



TALLAWONG STATION PRECINCT SOUTH MOD 1 (SSD 9063)

RESPONSE TO SUBMISSIONS

DEICORP PROJECTS
(TALLAWONG STATION) PTY LTD

January 2021



Executive Summary

Purpose

This report presents responses to submissions received during the public exhibition of the MOD SSD 9063 for Tallawong Station Precinct South and the request for additional information from the Department of Planning, Industry and Environment (DPIE).

The MOD SSD 9063 and SSDA 10425 was publicly exhibited between 25 June 2020 and 22 June 2020 for 28 days. A total of 10 submissions were lodged with DPIE during the public exhibition period. Of these, 7 were received from public authorities, 2 from the public and 1 from an organisation.

Application Mod 1 (SSD 9063)

The subject S4.55 Modification Application seeks the following primary modifications to the approved Concept Plan SSD 9063, as illustrated in the Addendum Urban Design Report prepared by Turner architects which accompanies this submission:

- Amendment to the building footprints and envelopes for sites 1A, 1B, 2C and 2D.
- Amendment to the heights of the envelopes.
- Amendment to the basement locations, deep soil locations, and soil on slab.
- Amendment to the street design for the street to the west of the park.
- Amendment to the ownership diagram; and
- Amendment to the minimum residential visitor parking rates.

Supporting documents

In response to submissions, a number of documents originally submitted with the SSDA have now been revised.

Table 1: Supporting Documentation

Document	Prepared by	Appendix
Supporting documents submitted with the SSD that have been revised		
Addendum Urban Design Report	Turner Group	Appendix 1
Bush Fire Statement	Australian Bushfire Protection Planners	Appendix 2

1. Responses to authorities' submissions

1.1 Blacktown City Council

Issue Recommendation	Project response	Appendix
1. Car parking comments		
a. Council does not support the proposed reduction in the visitor car parking rate (to 1 visitor per 35 units from 1 per 10 units). It is considered that the provision of a total of 28 visitor car parking spaces is totally insufficient to serve 987 apartments. For Site 2 there is no commercial car parking available for the use of residential visitors as justified in the Traffic Report. Based on the above, we do not object to the proposal provided 99 visitor spaces are provided for the proposal in accordance with the concept approval.	Turner Architect Visitor parking rate 1 space in 10 units applied to each site, totaling 99 spaces.	Refer to revised submission for SSDA 10425
b. The report acknowledges that the 1,000 existing commuter car parking spaces located at Tallawong Station are already at capacity, with a substantial overflow of all-day parking currently occurring onto the surrounding street network during every workday. By 8.30am the existing carpark is full of commuters travelling on the Sydney Metro Northwest line. Once full, drivers of vehicles then proceed to park in the surrounding street network. The catchment area beyond the North West Growth Centre is predominantly rural in nature with poor or no public transport options available to residents, hence we object to the proposed reduction in the visitor car parking rate as above.	Barker Ryan Stewart Traffic Engineer Traffic Assessment Report has been updated to include 99 visitor car parking spaces to support.	Refer to revised submission for SSDA 10425

1.2 NSW Rural Fire Service

Issue Recommendation	Project response	Appendix
The referral relates to modifications to the Concept Plan for a mixed-use precinct at 1-15 and 2-12 Conferta Avenue, Rouse Hill pursuant to Section 4.55 of the <i>Environmental Planning and Assessment Act 1979</i> . The NSW Rural Fire Service has reviewed the information provided and advises that no objections are made to the proposed development, subject to future stages of the development being supported by a bush fire report that demonstrates that the proposal meets the relevant provisions of the <i>Planning for Bush Fire Protection (PBP) 2019</i> .	Deicorp Projects (Tallawong Station) Pty Ltd Applicant A letter prepared by Australian Bushfire Protection Planners, establishes the context of the Bushfire Protection Assessment Report prepared for the proposed Cudgegong Road Station Precinct – South – Reference No. B173114 – 3, dated 10.05.2018 against the requirements of Planning for Bushfire Protection 2019.	Appendix 2

