

6 December 2019

Jim Betts
Secretary
NSW Department of Planning, Industry & Environment
320 Pitt Street
SYDNEY NSW 2000

Dear Mr Betts

**RE: REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS – 1-15 AND 2-12
CONFERTA AVENUE ROUSE HILL**

We write to you on behalf of the proponent, Deicorp Pty Limited, requesting that the Secretary issue his requirements for the preparation of an Environmental Impact Statement (EIS) to accompany a State Significant Development Application (SSD DA) which will also be accompanied by a concurrent S4.55 modification to the approved Concept Plan (SSD 9063).

The DA will seek consent for the development of 1-15 and 2-12 Conferta Avenue, Rouse Hill (Tallawong Station Precinct South site) for the purposes of a mixed use development comprising residential apartments, commercial uses, public domain works and landscaping including a public park.

The site already benefits from a Concept Plan (SSD 9063) which was approved on 21 February 2019 for a mixed-use precinct, known as Tallawong Station Precinct South, including:

- building envelopes for up to 16 buildings of varying heights, to a maximum of eight storeys
- maximum gross floor area (GFA) of 93,393 m²
- residential development of up to 1,100 dwellings equating to approximately 85,000 m² GFA
- commercial, retail and community uses of approximately 9,000 m² GFA
- allocation of car parking and bicycle parking rates
- minimum 5% Affordable Housing
- landscaping of the site for public and private domain including a public park (approximately 3,411 m²)
- road layout.

Under Development Consent SSD 9063, the Minister for Planning determined pursuant to s4.37 of the *Environmental Planning & Assessment Act 1979* that any subsequent stage of development with capital investment value of less than \$30 million is to be determined by the relevant authority and that stage of the development ceases to be State significant development. The proposed stages of the development exceeds \$30m and therefore continues to be State Significant Development.

The purpose of this letter is therefore to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) for the proposed development. To support the

request for the SEARs this letter provides an overview of the proposed development, sets out the statutory context, and identifies the key likely environmental and planning issues associated with the proposal.

This request is also accompanied by the following documents:

Appendix	Document
Appendix A	Preliminary architectural package
Appendix B	Capital Investment Value estimate

1.0 Deicorp

Deicorp is a well-known and highly respected builder and developer celebrating its 20th year of success in the industry. Deicorp is changing the way Sydneysiders live by creating, developing and delivering residential and commercial precincts that are high quality, sophisticated, and visually striking.

Deicorp's core values of quality, value and integrity ensure a high level of service delivery. Deicorp also believes in a strong strategic approach: conducting continuous market research to identify market needs, trends and demands, while maintaining a strong commitment to value, assurance of efficiency, and assessment of cost effectiveness.

Over the last 20 years Deicorp has successfully delivered landmark developments across Sydney including 900 apartments at Highline, Westmead comprising of 556 apartments in Stage 1 (nearing completion) and 344 apartments in Stage 2, adjacent to Westmead Train and Light Railway Station.

Deicorp has significant experience in affordable housing, delivering with the Aboriginal Housing Company, 62 affordable homes for Aboriginal and Torres Strait Islander people at Pemulwuy in Redfern. It recently completed its most successful development with the completion of South Village, Kirrawee, a mixed use residential and retail community consisting of 779 apartments and shopping centre with 15,000 sqm of retail. It plans to apply similar principles to the Tallawong Station precinct as it evolves into a North West Village in the rich growth corridor of North West Sydney.

2.0 Background

Sydney Metro is a new standalone rail network identified in Sydney's Rail Future. The first stage of the network, formerly known as the North West Rail Link and now referred to as the Sydney Metro North West (SMNW) has recently been completed and comprises eight new stations and commuter car parking as well as upgrading the existing railway line between Epping and Chatswood to metro rail standards. Tallawong Station is the first station on this new line and is now operational.

The Tallawong Station South Precinct forms part of the SMNW Urban Transformation Program to develop surplus government owned land around the proposed metro stations. The SMNW provides a unique opportunity to integrate land use, transport and infrastructure planning in North West Sydney. A number of parcels of land were acquired by TfNSW for the purposes of construction and operation of the SMNW Project, including land around the Tallawong Station. The land has been used for construction of the SMNW Project and the subject site is now land available for redevelopment for other purposes after completion of the metro.

As a result, in July 2018 Landcom lodged an application with the Department of Planning, Industry and Environment on behalf of Sydney Metro for a Concept Plan application (SSD 9063) for the Tallawong Station South Precinct for a mixed use development south of Tallawong metro station, comprising maximum building envelopes for 16 buildings ranging between two and eight storeys in height, an indicative maximum GFA of 95,000 m² for residential and non-residential uses, approximately 1,100 dwellings (inclusive of 5% affordable housing), car and bicycle parking rates, road layouts, landscaping and public domain works. The application was subsequently approved on 21 February 2019.



Figure 1:

Artist impression of Tallawong Station Precinct South. Source: Landcom

Following approval of the Concept Plan, Landcom conducted a Call for Expressions of Interest (EOI) to potential development partners to deliver the project. Following the EOI stage, a shortlist of developers were invited to tender and Deicorp were awarded the contract due to its strong track record in residential and mixed use developments, to create new places for communities to live, work, shop and play.

Deicorp are responsible for securing the necessary development consent and for the construction and delivery of the project.

3.0 Site and Context Description

The subject site is situated within the Blacktown Local Government Area in the suburb of Rouse Hill, approximately 16.5 km northwest of Parramatta. The site is located north of Schofields Road, Rouse Hill, generally between Cudgegong Road to the east and Tallawong Road to the west. The recently completed Tallawong Station is located immediately to the north, whilst to the south of the site across Schofields Road is The Ponds which is a low to medium density residential community.

The site to which the Concept Plan (SSD 9063) relates is a broader superlot with a total area of approximately 7.8 hectares as illustrated in Figure 2 below. However, new roads have subsequently been constructed and dedicated to Council with new allotments created which now form the residual sites to which the subject application will relate.

These sites are known as Site 1 and Site 2 as detailed in the Table below and illustrated in Figure 3:

Site	Address	Legal Description	Size
1	2-12 Conferta Avenue, Rouse Hill	Lot 294 DP 1213279	16,270 square metres
2	1-15 Conferta Avenue, Rouse Hill	Lot 293 DP 1213279	27,050 square metres

Site 1 is bound by Cudgegong Road to the east, Themeda Avenue to the north, Conferta Avenue to the south and is adjacent to an at-grade commuter car park to the west. Site 2 is bound by Cudgegong Road to the east, Conferta Avenue to the north, Schofields Road to the south and is also adjacent to an at-grade commuter car park to the west. Both sites have been used extensively as work zones and are largely cleared of vegetation and buildings.



