



January 2018

## **Request for Secretary's Environmental Assessment Requirements**

*Cudgegong Road Station Precinct South*

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## Glossary and Abbreviations

Term	Definition
<b>concept SSD application</b>	A concept development application as defined in section 83B of the EP&A Act, as a <i>development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications</i>
<b>Council</b>	Blacktown City Council
<b>CSSI</b>	Critical State Significant Infrastructure
<b>Cudgegong Road Station Precinct – Town Centre South</b>	The subject site
<b>detailed SSD application</b>	The SSD application (or applications) made after a concept SSD application is approved, that seeks consent to carry out the proposal
<b>DPE</b>	Department of Planning and Environment
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979 (NSW)</i>
<b>EIS</b>	Environmental Impact Statement
<b>Growth Centres SEPP</b>	<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i> . This instrument contains the main planning controls for the site.
<b>North West Rail Link</b>	The former name of the Sydney Metro Northwest
<b>Secretary</b>	Secretary of the NSW Department of Planning and Environment, or their delegate
<b>SRD SEPP</b>	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
<b>SSD</b>	State Significant Development
<b>SSI-5414</b>	The approval under the EP&A Act for the construction of the <i>North West Rail Link – Stations, Rail Infrastructure and Systems</i> project. SSI-5414 was approved by the Minister for Planning on 8 May 2013
<b>Sydney Metro Northwest</b>	Construction and operation of a metro rail line together with eight new stations and the upgrade of the railway between Epping and Chatswood. The project is approximately 23 kilometres long (of which approximately 15.5 kilometres is located in underground rail tunnels), extending from Epping Station to just west of the proposed new Cudgegong Road Station. The Sydney Metro Northwest, formerly known as the North West Rail Link, is Stage 1 of the overall Sydney Metro project with Stage 2 involving the construction and operation of a new metro rail line from Chatswood through Sydney's CBD to Sydenham (Sydney Metro City and Southwest).
<b>TfNSW</b>	Transport for NSW, the applicant for the concept SSD application

## 1. Introduction

Sydney Metro is more than just a public transport project – it's a defining city building opportunity.

Australia's biggest public transport project presents a major opportunity to shape Sydney for generations to come, contributing a unique legacy for our evolving global city.

Not only will Sydney Metro move more people safely and reliably than ever before, it will unleash the potential of Sydney as a growing global city - providing opportunities to revitalise precincts and communities.

The Sydney Metro Northwest, formerly known as the North West Rail Link, is the first stage of the overall Sydney Metro project. Sydney Metro City & Southwest is the second stage. Sydney Metro Northwest is delivering eight new stations 4,000 commuter car parking spaces as well as upgrading the railway between Epping and Chatswood. It will provide, for the first time, a reliable public transport service to a region which has some of the highest car ownership levels per household in NSW.

Through urban design principles and place making, Sydney Metro stations will be more than somewhere to catch the train; they will be the centre of communities through a variety of uses. Surplus land around the new Metro Stations of Cherrybrook, Castle Hill, Hills Showground, Norwest, Bella Vista, Kellyville, Rouse Hill and Cudgegong Road and an upgraded Epping Station will be transformed for a range of residential, community and commercial uses - attracting investment, stimulating economic development, and providing a diverse range of housing products in attractive and complete precincts.

