area;
- Entrance design to residential pathways and the buildings which provide a clear demarcation between public and semi-private space;
- Clear design cues associated with fenced terraces which delineate these spaces and identify who they are to be used by; and
- A high level of passive surveillance of the public and private domain.

Subject to the implementation of security measures such as CCTV, security controlled access to basements and lobbies, lighting, regular cleaning and maintenance of publicly accessible areas, and maintenance of landscaping, the proposed development can be managed to minimise the potential risk of crime.

7.7 Trees and Landscaping

7.7.1 Impacts on existing trees

The entire site is also located on 'biodiversity certified land' according to the Order to confer biodiversity certification on the State Environmental Planning Policy (Precincts—Central River City) 2021. Development on biodiversity certified land is taken to be development that is not likely to significantly affect any threatened species, population or ecological community or its habitat. A consent authority is not required to take into consideration the likely impact of the development on biodiversity values (despite any provision of the EP&A Act or any regulation or instrument made under that Act). Therefore, no further assessment of impacts to threatened species, populations or ecological communities is required under NSW legislation

The reasonable development of the site in accordance with the new vision for the area is not possible with the retention of trees, particularly having regard to the required excavation. Notwithstanding this, the redevelopment of the site will include a coordinated landscaping regime with more suitable tree species which will achieve a high quality landscaped treatment for the site as illustrated in the landscape plans prepared by Taylor Brammer landscape architects which accompany this application.

7.7.2 Proposed Landscaping

Landscape Plans and a Landscape Report have been prepared by Taylor Brammer and are included at **Appendix 8**.

A planting schedule for the proposed landscaping for the project is included within the Landscape Report. This schedule details the size, species and spacing of plantings proposed in each landscaped area. The planting palette has been carefully selected in response to the site conditions and design principles.

The urban setting of the site and its surrounds has also been considered in the proposed landscaping through the integration of the development with the existing landscaping in the public domain.

7.8 Ecologically Sustainable Development

The proposed development has been designed to reflect best practice sustainable building principles to improve environmental performance, in relation to energy and water efficient design and technology and use of renewable energy.

The *Environmental Planning & Assessment Act 1979* adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle
- inter-generational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

The 4 principles are addressed below:

Precautionary principle

The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment. The proposed development is accompanied by multiple environmental studies and technical reports which conclude that there are no environmental constraints that preclude the development of the site in accordance with the proposal, subject to appropriate management in construction and operational strategies. The mitigation measures outlined in this Statement detail the methods by which environmental impacts will be managed on the site.

Inter-generational equity

The proposal will ensure that the health, diversity and productivity of the environment is enhanced for the benefit of future generations as it represents a sustainable use of the site which will take advantage of the existing infrastructure and make more efficient use of the site consistent with its planned intent. The re-development of this site will also have positive social, economic and environmental impacts. The location of new housing on a site with excellent access to public transport and other facilities and employment will enable residents to make sustainable travel choices which will protect the environment for future generations.

Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposed development will not have any significant effect on the biological diversity and ecological integrity of the site and provides the opportunity to introduce planting and landscaping to provide for habitat and to assist in rain water absorption.

Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Construction and operational phases of the development will not produce excessive waste or result in pollution emanating from the site. All efforts will be made to ensure that materials are reused, recycled or disposed of in a sensitive manner. The life cycle of products and their robustness has been considered in the process of material and finish selection.

7.9 Traffic, Transport and Accessibility

A Transport Impact Assessment prepared by CJP Consulting Engineers accompanies the application at **Appendix 11** to address the potential impacts of the development on transport infrastructure and to address the accessibility of the site.

7.9.1 Traffic

The subject proposal will generate approximately an additional 133 vehicles movements in the AM peak hour and 105 vehicle movements in the PM peak hour.

These nett increases in peak period traffic volumes are relatively minimal and fall within typical daily fluctuations of the local road network, particularly given vehicles are able to access the site and higher order road network via a number of different roads. Furthermore, these peak period traffic volumes are consistent with the existing zoning and the State Government's future desired character of the area, noting the site's proximity to the Metro. The microsimulation models that analyse intersections and road networks are unlikely to be impacted to any appreciable level by 37-48 additional vehicle movements when split across the various intersections, such that the road network operation is expected to remain at the same Level of Service as it is currently.