Figure 2:

Site plan for
Concept Plan
SSD 9063
(Source:
Landcom)

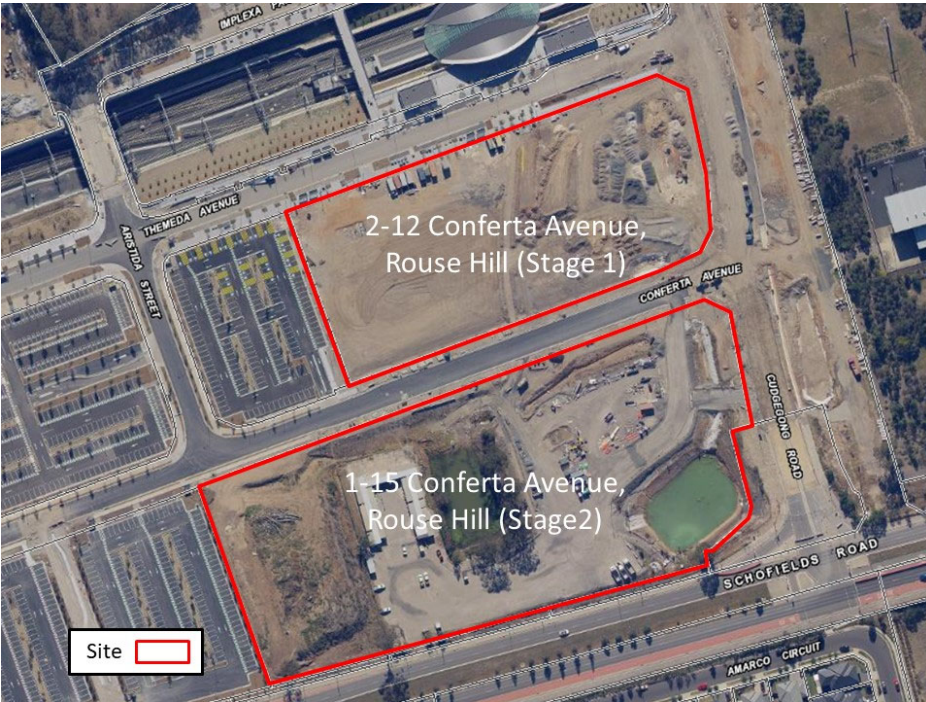


Figure 3:

Site plan for
subject
proposal
(Source:
SixMaps)

4.0 Proposed Development and S4.55 Modification to approved Concept Plan

The subject application seeks consent for the construction of a mixed use development comprising the following:

- 16 buildings of between 2 and 8 eight storeys
- maximum gross floor area (GFA) of 93,393 m²
- residential floor space of approximately 84,393 m² GFA
- commercial, retail and community uses of approximately 9,000 m² GFA
- basement car parking
- 5% Affordable Housing
- landscaping of the site for public and private domain including a public park (approximately 3,411 m²)
- road layout.

The proposal is generally consistent with the approved site layout and arrangement of uses as well as the approved building envelopes under Concept Plan SSD 9063. Notwithstanding, there are some improvements proposed to the arrangement of buildings and so a concurrent S4.55 modification is also proposed to update the envelopes in the Concept Plan. The adjustments to the envelopes are illustrated in the Turner package.

Site 1 is proposed to contain mixed use buildings of two to eight storeys in height with ground floor retail and commercial uses including a circa 1,200 square metres supermarket, convenience retailing, food and beverage, medical centre, gym, community facility and office space. Further office space and a child care centre are proposed on the first floor of Building 1A, whilst residential apartments occupy the remainder of the buildings. The buildings are located around a central publicly accessible park of 3,411 square metres in area, and a new road connecting Themeda Avenue to Conferta Avenue.

Site 2 is proposed to contain residential flat buildings ranging in height from three to eight storeys across 7 buildings.

The proposal will be submitted as a single Development Application, however, the application will outline that the construction of the project is to be staged as follows:

Stage	Address
1	2-12 Conferta Avenue, Rouse Hill
2	1-15 Conferta Avenue, Rouse Hill

A preliminary architectural package prepared by Turner Architects accompanies this submission which illustrates the proposed development.

Three dimensional images of the refined Concept Plan are provided below:

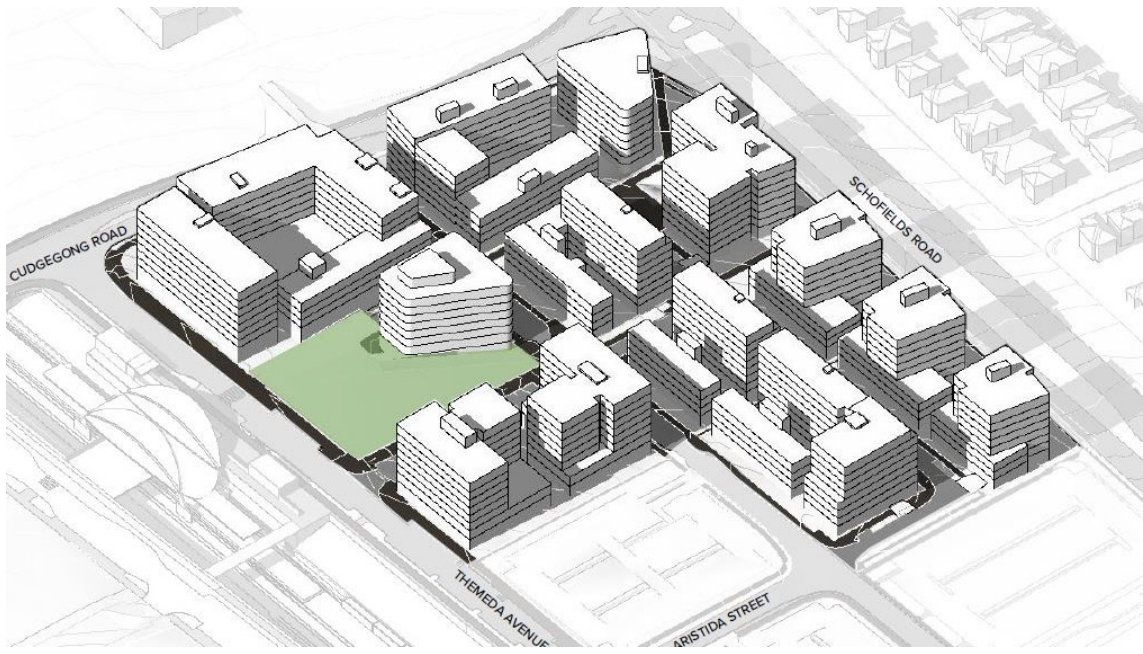


Figure 4:
Amended 3D Massing facing south-east

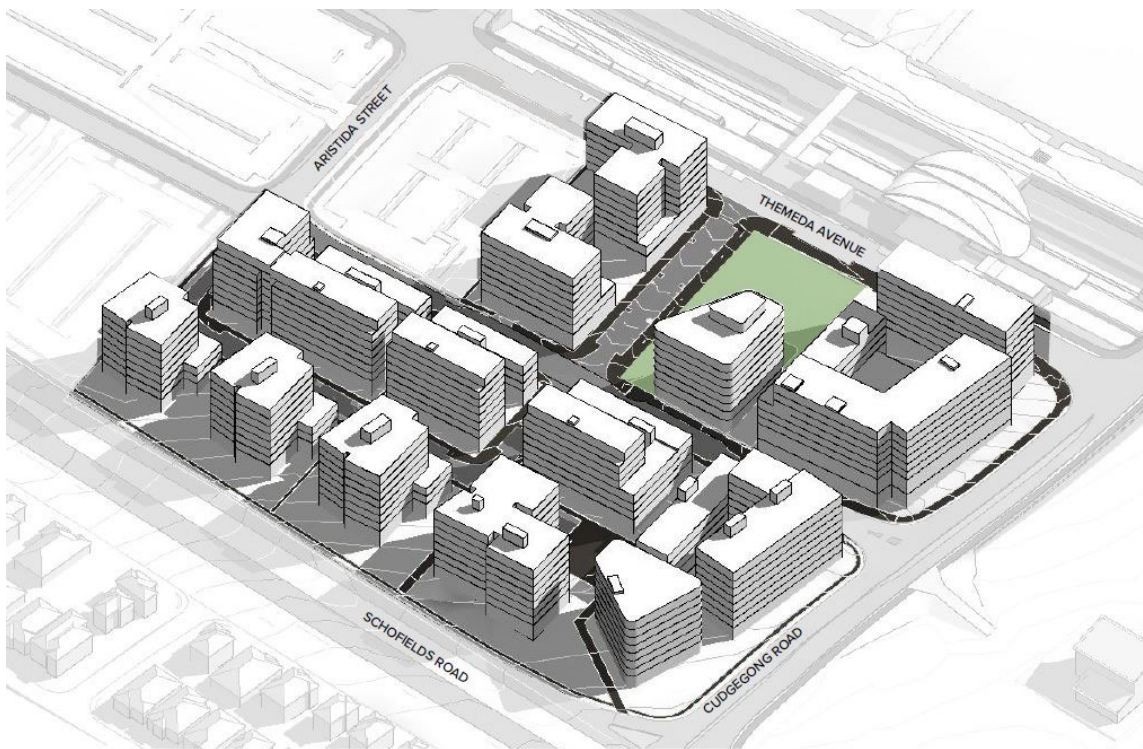


Figure 5:
3D Massing facing North-West

5.0 Statutory Planning Framework

The following primary environmental planning instruments and development control plan apply to the site:

- Greater Sydney Regional Plan 2018 and Central City District Plan
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006
- State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development
- State Environmental Planning Policy (Affordable Housing) 2009
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy No. 55 Remediation of Land
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- Concept Plan application (SSD 9063)

5.1 Greater Sydney Regional Plan 2018 and Central City District Plan

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

The Central City District Plan sets a 20-year vision for the Blacktown, Cumberland, Parramatta and The Hills local government areas to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of the Plan.

The site is located within the Central City District.

The proposal is consistent with the relevant key priorities of the Central City District Plan as it:

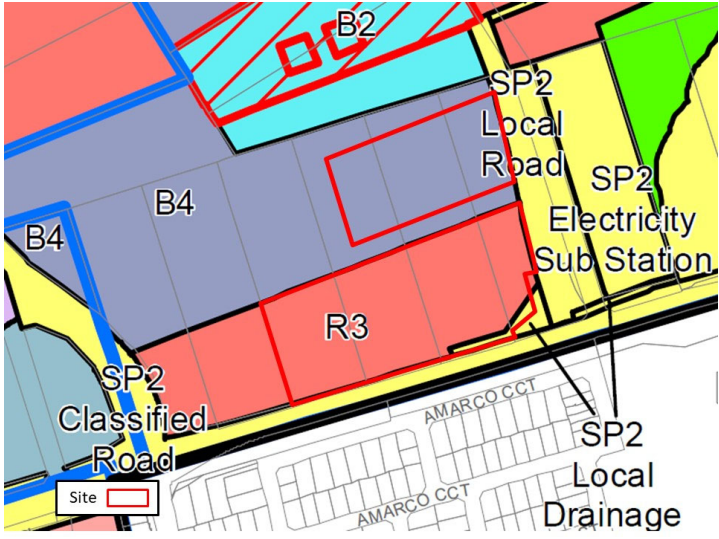
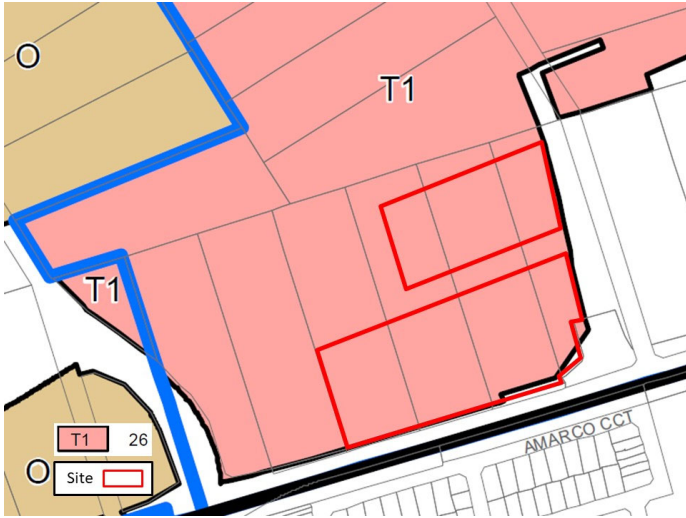
- will provide new development supported by infrastructure
- increases the supply and choice of housing in the area
- increase the supply of employment floor space in the area
- proposes new green open space