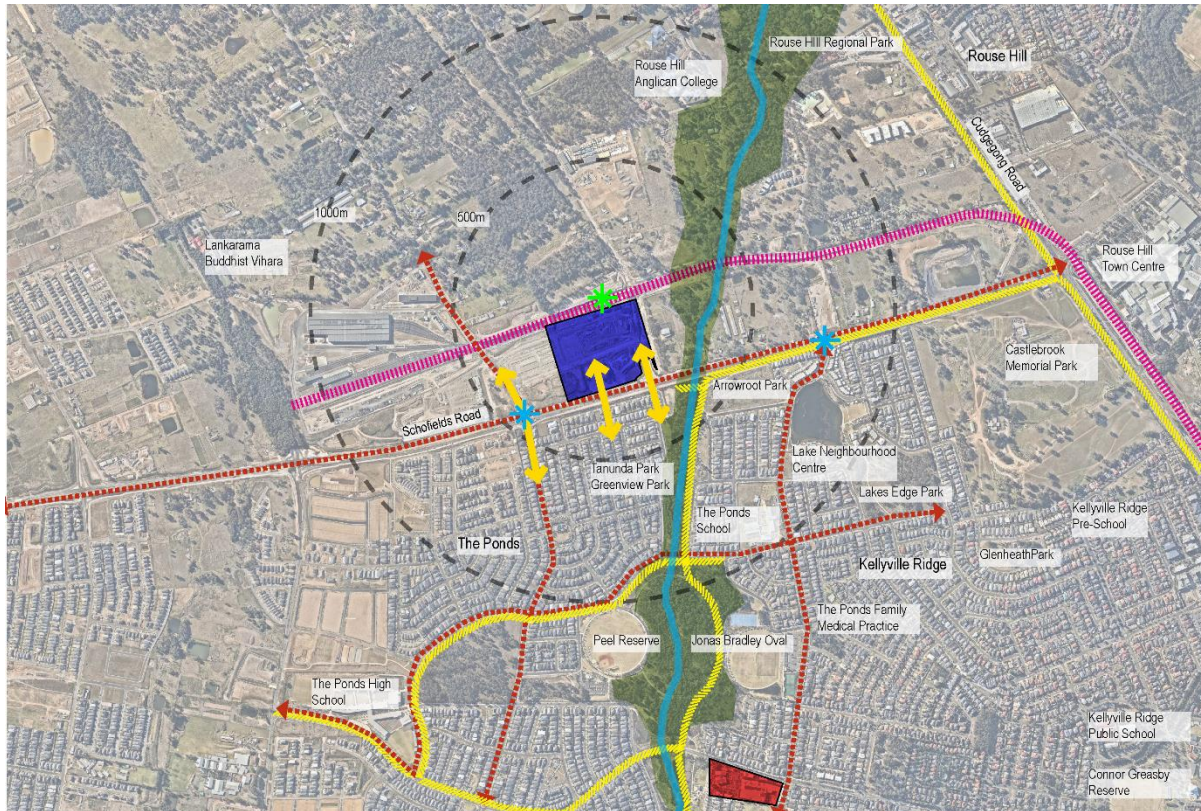
### **Cudgegong Road Station Precinct South (subject site)**

The site is located immediately south of the Cudgegong Road Station within the broader Cudgegong Road Station Precinct as shown in Figure 1.

The Cudgegong Road Station Precinct is located north of Schofields Road within the suburb of Rouse Hill, approximately 33kms north-west of Sydney CBD. The Precinct is part of the North West Priority Growth Area which is intended to provide substantial land release areas for homes and jobs in Sydney's northwest. The Precinct provides the opportunity for transit oriented development located adjacent to the Sydney Metro Northwest rail line and in close proximity to the Rouse Hill Strategic Centre. The new train line will provide housing in the corridor with excellent access to employment in the Global Economic Corridor.

The purpose of this report is to request the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement (EIS) to accompany a concept State Significant Development (SSD) application. The concept SSD application for the subject site will seek approval for a concept proposal.





**Figure 1 – Site context** (subject site shown purple)  
Source: Clouston

The concept SSD application will be made under Section 83B of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and will seek consent for a concept proposal comprising:

- Building envelopes for residential and non-residential development varying in height to 8 storeys
- Gross floor area (GFA) of approximately 97,000 square metres, comprising 90,000 square metres residential and 7,000 square metres non-residential GFA
- An indicative residential yield of 1,100 dwellings
- A 2,900m<sup>2</sup> central park
- Road layout
- Landscape concept for public and private domain
- Interim activation concept to activate the station precinct during the construction phase of the proposal.

Subdivision, including dedication of land for roads, will be progressed following the construction of roads by Sydney Metro.