In the above context the traffic impacts of the proposal are considered acceptable with no further mitigation measures required.

7.9.2 Car Parking

Whilst the proposal is not technically lodged pursuant to Chapter 2 of SEPP Housing, the car parking rates in Chapter 2 of SEPP Housing are considered appropriate minimums.

Table 17: Car parking rates

Use	SEPP Housing
Residential dwellings	0.5 car space per 1 bedroom 1 car space per 2 bedroom 1.5 car space per 3 bedroom
Affordable Housing	0.4 car space per 1 bedroom 0.5 car space per 2 bedroom 1 car space per 3 bedroom
Residential visitor	Not specified

It should be noted that the Chapter 2 of SEPP Housing does not require off-street parking to be provided for visitors. Notwithstanding, to ensure adequate off-street parking is available for visitors of the development, the TfNSW *Guide to Transport Impact Assessment* (TfNSW Guide) rate of 1 visitor space per 5 dwellings for residential flat buildings has been adopted.

Application of these rates are presented in Table 18 below.

Table 18: Car parking compliance

Use	Units	Rate	Min spaces	Proposed
Residential dwellings	12 x 1 bedroom	0.5 space	697.5 spaces	730 spaces
	391 x 2 bedroom	1 car space		
	140 x 3 bedroom	1.5 car space		
	16 x 4 bedroom			
Affordable Housing	40 x 1 bedroom	0.4 space		
	101 x 2 bedroom	0.5 car space		
Visitor	700	Max 1/5 units	140 spaces	140 spaces

The development provides 730 residential spaces, 140 residential visitor spaces and a total of 870 car spaces.

The parking provision is compliant with the Housing SEPP and TfNSW *Guide to Transport Impact Assessment* requirements.

7.9.3 Access

Pedestrian access is provided via multiple lobbies from the adjacent streets, each via stairs and/or accessible ramps.

The Transport Impact Assessment at **Appendix 11** confirms that the access driveways have been designed in accordance with Australian Standards AS2890.1 with respect to widths and gradients.

7.9.4 Service vehicle movements and access arrangements

The proposal provides multiple loading docks for on-site garbage collection as well as loading for the site. The loading bay designs are capable of accommodating Council's waste collection trucks and enabling them to manoeuvre on site to collect waste.

Vehicle swept paths have been undertaken to confirm the suitability of the loading dock from a manoeuvrability perspective.

7.10 Biodiversity

The entire site is also located on 'biodiversity certified land' according to the Order to confer biodiversity certification on the State Environmental Planning Policy (Precincts—Central River City) 2021. Development on biodiversity certified land is taken to be development that is not likely to significantly affect any threatened species, population or ecological community or its habitat. A consent authority is not required to take into consideration the likely impact of the development on biodiversity values (despite any provision of the EP&A Act or any regulation or instrument made under that Act). Therefore, no further assessment of impacts to threatened species, populations or ecological communities is required under NSW legislation.

7.11 Noise and Vibration

7.11.1 Noise Attenuation for Future Residents

The potential acoustic impacts to the future residents have been considered in the Noise Impact Assessment prepared by Pulse White Noise Acoustics which is located at **Appendix 12**.

The report has identified the relevant noise criteria and includes recommendation measures to be incorporated into the construction of the development in order to meet the internal noise criteria.

7.11.2 Noise Emissions from Development

The Noise Impact Assessment prepared by Pulse White Noise Acoustics at **Appendix 12** identifies the following noise sources generated by the proposed development:

- Mechanical Plant
- Communal Spaces
- Loading Dock

In order to address noise impacts from these sources, the report includes a number of recommendations, including that noise emissions from all mechanical services to the closest residential receivers should comply with the identified noise criteria of the report, with detailed acoustic review to be undertaken at CC stage to determine acoustic treatments to control noise emissions to satisfactory levels.

7.11.3 Construction Noise and Vibration

Given that construction methodology is not finalised at this stage a detailed assessment is required at Construction Certificate stage in order to quantify noise impacts and determine any specific mitigation measures required.