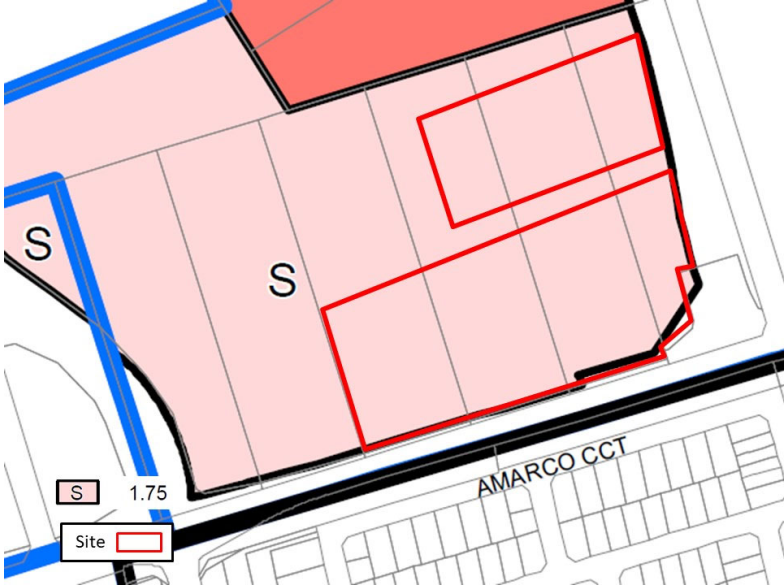
5.2 State Environmental Planning Policy (Sydney Region Growth Centres) 2006

The planning controls for the Tallawong Station Precinct South Site are contained within the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP). The main part of the Growth Centres SEPP contains general provisions that apply across the Growth Centres while the detailed provisions applying specifically to the Area 20 Precinct are provided in Appendix 6 of the policy

SEPP provision	Comment
Zone	<p>The site is zoned:</p> <ul style="list-style-type: none">• B4 Mixed Use• R3 Medium Density Residential• SP2 Local Drainage (proposal relies on adjacent R3 zone) <p>B4 Mixed Use zone</p> <p><i>Objectives</i></p>

SEPP provision	Comment
	<ul style="list-style-type: none"> • To provide a mixture of compatible land uses. • To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling. • To facilitate active retail, commercial, entertainment and community uses at ground level of mixed use developments. • To provide for residential development that contributes to the vitality of the local centre. • To ensure that residential development adjacent to the local centre does not detract from the primary function of the centre being to provide for retail, business, entertainment and community uses. <p><i>Some permissible uses with consent</i></p> <p>Residential flat buildings; Retail premises; Shop-top housing; Business Premises; Child-care Centres; Office Premises; Medical Centre</p> <p>R3 Medium Density Residential zone</p> <p><i>Objectives</i></p> <ul style="list-style-type: none"> • 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. <p><i>Some permissible uses with consent</i></p> <p>Dwelling Houses; Dual Occupancies; Multi Dwelling Housing; Residential flat buildings; Neighbourhood Shops; Shop-top housing; Child-care Centres;</p> <p>(Note: the approved Concept Plan and the forthcoming proposal rely on Clause 5.3 Development Near Zone Boundaries to allow a residential component within the SAP2 zoned land)</p> <p>The proposed development in each respective zone is permissible with consent and meets the objectives of the relevant zone.</p>

SEPP provision	Comment
	 <p><i>Zoning map with indicative new site boundaries overlaid.</i></p>
Clause 4.1AB	<p>In accordance with clause 4.1AB the minimum lot size for a residential flat development on the subject site is 2,000 square metres. The total site area for the residential flat buildings exceeds this requirement.</p>
Clause 21 (1) Height	<p>The SEPP identifies a maximum height of 26 metres. It is noted that the approved Concept Plan exceeded this height for certain components and the proposal is generally consistent with the Concept Plan height. A clause 4.6 request for the relevant height exceedances will accompany the development application and will demonstrate that strict compliance with the height control is unreasonable and unnecessary and there are sufficient environmental planning grounds to support the variation on the basis that the proposal is consistent with the Concept Plan.</p>  <p><i>Height map with indicative new site boundaries overlaid.</i></p>
Clause 4.4 FSR	<p>The SEPP identifies a maximum 1.75:1 FSR for the site. The Concept Plan was based on the entire site and had an FSR of 1.33:1.</p> <p>Civil works have since been undertaken and the roads dedicated to Council which has resulted in a reduction to the site areas as defined by Clause 4.5 of the SEPP for Site 1 and Site 2 when compared to the Concept Plan site. As a result, whilst the</p>

SEPP provision	Comment
	<p>proposal will have a gross floor area as anticipated by the Concept Plan, by definition the FSR for each respective site will exceed 1.75:1 as a result of a reduction to the site area.</p> <p>A clause 4.6 request for the FSR variation will accompany the development application and will demonstrate that strict compliance with the FSR is unreasonable and unnecessary and there are sufficient environmental planning grounds to support the variation on the basis that the proposal is entirely consistent with the floor space approved for the site under the Concept Plan.</p>  <p><i>FSR map with indicative new site boundaries overlaid.</i></p>
Clause 5.9 Preservation of Trees or Vegetation	<p>Clause 5.9 seeks to preserve the amenity of the area, including biodiversity values, through the preservation of trees and other vegetation.</p> <p>The Site has been 'bio-certified', which effectively means that any remnant vegetation on the Site has been approved for removal and offset.</p> <p>The site has already been cleared of most vegetation as a result of the site preparation works being undertaken by Sydney Metro and the proposal will require removal of vegetation in order to develop the site consistent with the vision provided by the Concept Plan.</p>
Clause 6.1 Public utility infrastructure	<p>The site is serviced by all required public utility infrastructure, particularly water, electricity, sewage, gas and telecommunications services which are available for the development.</p>
Clause 6.5 Active street frontages	<p>The objective of clause 6.5 is to promote uses that attract pedestrian traffic along certain ground floor street frontages in Zone B2 Local Centre and Zone B4 Mixed Use.</p> <p>Areas requiring active street frontages are shown on the Active Street Frontages Map accompanying the Appendix 6 controls. The local centre, including land within Site 1 is identified as requiring active street frontages as shown in Figure 28 below.</p> <p>Under clause 6.5 development consent must not be granted to the erection of a building on identified land unless the consent authority is satisfied that the building will have an active street frontage after its erection. In accordance with this requirement,</p>

SEPP provision	Comment
	active uses are proposed on the ground floor of buildings located around the village park and the station.