The applicant requests that this SSD application be treated as a concept development application under Section 83B of the EP&A Act.

Should the concept SSD application be approved, TfNSW will release the site to market where the successful purchaser of the development rights will be responsible for submitting a detailed SSD application (or applications) for the design and construction of the in accordance with the concept approval.

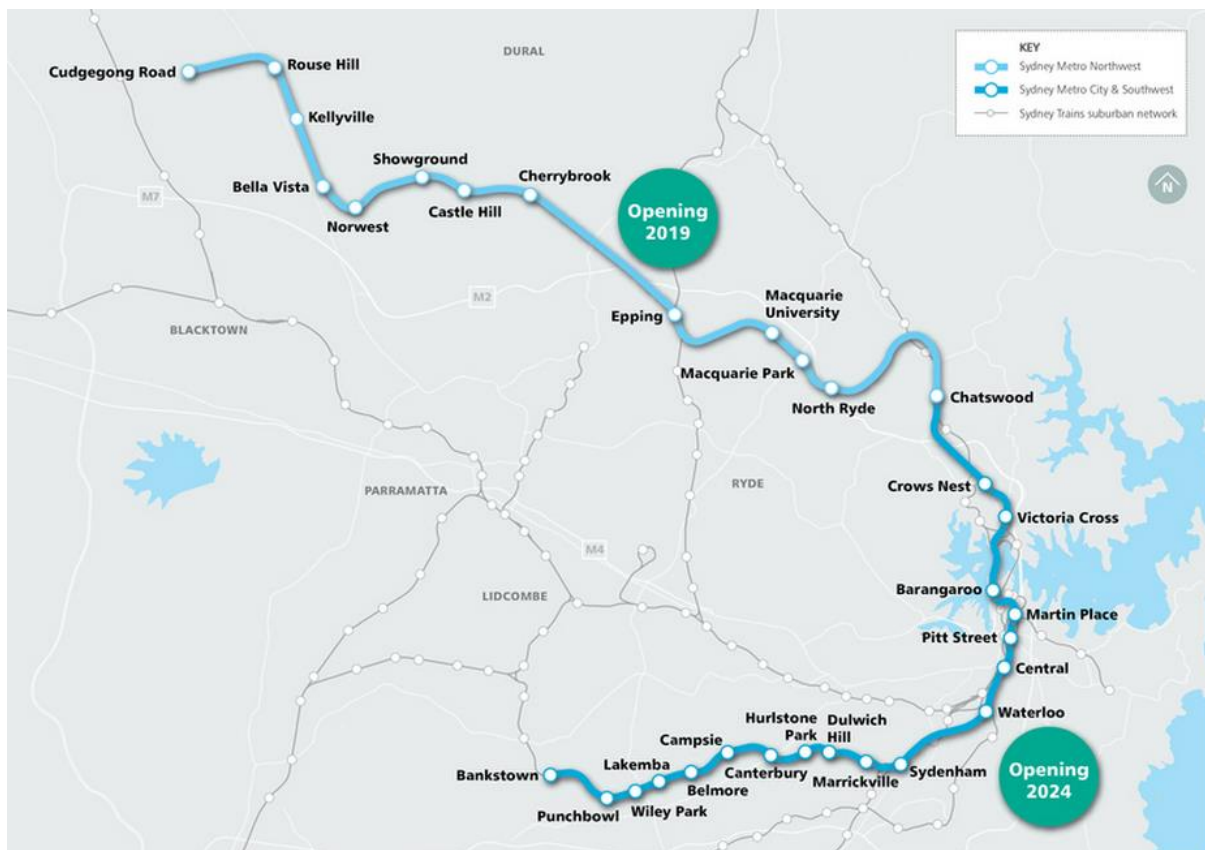
As the development is within a rail corridor, is associated with railway infrastructure and is for residential and commercial premises with a Capital Investment Value of more than \$30 million, the project is identified as State Significant Development (SSD) pursuant to Schedule 1, 19(2)(a) of the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

To support the request for SEARs, this report provides an overview of the background of the project, the site location and its context, the nature of the proposal, the statutory context key likely environmental and planning issues associated with the proposal, expected report and document deliverables and identifies the key stakeholders for consultation.