1.3 TfNSW

Issue Recommendation	Project response	Appendix
TfNSW has reviewed the modification application and notes that the gross floor area and residential units for the 16 buildings is not being increased as part of this application. Therefore TfNSW does not raise any objections to this application, subject to the following requirements:		
1.		
TfNSW has previously acquired a strip of land for road along the Schofields Road frontage of the subject property, as shown by blue colour on the attached Aerial – “X”. All buildings and structures are to be wholly within the freehold property (unlimited in height or depth), along the Schofields Road boundary.	Deicorp Projects (Tallawong Station) Pty Ltd Applicant Plans are revised to show pedestrian paths, erosion, and sediment control measures such as fencing, site office and amenities within the development site.	Refer to revised submission for SSDA 10425

2. Responses to organisation submissions

2.1 Endeavour Energy

Issue Recommendation	Project response	Appendix
5.		
<p>As previously advised, regarding the further assessment and determination of SSD 9063, Endeavour Energy's major priorities are addressing:</p> <ul style="list-style-type: none"> • Access to the Rouse Hill Switching Station has previously been affected by the road widening and/or realignment of both Schofields Road (the original site access) and Cudgegong Road. • The creation of a 'complimentary interface' between the Rouse Hill Switching Station / Feeder 9JA and the buildings to the opposite side of Cudgegong Road. 	<p>Deicorp Projects (Tallawong Station) Pty Ltd Applicant</p> <p>The road interface was designed and constructed during the initial subdivision of Tallawong Station and there is no impact on this modification application.</p>	

3. Responses to public submissions

3.1 Public submissions

Issue Recommendation	Project response	Appendix
1. Eric Waterworth		
<p>I have lived in the suburb adjacent to this proposal for the past ten years and have watched as the Ponds & area further west developed as a pleasant suburban low-density residential area. I bought my home in the Ponds for just this reason. I have watched with trepidation the explosion of high density housing springing up over the past 3 years or so to the extent that many facets of life are now threatened by huge increases in the number of people wanting to use the existing facilities. Traffic is reaching congestion at many points around the area such as</p>	<p>Sutherland & Associates Town Planner</p> <p>This submission raises concerns in relation to density, traffic, scale, and impact on services within the area as a result of increased demand from the forthcoming population.</p> <p>In relation to density, it is noted that the proposed modification to the approved Concept Plan SSD 9063 does not propose any change to the previously approved density, which has already been established for the site. Notwithstanding this, the detailed Development Application SSD 10425 has reduced the total number of apartments from the 1,100 as anticipated by the Concept Plan approval to 987 apartments, which has resulted in a reduction in the intensity of development on the site and associated impacts.</p>	

<p>Schofields Rd & Windsor Rd, Schofieldes R & Tallawong Rd, Windsor Rd at many intersections from Merrivale Rd to Annagrove Rd. Parking at the Rouse Hill Town Centre is now problematic with the current level of existing residents who shop there. With the huge influx of future residents into this project as well as the many other planned & almost completed high density buildings the Town Centre will be overcrowded at most times. Other smaller local shopping centres will also be swamped by overcrowding. Doctors, dentists, pathology labs, medical imaging centres will also be overloaded leading to a poorer quality of life for myself as well as the people moving into these residential units. In the very local area the following are some, not all, high density projects completed, under construction or planned: - Cudgegong Rd. 2 completed 8 story residential blocks. Another 3 planned. Grassland St. 1 completed 6 story blocks & at least 1 more planned. Torelli St. 2 completed 8 story blocks & unknown number of planned blocks. Cnr Cudgegong Rd & Rouse Rd huge complex under construction of unknown height but currently 4 stories & another complex as big next door along Rouse Rd. Fronting Schofields Rd from the existing Blacktown City Council quarry west to Cudgegong Rd there are planned projects that will total at least 9 major residential blocks of at least 4 stories in height. Fronting Windsor Rd from Schofields Rd to Rouse Rd will be at least 6 high density blocks as well. To allow & approve this</p>	<p>In relation to traffic impacts, the proposed modification to the approved Concept Plan SSD 9063 is of no consequence as it does not result in any change to the previously approved density of development. Nonetheless, the traffic impact assessment which supports the detailed Development Application SSD 10425 demonstrates that the proposal will not result in an unacceptable impact to the performance of the surrounding road network.</p> <p>The proposed modification to the approved Concept Plan SSD 9063 does not result in any change to the overall scale and previously approved number of storeys of the proposed development as viewed from Schofields Road.</p> <p>The objection raises concern in relation to increased demand and competition for local services such as doctors and dentists and also raises concern in relation to overcrowding of nearby centres. However, the proposed development is not just for additional apartments, but rather introduces 9,000 square metres of commercial and retail uses which will include a metro style supermarket, medical centre, cafes etc. Contrary to the objection, this proposal will in fact achieve a significant improvement to the availability of services and facilities for existing residents in the area. This will serve to improve the quality of life for existing residents of The Ponds who will also be able to walk to these services.</p> <p>Finally, the proposed development will deliver a circa 3,500 square metres publicly accessible park and therefore properly provides for green space as a key component of the proposal.</p>
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Tallawong Station Precinct to add an enormous number of people & their vehicles to this area will just overload all aspects of life in this area. The Tallawong Metro station car park is today filled at 06:30 am with overflow parking reaching into the residential streets of the Ponds as well as along both Cudgegong & Tallawong Roads which will only increase. Traffic is right now an issue & a huge increase of traffic will cause congestion. Schools in the area are at maximum capacity & an influx of 1100 dwellings will increase the number of children to be educated locally which means schools would have to be expanded to cope but there is no mention of this. The parkland described for this project is laughable. As described in the submission it will be bounded by the retail section of the precinct, at least one third is shown as paved & any flat green playing space appears to be no more than about half a football field. With 1100 dwellings this would mean a population of 2,000 to 2,500 people in this extremely tight area of 200 metres by 200 metres with one tiny park. To my knowledge there are no other public parks proposed by council or the NSW Government within a radius of 2 kilometres from this precinct. By approving this project as it stands you are condemning the residents, both existing and future occupants of this precinct, to a congested, dismal life with no play areas for their children, overcrowded medical, retail & travel facilities. My quality of life will be lowered due to the overcrowding of all the services & facilities mentioned above as well as