5.3 State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development

SEPP 65 applies to development for the purpose of a new residential flat building, shop top housing or mixed use development, the substantial redevelopment/refurbishment of one of these buildings or the conversion of an existing building into one of these types of buildings provided the building is at least 3 or more storeys and the building contains at least 4 or more dwellings. The development meets the definition of a residential flat development. As such the provisions of SEPP 65 are applicable to the proposed development.

SEPP 65 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. In order to satisfy these aims and improve the design quality of residential apartment buildings in the State, the plan sets design principles in relation to context and neighbourhood character, built form and scale, density, sustainability, landscape, amenity, safety, housing diversity and social interaction, and aesthetics.

SEPP 65 requires any development application for residential flat development to be assessed against the 9 principles contained in Schedule 1 of the SEPP and the matters contained in the Apartment Design Guide (ADG).

The proposed development will be designed having regard to the 9 principles of SEPP 65 and the matters contained in the ADG, which will be addressed as part of the Development Application which will also include a SEPP 65 Design Verification Statement prepared by Turner Architects.

5.4 State Environmental Planning Policy (Infrastructure) 2007

Clause 85 of the SEPP states that before determining a development application for development immediately adjacent to a rail corridor, the consent authority must give written notice of the application to the RMS and take into consideration any submission that the RMS provides in response to that notice.

Clause 87 of the SEPP relates to the impact of rail noise or vibration on non-rail development including residential development. Clause 87 requires the consent authority take into consideration:

(2) Before determining a development application for development to which this clause applies, the consent authority must take into consideration any guidelines that are issued by the Director-General for the purposes of this clause and published in the Gazette.

(3) If the development is for the purposes of a building for residential use, 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 LAeq levels are not exceeded:

(a) in any bedroom in the building—35 dB(A) at any time between 10.00 pm and 7.00 am,

(b) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

An Acoustic Assessment will be submitted as part of the Development Application to confirm that the development is capable of meeting the recommended noise criteria.

Clause 104 of the SEPP states that before determining a development application for traffic generating development, the consent authority must give written notice of the application to the RMS and take into consideration any submission that the RMS provides in response to that notice.

As the proposal involves greater than 300 apartments, parking for greater than 200 motor vehicles, shops for more than 2,000 square metres, the application will need to be referred to the RMS during the assessment period.

Clause 104 also requires the consent authority take into consideration:

- (i) any submission that the RTA provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, the RTA 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.*

The traffic impacts associated with the proposed mix and density of uses on the site has already occurred as part of the Concept Plan approval for the site which confirms that the proposal will not result in an unacceptable impact to the performance of the local road network. Nonetheless, a Traffic and Parking Assessment will accompany the development application providing a further analysis of the existing traffic conditions as they relate to the subject site and will confirm that the traffic generated from the redevelopment of the site will result in no significant decrease in the performance of the local traffic network.

5.5 State Environmental Planning Policy No. 55 Remediation of Land

State Environmental Planning Policy No. 55 - Remediation of Land applies to all land and aims to provide for a State-wide planning approach to the remediation of contaminated land.

Clause 7 of SEPP 55 requires the consent authority to consider whether land is contaminated prior to granting consent to carrying out of any development on that land 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 development is proposed to be carried out.

Contamination was a consideration in the Department's assessment of the Concept Plan application. That application was accompanied by a Phase 1 Preliminary Site Investigation (PSI) prepared by ADE Consulting Group which confirmed that the site was capable of being made suitable for the proposed use. Contamination will be addressed as part of the Development Application with the submission of a Detailed Site Investigation and RAP if necessary.

5.6 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index: BASIX) aims to ensure that new residential development within New South Wales is designed and constructed to use less water and energy. This policy incorporates BASIX, which is a web-based planning tool for the assessment of the potential performance of a development against an agreed set of criteria for energy and water conservation.

The development application will be accompanied by a BASIX Certificate.

5.7 Concept Plan SSD 9063

The site already benefits from a Concept Plan (SSD 9063) which was approved on 21 February 2019 for a mixed-use precinct, known as Tallawong Station Precinct South, including:

- building envelopes for up to 16 buildings of varying heights, to a maximum of eight storeys
- maximum gross floor area (GFA) of 93,393 m²
- residential development of up to 1,100 dwellings equating to approximately 85,000 m² GFA

- commercial, retail and community uses of approximately 9,000 m2 GFA
- allocation of car parking and bicycle parking rates
- minimum 5% Affordable Housing
- landscaping of the site for public and private domain including a public park (approximately 3,411 m2)
- road layout.

The Department considered the suitability of the site with regard to the broad impacts of the proposed development during the assessment of SSD 9063.

In accordance with section 4.24 of the EP&A Act, the determination of any DA in respect to a site that is subject to a concept development cannot be inconsistent with the original consent. The proposal is generally consistent with the Concept Plan approval for the site, however, there are some improvements proposed to the arrangement of buildings and so a concurrent S4.55 modification is proposed to update the envelopes in the Concept Plan.

The development consent for SSD 9063 contains conditions outlining the matters to be addressed as part of the future development applications. The relevant conditions of consent are reproduced in the table below with a preliminary assessment. Specialist studies will be prepared and submitted with the Development Application to address the relevant matters.

Condition	Preliminary Response
Building Envelopes and Maximum Height	
A14. Future development application(s) for the development must demonstrate that the building is contained within the building envelopes consistent with the plans listed in Condition A2.	There is a concurrent S4.55 modification proposed for the Concept Plan to accommodate some adjustments to the approved building envelopes. The architectural package to accompany the development application will include building envelope overlays which will demonstrate that the proposal is contained entirely within the envelopes as proposed to be amended.
A 15. Building height is to be measured in accordance with the definition under State Environmental Planning Policy (Sydney Region Growth Centres) 2006.	Noted.
A16. The maximum height for the development shall be generally consistent with the building envelope diagrams and information for the proposal.	The architectural package to accompany the development application will include building envelope overlays which will demonstrate that the proposed heights are generally consistent with the modified envelopes.
Maximum Gross Floor Area	
A17. The maximum GFA for the proposal shall not exceed 93,393 m2 equating to approximately 85,000 m2 residential GFA and approximately 9,000 m2 GFA for commercial, retail and community uses.	The architectural package to accompany the development application will provide GFA diagrams which will demonstrate that the GFA does not exceed 93,393 square metres.
Affordable Housing	
A18. Minimum 5% of dwellings on the site shall be Affordable Housing provided in accordance with the definition under State Environmental Planning Policy (Affordable Rental Housing) 2009.	The proposal will provide 5% affordable housing.
Car Parking and Bicycle Rates	