## 2. Sydney Metro Northwest

The New South Wales (NSW) Government is implementing Sydney's Rail Future, a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future (Transport for NSW, 2012). Sydney Metro is a new standalone rail network identified in *Sydney's Rail Future*.

It is Australia's biggest public transport project, consisting of Sydney Metro Northwest (Stage 1), which is due for completion in 2019 and Sydney Metro City & Southwest (Stage 2), which is due for completion in 2024 (Refer to **Figure 2**).



**Figure 2** – Sydney Metro alignment map  
Source: Sydney Metro

Sydney Metro Northwest has been designed to integrate with Sydney's transport network, and includes the construction of eight new railway stations between Epping and Cudgegong Road, 4000 commuter car parking spaces and upgrading the railway between Epping and Chatswood. Trains will run every four minutes in the peak, meaning customers won't need a timetable – they will just turn up and go.

The Sydney Metro Northwest provides a unique opportunity to integrate land use, transport and infrastructure planning in North West Sydney. This land use change will assist the NSW Government to deliver a diverse, competitive and sustainable economy consistent with the objectives of *A Plan for Growing Sydney*, the draft Central City District Plan and the North West Rail Link Corridor Strategy.

Landcom and the Sydney Metro Delivery Office, part of Transport for NSW (TfNSW), are working in collaboration to develop walkable, mixed use precincts around the Sydney Metro Northwest stations.

On 25 September 2012, the Minister for Planning approved the *North West Rail Link Major Civil Construction Works* application lodged by TfNSW as a Critical State Significant Infrastructure project (reference SSI-5100). The approval includes all major civil construction works involving earthworks, excavation of tunnels and underground station boxes and construction of above ground infrastructure including viaducts and bridges. The civil construction works in accordance with this approval are now well advanced.

On 8 May 2013, the Minister for Planning approved the *North West Rail Link – Stations, Rail Infrastructure and Systems* application, also lodged by TfNSW as a Critical SSI project (reference SSI-5414). The approval includes those construction works not subject to SSI-5100 as well as the operation of the railway, including:

- construction and operation of stations and wider precincts
- services facilities and stabling facility at Tallawong Road, Rouse Hill
- rail infrastructure systems.

Site preparation works in accordance with SSI-5414 have commenced around the Cudgegong Road Station, including on the subject site.

A number of parcels of land were acquired by TfNSW to support the delivery and operation of the Sydney Metro Northwest project, including land around the Cudgegong Road Station. Some of this land is now surplus to the metro rail construction and is available for redevelopment for other purposes.



### 3. The site

#### 3.1. Location

The subject site is located north of Schofields Road, Rouse Hill, generally between Cudgegong Road to the east and Tallawong Road to the west. The Cudgegong Road Station is located immediately to the north (see **Figure 3**).

The subject site is generally rectangular in shape with a total area of approximately 7.8 hectares. It is situated within the Blacktown Local Government Area.

The site formerly consisted of predominantly rural residential activities with some areas of remnant native bushland. The site has now been largely cleared and site preparation works have commenced in accordance with SSI-5414 (North West Rail Link – Stations, Rail Infrastructure and Systems).



**Figure 3** – Subject site outlined in red  
Source: Landcom

#### 3.2. Site context

The subject site is located north of Schofields Road within the suburb of Rouse Hill, approximately 33kms north-west of Sydney CBD. It is located approximately 1.5kms west of the Rouse Hill Town Centre.

The site is bounded by Schofields Road to the south, the new rail line to the north, Cudgegong Road to the east and future commuter car parks to the west (currently under construction). To the south of the site is The Ponds residential release area. The Rouse Hill Town Centre is located east of the site, across Windsor Road. To the west is the Sydney Metro Trains Operations Control Centre and Train Stabling Facility (currently under construction) while the Second Ponds Creek Corridor is located to the east (see **Figure 3**). The Cudgegong Town

Centre extends beyond the subject site and north of the rail corridor. This area is subject to a number of development applications for commercial and residential uses.

