

13 August 2025

Lucinda Craig  
NSW Department of Planning, Housing & Infrastructure  
[Issued via NSW Government Major Projects Planning Portal]

Dear Lucinda

**Re: Tempus Street Rouse Hill Mixed Use BTR Development  
SSD-76190964  
GPT Submission**

We are writing to Department of Planning, Housing & Infrastructure (DPHI), as neighbouring landowner, to provide our comments and raise concerns with respect to the above-mentioned State Significant Development Application (SSD-76190964).

The GPT Group (GPT) is an ASX-listed diversified property group that owns, develops and manages a portfolio worth more than \$34 billion, comprising high quality retail, office and logistics assets across Australia. We have a proud track record of quality development outcomes, including the \$700m Rouse Hill Town Centre (RHTC), and have a long-standing history within Sydney's North West, primarily as part of the Joint Venture with Lend Lease and NSW Government (Landcom) successfully delivering the award-winning mixed-use Rouse Hill Regional Centre over the past 20+ years.

We remain focused on the region, as the long-term owner of the RHTC, which we are currently investing in excess of \$200m in its retail expansion, and the 6.65ha land parcel known as the Northern Precinct, currently subject to a major planning proposal comprising over 1,500 residential dwellings and 70,000+sqm of employment floorspace.

Whilst we are supportive of the NSW Government's housing targets and approach to delivering a variety of typologies to support the national housing crisis, given our material interest in Rouse Hill Town Centre and the site forms part of the Rouse Hill Regional Centre Masterplan, we provide feedback with respect to our objections as follows:

1. **Relationship of SSDA with existing Planning Approvals:** we note the Applicant's approach (section 4.4 of EIS) to the relationship of the proposed SSDA to the existing Planning Approvals relevant to the site, being the Level 1 Masterplan Consent (1604/2004/HB) and Level 2 Town Centre Core Precinct Plan Consent (1581/2005/HB), and the nature of disregarding these for the purpose of DPHI's assessment of the proposed development. Both Consents remain integral components to the long-term strategic and statutory planning of the Rouse Hill Regional Centre, and are enshrined in The Hills Shire Council's Local Environmental Plan and Development Control Plan. We urge DPHI to pay consideration to both Consents as part of its assessment of this application, particularly maximum building heights (6 storeys for this site) and the Town Centre Core Precinct Plan DA Design Guidelines.

A key component of these approvals was the intended use of the land for commercial floorspace and job creation, we fail to see how this proposal is consistent with the intent of the current planning controls.

2. **Parking Rates:** the proposed parking rates for the application are grossly insufficient for the proposed use despite the location opposite the Metro reflecting an overall ratio of 0.3 cars per sqm GFA (111 car spaces for 33,401sqm GFA). For example, the commercial floor space is noted at 1 car bay per 100sqm. Whilst it's acknowledged that the Applicant's justification is proximity to the Sydney Metro, based on commercial market demands in North-West of Sydney, parking ratios are more akin to 1 car bay per 40sqm. The Applicant's proposal should not set a precedent regarding parking rates applied for future developments of this nature. The proposal as it stands today will put immense pressure on existing parking availability within the Rouse Hill Town Centre.
3. **Proposed Building Mass & Heights Impacts:** the bulk and scale of the proposal is significant and unlike other proposed (or completed) development within the Town Centre Core Precinct, ranging from 11 to 23 storeys over 3 buildings. Given the scale, this will impact the amenity of customers of Rouse Hill Town Centre to the East, users of a valuable community public space in Market Square and the Metro Station Precinct to the North, along with the residential dwellings to the South. DPHI should carefully consider impacts such as solar access and overshadowing, along with wind and pedestrian comfort as part of its assessment.