Condition	Preliminary Response																
<p>A 19. The rates for car parking and bicycle spaces are to be as detailed in the following table:</p> <table border="1"> <thead> <tr> <th>Use</th><th>Minimum rate</th></tr> </thead> <tbody> <tr> <td>Residential dwellings</td><td>0.6 car space per 1 bedroom 0.9 car space per 2 bedroom 1.4 car space per 3 bedroom</td></tr> <tr> <td>Residential visitor</td><td>0.1 car space per dwelling</td></tr> <tr> <td>Affordable housing</td><td>As required by State Environmental Planning Policy (Affordable Rental Housing) 2009, or the residential dwelling rates as above, whichever is the lesser</td></tr> <tr> <td>Retail floor area</td><td>1 car space/60m² GLFA</td></tr> <tr> <td>Commercial floor area</td><td>1 car space/70m² GFA</td></tr> <tr> <td>Bicycle space for residents</td><td>1 bicycle space/dwelling</td></tr> <tr> <td>Bicycle space for visitors</td><td>1 bicycle space/10 dwellings</td></tr> </tbody> </table>	Use	Minimum rate	Residential dwellings	0.6 car space per 1 bedroom 0.9 car space per 2 bedroom 1.4 car space per 3 bedroom	Residential visitor	0.1 car space per dwelling	Affordable housing	As required by State Environmental Planning Policy (Affordable Rental Housing) 2009, or the residential dwelling rates as above, whichever is the lesser	Retail floor area	1 car space/60m ² GLFA	Commercial floor area	1 car space/70m ² GFA	Bicycle space for residents	1 bicycle space/dwelling	Bicycle space for visitors	1 bicycle space/10 dwellings	<p>The architectural package to accompany the development application will car parking provision which complies with these rates.</p>
Use	Minimum rate																
Residential dwellings	0.6 car space per 1 bedroom 0.9 car space per 2 bedroom 1.4 car space per 3 bedroom																
Residential visitor	0.1 car space per dwelling																
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Bicycle space for residents	1 bicycle space/dwelling																
Bicycle space for visitors	1 bicycle space/10 dwellings																
Design Excellence																	
<p>A20. Prior to the lodgement of the first subsequent detailed development application, the Applicant shall finalise the Sydney Metro Northwest Design Excellence Strategy in consultation with the GA NSW to the satisfaction of the Planning Secretary.</p>	<p>The Design Excellence Strategy was finalised by Landcom and approved by the Planning Secretary.</p>																
<p>A21. The Design Excellence Strategy is applicable only to the Tallawong Station Precinct South concept proposal and is not endorsed under this consent as a Strategy which applies to other sites.</p>	<p>Noted.</p>																
Special Infrastructure Contribution																	
<p>A22. A special infrastructure contribution is to be made in accordance with the Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Growth Areas) Determination 2011 (as in force when this consent becomes operative).</p>	<p>Noted. It is expected that the Department will impose a condition of consent requiring payment of this contribution.</p>																
Built Form and Urban Design																	
<p>B1. The detailed development application(s) shall address compliance with:</p> <p>(a) the Design Quality Guidelines as endorsed by the Planning Secretary pursuant to condition A2.</p> <p>(b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to condition A2.0.</p>	<ul style="list-style-type: none"> The architectural package to accompany the development application will include details which demonstrate that the proposal is generally consistent with the Design Quality Guidelines. The endorsed Design Excellence Strategy includes provisions for the various stages of the project as follows: <ul style="list-style-type: none"> Concept Design Competitive Selection Detailed Design Development Application The processes required at the Concept Design and the Competitive Selection stages have been followed, which has led to the award of the project to Deicorp. Landcom have established the 'Tallawong Design Review Panel' for the Detailed Design phase of the project and a series of meetings are currently being scheduled for this process. The first meeting was undertaken on 25 November 2019 and the Panel were generally supportive of the proposed 																

Condition	Preliminary Response
	modifications to the building envelopes subject to further design development and resolution.
<p>B2. The following elements are not inconsistent with the concept development application but are subject to further assessment with the relevant detailed development application(s):</p> <p>(a) architectural roof features such as projecting fins or poles</p> <p>(b) design and use of rooftop terrace areas</p> <p>(c) design and location of lift overrun and fire stair</p> <p>(d) subdivision</p> <p>(e) interim activation works</p> <p>(f) staging of development.</p>	<p>The architectural package to accompany the development application will include details in relation to:</p> <ul style="list-style-type: none"> • architectural roof features • design and use of rooftop terrace areas • design and location of lift overrun and fire stair • subdivision • interim activation works • staging of development
<p>B3. The detailed development application(s) shall address the following built form and design considerations:</p> <p>(a) design the built form and landscape of the blocks fronting Schofields Road, including setbacks to the top-most floor, to address the urban qualities of Schofields Road and the adjacent low density residential suburb of The Ponds</p> <p>(b) configure buildings to distribute density and building height of the precinct with consideration to improving solar access to apartments, communal open space and the public realm</p> <p>(c) achieve compliance with the requirements of State Environmental Planning Policy No 65- Design Quality of Residential Apartment Development and the accompanying Apartment Design Guide.</p>	<p>The architectural package to accompany the development application will include details in relation to:</p> <ul style="list-style-type: none"> • interface with Schofields Road • configuration of buildings and solar access to apartments and common open space • achievement of the requirements of SEPP 65 and the Apartment Design Guide
Public Domain and Landscape Strategy	
<p>B4. Future detailed development application(s) shall be generally consistent with the Public Domain and Landscape Strategy lodged with the EIS prepared by Clouston Associates (dated 18 May 2018, as updated 2 November 2018) and address the following:</p> <p>(a) a diversity of native trees, shrubs and groundcover species from the relevant local native vegetation community (or communities) that once occurred on the site shall be used to landscape the site including street planting</p> <p>(b) details and specifications for public domain works, street planting and infrastructure as required by Blacktown City Council.</p>	<p>Detailed civil and landscape packages will accompany the development application, generally in accordance with the Public Domain and Landscape Strategy lodged with the EIS prepared by Clouston Associates (dated 18 May 2018, as updated 2 November 2018) and addressing tree diversity.</p>
Environmental Performance / ESD	