7.12 Ground and Water Conditions

A Geotechnical Assessment prepared by EI Australia accompanies the application and is included as **Appendix 10**. The Assessment provides that based on the limited in-house information available for the area, the depth to groundwater is inferred to be between 5.0 to 6.0m BEGL. The assessment recommends that groundwater wells be installed for monitoring of the groundwater levels and completion of pump out tests at the site. The purpose of the groundwater monitoring is to estimate the groundwater seepage into the excavation to assist in finalisation of the drainage system.

Erosion and Sediment Control measures are identified in the Civil Plans prepared by SGC that supports this report at **Appendix 16** to minimise land disturbance and sediment pollution control of downstream waterways. The erosion and sediment control measures that are proposed for the construction phase include:

- Sediment and security fencing around the perimeter of the site;
- Stabilised site entrance and wash down location;
- Installation of mesh filters for pits within dish drains; and
- Installation of mesh and gravel inlet filters on nearest downstream pits.

7.13 Water Management

The following documentation supports the proposed development and addresses water management at **Appendix 16 and 17**:

- Stormwater Concept Plan by SGC
- Water Management Plan by SGC

The stormwater management system has been designed in accordance with Council's requirements. The stormwater system comprises water collection via the internal building drainage system and transportation to on-site rainwater tanks. These rainwater tanks will provide re-use for irrigation and landscaped areas. Overflow from these rainwater tanks will be directed to the on-site detention (OSD) systems. Water is ultimately conveyed from the OSD system to existing drainage infrastructure located the surrounding streets.

The stormwater system incorporates a Water Sensitive Urban Design (WSUD) strategy to support the proposed development and ensure it complies with Council's pollution reduction targets.

7.14 Flooding Risk

The site is not identified as "Flood planning area" on the Flood Planning Map land.

7.15 Contamination

The application is accompanied by a Preliminary Site Investigation at **Appendix 9** prepared by EI Australia. The Preliminary Investigation concluded the following:

- The site was vacant land until the 1960s and then was developed into a rural residential property.
- The local surroundings consisted of vacant land and residential properties and from the 1970s properties were developed for commercial and light industrial purposes.
- The site was free of statutory notices and licensing agreements issued under the Contaminated Land Management Act 1997 and Protection of the Environment Operations Act 1997. The site was not included on the List of NSW Contaminated Sites Notified to the EPA.
- No suspicious odour was detected during the site inspection. Fibre cement sheeting (FCS) formed parts of the building fabric, including the eaves, roofing and flooring.
- There was no evidence that an underground storage tank was present on the site. No aboveground storage tank was observed.
- The sub-surface conditions were expected to be a layer of filling (re-worked natural), overlying silty clay and shale bedrock. The potential for acid sulfate soil to be present on the site was very low.
- The conceptual site model established that there was potential for contamination to be present at the site. The primary potential contamination sources were hazardous building materials including potential asbestos containing material, dilapidated structures and stockpiles of miscellaneous and demolition material.

Based on the findings of this PSI, and with consideration of EI's Statement of Limitations (Section 7), it was concluded that the potential for wide

spread commination was low and that the site was generally suitable for the proposed high density residential development. However the recommendations summarised below and detailed in Section 6 should be actioned as part of the planning approval process.

Recommendations

- Dewatering of the dams according Blacktown City Council requirements.
- A Hazardous Materials Survey of buildings, dilapidated structures and stockpiles of miscellaneous and demolition materials prior to the commencement of any demolition works. The hazardous material survey should guide demolition and removal actions to manage fall out of potential hazardous materials.
- Buildings, dilapidated structures, stockpiles of miscellaneous items and surface cover should be removed as part of the demolition process.
- Following removal of demolition materials including stockpiles of miscellaneous materials and vegetation cover, an inspection of the exposed surface should be performed by a suitably qualified environmental consultant, to check for any visible signs of contamination (in particular fragments of potential ACM).
- Surplus soil to be removed from site as part of any basement excavation and/or foundation work, including virgin excavated natural material (VENM), should be classified prior to offsite disposal in accordance the EPA (2014) Waste Classification Guidelines.
- Any material being imported to the site, including for reinstatement the existing dams, should be validated as suitable for proposed high density residential land use, in accordance with EPA guidelines.