Further to the above points, we provide the following feedback and recommendations for the Department's consideration:

4. **Lease Obligations:** given the nature of RHTC as a Regional Shopping Centre, existing Lease obligations shall not be compromised, contravened, hindered or breached, to the detriment of GPT and / or its Tenants, due to impacts associated with the proposed Development Application. The Applicant should thoroughly familiarise itself with Lease obligations of the neighbouring properties and ensure these are not breached or contravened based on its proposed development.
5. **Rouse Hill Town Centre Operational Interfaces:** given the close proximity and interface with the Rouse Hill Town Centre, which will remain in operation throughout the construction of the proposed development, and post-completion, there are several key operational interfaces that must be considered by the Department and Applicant. These are summarised as follows:
  - a. Impacts of proposed Development on RHTC Basement Car Park: the Applicant should be obligated to coordinate the construction of its Development with GPT, given the proposal will enclose the naturally ventilated portion of our basement car park. GPT should be provided with access to the Applicant's land to construct any required mechanical and ventilation infrastructure to ensure safe operation of the existing car park.
  - b. Loading Dock No. 4/5 (Coles): one of our key operational loading docks is directly to the east of the proposed development. Based on the SSDA architectural plans, the proposed Build to Rent and Co-Living Units will overlook the loading dock. There should be no operational constraints placed on GPT, or its Tenants, to the detriment of the approved use of the loading dock.
  - c. Vehicular Access to RHTC Basement Car Park: the Applicant shall ensure that all car park entries and exits to the RHTC Basement Car Park remain open and operational throughout construction of the proposed Development.

- d. Proposed basement car park driveway access: the proposed basement car park access is in close proximity to the adjacent loading dock entry / exit. For safety reasons, greater separation should be provided from the proposed car park driveway entry to the existing loading dock entry / exit driveway. Furthermore, clarity is required with regard to adequate signage provisions as part of the proposed Development, to avoid its residents and tenants entering the existing loading dock.
  - e. Overshadowing impacts of Rooftop Solar PV System on rooftop of RHTC: given the scale of the proposed development, there is a potential impact that overshadowing will impact the performance of the existing rooftop solar PV system, being a key sustainability initiative of the Asset. Modelling should be undertaken to avoid any impacts to the existing system.
  - f. Crane Oversail, Ground Anchors, Access and other arrangements: any requirements for access (into, below or above) GPT's land shall be subject to the Applicant entering into a Licence arrangement with GPT, under terms satisfactory to GPT.
  - g. Dilapidation Survey: the Applicant should be conditioned to undertake a detailed dilapidation survey prior to and post development, and shall be obligated to rectify any damage to GPT's existing Asset and its associated infrastructure.
  - h. Relocation of adjacent Trolley Bay: the Applicant shall be responsible for relocation of the adjacent approved Trolley Bay to a location agreeable to GPT, at the Applicant's cost.
6. **Proposed Landscape Lane "Forrest Gully Lane"**: the Applicant is proposed a landscape laneway connection abutting RHTC and associated treatments to the existing western elevation of the Centre. All treatments shall be subject to review and agreement by GPT, as the owner of RHTC, and shall be at the cost of the Applicant.
7. **Transport & Accessibility Impact Assessment**: the TAIA does not appear to have appropriately considered traffic generation as a result of the New Rouse Hill Public Hospital nor the proposed Northern Precinct Planning Proposal, therefore the Department should seek further detail and modelling from the Applicant.
8. **Consultation Post-SSDA Consent**: the Applicant is to consult with GPT, as the neighbouring landowner, as it develops and finalises its design, given the important interfaces with RHTC. Furthermore, the Applicant is to provide GPT with the opportunity to review and comment on its Management Plans that are prepared for construction purposes, in particular Construction Management Plans and Traffic Management Plans.

Should you have any further queries with regard to this letter or Rouse Hill Town Centre, please do not hesitate to contact the undersigned via email at [Nick.allen@gpt.com.au](mailto:Nick.allen@gpt.com.au) or phone on 0400 476 264.

Yours sincerely



Nick Allen  
Development Manager