Condition	Preliminary Response
B5. Future detailed development application(s) must demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the design, construction and ongoing operation of the proposal. The ESD credentials of the detailed development application shall be generally consistent or improve performance with the framework, core objectives and visions of the Ecologically Sustainable Development Report lodged with the EIS prepared by AECOM Australia (dated 18 May 2018).	An ESD report will accompany the development application.
B6. Future detailed development application(s) are to document the use of the Office of Environment and Heritage's and Environmental Protection Authority's risk-based decision framework (2017) to achieve the following outcomes: (a) assess the link between urban development, waterway health and the community's waterway values and design infrastructure (b) develop ambient water quality targets for receiving waters to achieve the desired waterway health outcomes (c) implement measures to collect, treat and manage any seepage waters from basement or underground car parking areas to prevent pollution of waters.	The civil package which will accompany the development application will details the Water Sensitive Urban Design measures to implemented as part of the development.
Wind Impacts	
B7. Future detailed development application(s) shall be generally consistent with the recommendations of the Pedestrian Wind Environment Statement lodged with the EIS prepared by Windtech Consultants Pty Ltd (dated 12 February 2018).	The development application will be accompanied by wind report which demonstrates that the proposal has incorporated the necessary measures to achieve an acceptable wind condition throughout the site, generally consistent with the recommendations of the Pedestrian Wind Environment Statement lodged with the EIS prepared by Windtech Consultants Pty Ltd (dated 12 February 2018).
Crime Prevention	
B8. Future detailed development application(s) shall demonstrate adoption of the recommendations of the Crime Prevention Through Environmental Design Assessment lodged with the EIS prepared by AECOM Australia (dated 15 March 2018).	A CPTED assessment will accompany the development application addressing these requirements.
B9. Future detailed development application(s) shall demonstrate that appropriate and safe pedestrian access is provided and maintained through and adjoining the site to the metro station until such time that pedestrian and shared ways are delivered by Sydney Metro	
Bushfire Protection	

Condition	Preliminary Response
<p>B10. Future detailed development application(s) shall adhere to the relevant provisions of Planning for Bush Fire Protection (PBP) 2006 as follows:</p> <p>(a) the provision of minimum Asset Protection Zones (APZs) between the unmanaged vegetation to the east and southeast and future residential and mixed-use buildings in accordance with Table A2.4 of PBP 2006</p> <p>(b) the provision of minimum APZs in accordance with Table A2.6 of PBP 2006 where future buildings include uses that fall under the definition of Special Fire Protection Purpose (SFPP) development</p> <p>(c) future access to be provided in accordance with the design specifications set out in section 4.1.3 of PBP 2006</p> <p>(d) future services to be provided in accordance with section 4.1.3 PBP 2006.</p>	<p>Australian Bushfire Protection Planners Pty Limited prepared a Bushfire Protection Assessment which accompanied the Concept Plan application. In summary the site is not exposed to direct impacts of a bushfire and there is no requirement to provide and manage bushfire protection measures on the site or a need to apply bushfire construction standards to the development. Therefore, there is no need for any further bushfire assessment for the proposal.</p>
Construction Impact Assessment	
<p>B11. Future detailed development application(s) shall provide analysis and assessment of the impacts of construction and include:</p> <p>(a) Construction Traffic Management Plan as per condition B12(d)</p> <p>(b) Cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity)</p> <p>(c) Noise and Vibration Impact Assessment</p> <p>(d) Community Consultation and Engagement Plans</p> <p>(e) Construction Waste Management Plan</p> <p>(f) Air Quality Management Plan</p> <p>The plans referred to above may be prepared as part of a Construction Environmental Management Plan prepared and implemented under the conditions of any consent granted by future development applications.</p>	<p>A Construction Environmental Management Plan will accompany the development application and will address these items.</p>
Traffic, Access and Car Parking	
<p>B12. Future detailed development application(s) shall incorporate the following:</p> <p>(a) a parking strategy to maximise efficiency of car parking spaces including the consideration of sharing use of car spaces between land uses</p> <p>(b) clarify where residential bicycle parking facilities will be provided and where bicycle facilities will be provided for non-residential uses</p> <p>(c) roads and parking areas are to comply with the relevant specifications, Australian Standards, and be consistent with the Blacktown City Council Growth Centre Precincts Development Control Plan</p>	<p>A Traffic and Parking Assessment and a Construction Traffic Management Plan will accompany the development application and address these requirements.</p>

Condition	Preliminary Response
<p>(d) a Construction Traffic Management Plan (CTMP) prepared in consultation with and to the satisfaction of Blacktown City Council and the relevant roads authorities. The CTMP shall include, but not be limited to:</p> <p>(i) identification of construction traffic-related impacts and development of mitigation measures</p> <p>(ii) haulage movement numbers and transport routes between the site and the major road network</p> <p>(iii) detailed travel management strategy for construction staff to minimise their commuter trips</p> <p>(iv) construction car parking strategy</p> <p>(v) maintaining pedestrian and cyclist links / routes</p> <p>(vi) independent road safety audits on construction-related traffic measures</p> <p>(vii) measures to account for any cumulative activities/ work zones operating simultaneously.</p>	
<p>B13. Independent road safety audits are to be undertaken for all stages of further design development. Any issues identified by the audits will need to be closed out to the satisfaction of the relevant road authorities.</p>	<p>A Traffic and Parking Assessment and a Construction Traffic Management Plan will accompany the development application and address these requirements.</p>
Utilities	
<p>B14. Future detailed development application(s) shall address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan in consultation with relevant agencies and service providers.</p>	<p>The site is now serviced by all required public utility infrastructure, particularly water, electricity, sewage, gas and telecommunications services which are available for the development.</p>
Noise and Vibration	
<p>B 15. Future detailed development application(s) shall be generally consistent with the recommendations of the Masterplan Noise and Vibration Assessment lodged with the EIS prepared by Acoustic Logic (dated 14 May 2018, as amended on 25 October 2018).</p>	<p>An Acoustic Assessment report will accompany the development application which will address the recommendations of the Masterplan Noise and Vibration Assessment prepared by Acoustic Logic (dated 14 May 2018, as amended on 25 October 2018)</p>
Waste Management	
<p>B16. Future detailed development application(s) shall be accompanied by a Waste Management Plan which shall include, but not be limited to:</p> <p>(a) the ongoing management for each residential site and commercial/retail site within the proposed development:</p> <p>(i) proposed waste management features for the site</p>	<p>A Waste Management Plan will accompany the development application and will address these requirements.</p>