visually. In my front yard I have a view of the roof of the existing Metro station which is not intrusive but if these buildings are built as planned I will be subject to an overbearing wall of unit blocks which at 8 stories will be the biggest things to be seen.

This project is far too big when it is taken in consideration of the huge numbers of large residential projects in the surrounding area. It needs to be given more green space, less numbers of dwellings and all buildings need to be no more than 4 stories.

Issue Recommendation	Project response	Appendix
2. Name Withheld		
<p>I strongly object to the project as I am being the resident of The Ponds and this project will have greater negative impact on the current landscape of the suburb.</p> <p>Having around 1000 units just opposite to a residential suburb is not a good development. Please reject this development and build parking in the same place. Landcom built a beautiful master planned suburb "The Ponds" and now they themselves building a high-density development opposite to the "The PONDS" and spoiling the residential landscape of The Ponds.</p>	<p>Sutherland & Associates <i>Town Planner</i></p> <p>The proposed modification to the approved Concept Plan SSD 9063 does not propose any change to the previously approved density, which has already been established for the site. Notwithstanding this, the detailed Development Application SSD 10425 has reduced the total number of apartments from the 1,100 as anticipated by the Concept Plan approval to 987 apartments, which has resulted in a reduction in the intensity of development on the site and associated impacts.</p>	

4. Conclusion to submissions report

This application seeks to modify State Significant Development 9063 for a Concept Plan for a mixed-use precinct at 1-15 and 2-12 Conferta Avenue, Rouse Hill (Tallawong Station Precinct South site).

In particular, the application seeks approval for modifications to facilitate the following primary amendments:

- Amendment to the building footprints and envelopes for sites 1A, 1B, 2C and 2D;
- Amendment to the heights of the envelopes;
- Amendment to the basement locations, deep soil locations, and soil on slab;
- Amendment to the street design for the street to the west of the park;
- Amendment to the ownership diagram; and
- Amendment to the minimum residential visitor parking rates.

As detailed in this submission the proposed modifications may be made by the consent authority in accordance with Section 4.55(2) of the Environmental Planning and Assessment Act 1979 as the proposed amendments do not radically transform the proposal or alter the overarching fundamental characteristics of the original approval, and so the amended proposal is appropriately categorised as being “substantially the same” as the approved development.

The proposed amendments remain consistent with the aims and objectives of the relevant environmental planning instruments and will not result in any adverse impacts on the amenity of the locality. Accordingly, the proposed amendments are considered acceptable as they represent design development and improvement to the approved Concept Plan.