Based on the above, it is considered that the consent authority can therefore be satisfied that the site is suitable for the proposed development subject to appropriate conditions of consent which reflect the recommendations in the Preliminary Site Investigation.

7.16 Waste Management

7.16.1 Construction Waste

A condition of consent can be imposed requiring the preparation of a Construction Waste Management Plan prior to the commencement of works. Construction waste management is best addressed by the appointed builder following approval.

7.16.2 Operational Waste

A Waste Management Plan prepared by MRA Consulting Group accompanies the application **Appendix 15**. The Waste Management Plan addresses the provisions of the SEARs and Blacktown City Council.

Waste and recyclables generation estimates for the proposed development are detailed within the appended OWMP and have informed the design of the various waste holding areas within the development.

A detailed discussion in relation to the waste disposal and collection procedures for the proposed development are included within the WMP prepared by MRA Consulting Group.

The waste management procedures for the future operation of the proposed development are based on established waste principles that include waste avoidance, recovery and the reuse of discarded materials. The OWMP identifies targets to quantify and measure this sustainable approach to waste management, including maximising diversion of residential municipal solid waste from landfill.

7.17 Environmental Heritage

The subject site is not listed as an individual heritage item, nor is it located within a heritage conservation area. The subject site is however within the vicinity of the following locally listed heritage items:

- 'Royal Oak Inn' listed on the State Heritage Register (SHR 00698), and on Schedule 5 of *The Hills Local Environmental Plan 2019* (LEP).
- The alignment of Windsor Road from Baulkham Hills to Box Hill is listed on the Hills LEP as heritage item I28. This heritage item borders the subject site.

A Statement of Heritage Impact prepared by Umwelt accompanies this application at **Appendix 28**. The Statement confirms that the proposed development will not result in any adverse impact to the heritage significance of those items, primarily due to the fact that the heritage items do not depend on the presence of the subject site for their significance, and that there is no impact to view corridors to the items.

7.18 Social Impact Assessment

The proposal will achieve a positive social impact with the following observations supporting the application:

- **Demographic Alignment:** The proposal responds to emerging trends in the Rouse Hill area, including a growing ageing population, an increase in lone-person households, and projected growth in families and young professionals. It offers diverse housing options and improved accessibility, supporting demographic transition and housing need.
- **Population Impacts:** The development is expected to house over 1,400 residents, based on local household size and vacancy trends. This population will include a mix of age groups, with above-average representation of children, young professionals, and downsizing older adults, aligning with projected demographic change.
- **Access to Infrastructure:** The site is highly accessible, located within close proximity to the Rouse Hill Metro Station, and surrounded by shops, schools, parks, health services, and community facilities. The area is already experiencing significant redevelopment activity, creating a cumulative demand for social infrastructure. The proposal contributes to precinct-wide goals by supporting walkability and integrated transport planning.
- **Social Infrastructure Demand:** The new population will create incremental demand for facilities including childcare places, after-school care, recreation space, and aged care. However, the proposal's integrated open space, communal facilities, and apartment diversity help offset some of these needs.
- **Positive Social Contributions:** The proposal is expected to deliver several positive social impacts, including improved housing diversity, enhanced social interaction through shared open space, increased walkability, and proximity to employment and amenities.
- **Key Risks and Mitigation:** Construction-phase impacts include noise, dust, traffic disruption, and potential cumulative effects from nearby developments. Operational concerns include localised traffic, noise, and

visual impacts. Mitigation measures – such as construction management plans, noise monitoring, and staged works – will manage these risks.

- Cultural and Community Cohesion: The development supports urban renewal while aiming to maintain community cohesion and a sense of place. It applies the Connecting with Country Framework and includes accessible, inclusive design to promote social interaction and local identity.