Condition	Preliminary Response
<ul style="list-style-type: none"> (ii) proposed truck size to service the site (iii) number of stages, buildings and number of units in each (iv) provision of a caged bulky waste storage area for each building (and its size) (v) physical treatment of the loading bays to prevent unauthorised parking (vi) waste and recycling generation rates, bin capacities and collection frequencies (vii) collection point and associated access for collection vehicles (viii) provision of chutes on each residential floor and 240L recycling bins adjacent. (ix) method to move bins from the chute discharge points to the collection points (x) resident access to waste rooms, bulky items storage and chute discharge points (xi) use of a building manager to coordinate ongoing management: (xii) access to loading bay for collection trucks (xiii) the bulky waste storage area (including access) (xiv) the waste facilities onsite including cleaning of bins and waste rooms. (b) Satisfy Council that all waste collection is to be within the basement areas and a minimum 4.5 m clearance is provided for the waste collection area within the basements 	
<p>817. Future detailed development application(s) shall be accompanied by a Waste and Resource Recovery Plan (Plan) which is developed by a specialist in environmental and/or waste management. The Plan should include a vision and strategy for how waste and recycling can be managed in an integrated way across the development. This includes from construction through to the operation stage. The Plan is to adopt the outcomes of the following:</p> <ul style="list-style-type: none"> (a) NSW EPA's 'Better Practice Guide for Waste Management in Multi-unit Dwellings' (b) The NSW Waste Avoidance and Resource Recovery Strategy 2014-2021. 	
Engineering	
<p>818. Future detailed development application(s) shall adopt (where relevant) the outcomes of the report titled Response to Submissions: Engineering Items lodged</p>	<p>A civil package will accompany the development application and will address and adopt the outcomes of the report titled Response to Submissions: Engineering</p>

Condition	Preliminary Response
with the RtS prepared by AECOM (dated 17 October 2018).	Items lodged with the RtS prepared by AECOM (dated 17 October 2018).
Contamination and Remediation	
<p>819. Future detailed development application(s) shall demonstrate the following:</p> <p>(a) adoption of the recommendations of the Phase 1 Preliminary Site Investigation lodged with the EIS prepared by ADE Consulting Group (reference STC-1023013390/PS11/v37, dated 15 March 2018)</p> <p>(b) that a Site Auditor accredited under the Contaminated Land Management Act 1997 has been engaged to conduct a site audit, review the adequacy of the investigations, unexpected finds protocol, any remedial works/validation assessments and/or management plan required to confirm the suitability of the land for the proposed use, such that a Section A site audit statement and accompanying report will be issued prior to issue of an occupancy certificate at the completion of works</p> <p>(c) compliance with the provisions of State Environmental Planning Policy No 55- Remediation of Land.</p>	<p>Contamination was a consideration in the Department's assessment of the Concept Plan application. That application was accompanied by a Phase 1 Preliminary Site Investigation (PSI) prepared by ADE Consulting Group which confirmed that the site was capable of being made suitable for the proposed use. Contamination will be addressed as part of the Development Application with the submission of a Detailed Site Investigation and RAP if necessary.</p>

6.0 Overview of Likely Environmental and Planning Issues

Based on a preliminary environmental assessment, the following are the key environmental assessment issues that will need to be considered as part of the future DA.

6.1 Compliance with strategic and statutory plans

The EIS will provide a comprehensive assessment of the proposed development against the relevant strategic plans and statutory controls and provisions.

6.2 Built Form and Urban Design

The EIS will include an assessment of the proposed building design and will outline how the proposed building achieves consistency with the approved Concept Plan, as proposed to be modified via the concurrent S4.55 modification. The application will also include an urban design report. The Tallawong Design Review Panel will prepare an actions register and this will be submitted with the DA and will document how the proposal has responded to their advice.

6.3 Public Domain and Landscaping

High quality landscape, public domain and open space are an integral component of the development. Generous and well-defined public domain, including the central park, key streets and pedestrian/cycle links, will create an attractive place and deliver a functional network. Vibrancy and activation of the public domain will be created through the delivery of active street frontages and providing for buildings with no setbacks in certain key areas. Finally, a new publicly accessible village park will be provided within the subject site.

A Landscaping Plan will be submitted with the EIS providing details of publicly accessible areas and finishes as well as all landscaping components of the proposal.

6.4 Traffic, Access and Parking

A Traffic and Parking Statement will accompany the application which that will detail the car parking and traffic impacts associated with the proposal.

6.5 Noise

An acoustic assessment will accompany the EIS. This will address acoustic impact to nearby sensitive receivers.

6.6 Safety and Security

Crime Prevention Through Environmental Design (CPTED) will be addressed as part of the EIS.

6.7 Drainage and Flooding

A stormwater concept plan will accompany the EIS, detailing the proposed stormwater drainage design for the proposal including Water Sensitive Urban Design measures.

6.8 Contamination

Contamination was a consideration in the Department's assessment of the Concept Plan application. That application was accompanied by a Phase 1 Preliminary Site Investigation (PSI) prepared by ADE Consulting Group which confirmed that the site was capable of being made suitable for the proposed use. Contamination will be addressed as part of the Development Application with the submission of a Detailed Site Investigation and RAP if necessary.

6.9 Wind

The development application will be accompanied by wind report which demonstrates that the proposal has incorporated the necessary measures to achieve an acceptable wind condition throughout the site, generally consistent with the recommendations of the Pedestrian Wind Environment Statement lodged with the EIS prepared by Windtech Consultants Pty Ltd (dated 12 February 2018).

6.10 Ecologically Sustainable Development

An ESD report will accompany the development application which will detail the ESD measures incorporated into the development.

6.11 Staging and Subdivision

The development application will be accompanied by details in relation to staging of construction of the project and stratum subdivision of the development.

6.12 Waste

The development application will be accompanied by A Waste Management Plan will accompany the development application and will address these requirements

6.13 Consultation

The EIS will document consultation undertaken during the preparation of the application.

7.0 Conclusion

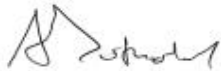
This submission provides information to assist in the preparation of SEARs for the purposes of a mixed use development comprising residential apartments, commercial uses, public domain works and landscaping including a public park at 1-15 and 2-12 Conferta Avenue, Rouse Hill (Tallawong Station Precinct South site).

The issues discussed in this report are considered to represent the key environmental considerations associated with the proposal and adequate to inform the SEARs.

The proposal will provide an appropriate response to the context of the site and will assist in the orderly and economic development of the land. The future Development Application will satisfactorily address all relevant issues and all relevant provisions of the applicable planning controls.

We trust that the information detailed in this letter is sufficient to enable the Secretary to issue the SEARs for the preparation of the EIS, however, if you need any further detail please contact me on 0410 452 371.

Yours faithfully

A handwritten signature in black ink, appearing to read 'A Sutherland'.

Aaron Sutherland

Sutherland & Associates Planning Pty Ltd