The proposed development delivers a strategically located, high-quality housing outcome that supports the planning objectives of the NSW Government. While temporary construction impacts will require careful management, the long-term social outcomes are expected to be positive, particularly through the provision of diverse, affordable housing, accessible open space, and enhanced connectivity. The project is socially sustainable, aligns with local and regional planning strategies, and includes appropriate measures to mitigate negative impacts and enhance community wellbeing.

7.19 Utilities

The necessary arrangements will be made in respect of the supply of water, electricity and disposal and management of sewage. The area is serviced by infrastructure water, sewer and electrical services and the various utility provider requirements will be addressed prior to issue of subdivision/construction certificate.

7.20 Contributions

7.20.1 Section 7.11 Contributions

The site is subject to the following contributions plans:

- Blacktown City Council Section 7.11 contributions plan No. 22L
- Blacktown City Council Section 7.11 contributions plan No. 22W

Section 7.11 contributions plan No. 22L contributions are levied for land acquisitions to provide for water cycle management facilities, traffic and transport management facilities, open space and recreation facilities, community facilities and reserve 867, local conservation zone - Riverstone (apportioned).

Section 7.11 contributions plan No. 22W contributions are levied to fund water cycle management facilities, traffic and transport management facilities, open space and recreation facilities, community facilities and reserve 867, local conservation zone - Riverstone (apportioned).

7.20.2 Housing and Productivity Contribution

The Environmental Planning and Assessment (Housing and Productivity Contribution) Order 2023 came into effect on 1 October 2023 and a contribution will apply to the development application as it is lodged after 1 October 2023.

7.21 Bushfire

Blacktown City Council's Bushfire Prone Land Map identifies the site as partially containing Category 3 Vegetation and the Vegetation Buffer, therefore the site is considered 'bushfire prone'.

All development on bushfire prone land is subject to the relevant specifications and requirements detailed in Planning for Bush Fire Protection - 2019 (PBP). PBP, formally adopted on the 1st March 2020, provides for the protection of property and life (including fire-fighters and emergency service personnel) from bushfire impact.

A Bushfire Assessment Report prepared by Building Code & Bushfire Hazard Solutions Pty Limited accompanies this application at **Appendix 31**. The report identified that the vegetation within the subject property and neighbouring properties to the south and west was found to consist of grazed, slashed and overgrown grasses. The property to the south and west were found to have a small area of trees 10 – 20m in height with an understorey of grasses and small trees. NSW Vegetation Mapping identifies this vegetation as Cumberland Shale Plains Woodland (PCT: 3320). The vegetation to the west was found to provide a fire run of less than 50 metres toward the subject property and in accordance with Section A1.11 of PBP has been assessed as Remnant and Rainforest used to determine the BAL.

For the purpose of assessment under 'Planning for Bush Fire Protection' the vegetation posing a hazard to the southeast has been determined to be Grassland, the vegetation posing a hazard to the south has been determined to be Woodland and the vegetation to the southwest Remnant.

The Report concludes that subject to the bushfire safety measures recommended in the report, and having regard to the site specific bushfire risk assessment, a reasonable and satisfactory level of bushfire protection is achieved for the subject development.

8.0 JUSTIFICATION OF THE PROJECT

8.1.1 Affordable Housing

The Blacktown Housing Strategy notes that as at 2016, it was estimated that a minimum of 9,200 additional affordable housing dwellings could be utilised if they were available, by eligible households. This demand could escalate to 15,000–20,000 more affordable homes required in the LGA by 2036.

The proposed application is entirely aligned with the identified need for affordable housing in the Blacktown local government area with the provision of 15% affordable housing. This is a shovel ready project and will make a meaningful and timely contribution towards desperately needed housing supply in Rouse Hill.

8.1.2 Metro North West

The Metro North West Line, with 13 stations is a catalyst for urban renewal, providing connections to areas that are being transformed through both NSW Government and private investment. The proposal development fulfils the intended vision for the area surrounding the new Rouse Hill station and is compatible with the emerging character of the locality and will provide a positive contribution to the area through the delivery of a transit oriented high density residential development with excellent public amenity and residential accommodation.

8.1.3 Strategic Alignment

This EI&RS has also demonstrated the proposed development's consistency with the site's strategic context, including the Region Plan, the Central City District Plan and Blacktown City Council's LSPS.

In particular, the proposal is entirely aligned with the need for housing availability, affordability and diversity, and will make a significant contribution to the goals of the Housing Delivery Authority and National Housing Accord programme through providing 700 apartments of which 141 are also affordable housing in an ideal location.

In demonstrating consistency with these and various other government strategies, policies or plans, the proposed development seeks to reinforce the role of the Rouse Hill precinct as a location which is ideally positioned to provide additional housing choice.

8.1.4 Statutory Alignment

This EI&RS has demonstrated the proposed development is compliant with relevant statutory requirements. For the purpose of this EI&RS the relevant statutory requirements have been categorised by:

- Power to grant approval;
- Permissibility;
- Other approvals;
- Pre-conditions to exercising the power to grant approval; and
- Mandatory matters for consideration.

In addressing these statutory requirements this EI&RS has given consideration to the following legislation:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021

- Biodiversity Conservation Act 2016
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Housing) 2021 – Chapter 4 – Design Quality of Residential Apartment Development and the Apartment Design Guide
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- State Environmental Planning Policy (Precincts—Central River City) 2021

8.1.5 Impact Assessment

This EI&RS has addressed the potential impacts of the proposed development. The proposed development is consistent with the design principles and various controls for the site and has considered potential cumulative impacts of the proposed and surrounding development in respect to a range of matters including traffic and parking, overshadowing, tree retention, and building design and how they relate to the emerging context surrounding the site. Noise impacts are to be managed through the implementation of mitigations during construction and operation.

Based on the detailed environmental impact assessment that has been undertaken as part of this EI&RS, it is considered the proposed development on its own or in conjunction with other development in the locality, does not give rise to any cumulative environmental impacts that cannot be appropriately managed through the implementation of the mitigation measures that are identified within the technical studies.

8.1.6 Evaluation

The environmental impact assessment of the proposed development has demonstrated that the development will have an overall positive impact for the area for the following reasons:

- It facilitates new housing, and a diversity of housing product, in an area that is particularly well serviced and well connected;
- It will provide 15% affordable housing which equates to 141 affordable housing apartments;
- It will provide for significant employment throughout the construction process;
- It will maximise the utility of the existing infrastructure within the Rouse Hill area; and
- It provides for development that maximises connectivity within the area and activates the adjacent streets.

9.0 CONCLUSION

This State Significant Development (SSD) Development Application (DA) seeks approval the Demolition, construction and dedication of roads and infrastructure works, and subdivision creating 5 lots, and construction of three residential flat buildings across 3 of the proposed new lots for 700 apartments at 806-812 Windsor Road, Rouse Hill.

The site is the subject of *State Significant Declaration Order (No 4) 2025* (Order) issued on 2 April 2025, which enables SSD-82943710 to be undertaken through the Housing Delivery Authority (HDA) pathway with a Concurrent Rezoning to *State Environmental Planning Policy (Precincts—Central River City) 2021*. Accordingly, this Report sets out both the development sought under SSD-82943710 and the amendments sought to the *State Environmental Planning Policy (Precincts—Central River City) 2021*, and the relevant matters for consideration under Division 4.7 and Section 3.33 of the EP&A Act.

This EI&RS demonstrates that subject to the implementation of the identified mitigation measures, the proposed scheme will not result in any unreasonable impacts on adjoining properties, the locality or the environment. The proposal is consistent with The Greater Sydney Region Plan, the Central City District Plan and Blacktown LSPS as well as the relevant key development standards and the specific objectives and design principles within SEPP Housing and the *State Environmental Planning Policy (Precincts—Central River City) 2021* which applies to the site.

The proposal will provide a positive social and economic impact with regard to the development of the area, and as demonstrated within this report, the proposal does not result in any unreasonable adverse impacts upon adjoining properties.

Finally, the proposal will fulfill the objective of the HDA to increase housing supply on a well located site and in particular deliver affordable housing within Sydney. The proposal fulfills the established aspirations for the site, demonstrates design excellence and is in the public interest.

For reasons outlined in this Statement the proposed development at 806-812 Windsor Road, Rouse Hill is recommended to be granted development consent.