The 1000 space commuter car park for Cudgegong Road Station is currently under construction and is located immediately west and partially within the subject site.

### 3.3. Site photographs

Photographs of the subject site and surrounding development are provided below including:

- **Figure 4:** Corner of Schofield Road and Cudgegong Road looking towards the future train station
- **Figure 5:** Corner of Schofields Road and Tallawong Road looking toward the Sydney Metro construction site
- **Figure 6:** Shared path looking west along Schofields Road, with the site to the right
- **Figure 7:** The site from the location of proposed park looking north toward the station
- **Figure 8:** Northern boundary of the site, looking east toward the station



**Figure 4** – Corner of Schofield Road and Cudgegong Road looking towards the future train station





**Figure 5** – Corner of Schofields Road and Tallawong Road looking toward the Sydney Metro construction site



**Figure 6** – Shared path looking west along Schofields Road, with the site to the right



**Figure 7** – The Site (location of proposed park) looking north toward the station



**Figure 8** – Northern boundary of the Site, looking east toward the station

### 3.4. Legal description

The site comprises the following properties in Rouse Hill:

- 75 Schofields Rd                      Lots 13 and 14 DP 1168129
- 81 Schofields Rd                      Lot 15 DP 1168129
- 38 Cudgegong Road                      Lot 10 DP 1185116

### 3.5. Opportunities and constraints

The following opportunities and constraints associated with the project have been identified following a site analysis and assessment against relevant strategic planning objectives:

#### ***Opportunities***

- As the precinct is a greenfields site, there is an opportunity to provide a variety and choice of urban forms, scales, densities, typologies, and heights to encourage a diverse town centre
- The public realm is vital to creating an attractive place and delivering a functional network. Key streets, parks and town squares can offer great amenities and comfortable connections to the station
- The site provides sweeping scenic views of the surrounding natural landscape and distant views
- The proposal allows for the creation of an integrated station precinct, where the station, public domain, residential and non-residential development can be designed and function as a whole contributing to the diversity, amenity and economic sustainability of the precinct
- The proposal allows for interim activation uses to provide short term/temporary activity and surveillance in the station precinct prior to and/or during the construction phase.



## **Constraints**

- Noise generated by Schofields Road traffic and the rail corridor will be a consideration for adjacent uses
- The site topography generally falls from north to south, with the grades making equitable pedestrian access challenging
- Drainage in the south-east corner of the site will need to be carefully managed
- Staging of development will occur over several years, requiring interim solutions to ensure the station feels comfortable, vibrant and safe prior to completion of the development.

## **4. Description of proposed development**

### **4.1. Proposed development**

The concept SSD application will seek concept approval for residential and non-residential uses within the subject site. The concept SSD application will specifically seek approval for:

- maximum building envelopes, including street-wall and setbacks, as illustrated in the preliminary plans at Attachment A
- varying building heights up to eight storeys
- maximum gross floor area (GFA) of approximately 97,000 square metres, comprising 90,000 square metres residential and 7,000 square metres of non-residential GFA
- residential, commercial and retail
- an indicative residential yield of 1,100 dwellings
- a 2,900 m<sup>2</sup> central park
- road layout
- landscape concept for public and private domain
- strategies for utilities and services provision
- strategies for managing stormwater and drainage
- a strategy for the achievement of ecologically sustainable development.

It is intended that the concept for the site will accord with Transit Oriented Development principles in that it will:

- provide mixed use development within 800 metres of the Cudgegong Road Station which will provide a rapid and frequent metro rail service connecting to jobs, services and strategic centres in the northwest and across Sydney
- provide high density residential development around the station, supported by appropriate community and open space facilities
- provide for integrated retail, commercial, recreational and community uses therefore stimulating activity around the new station
- moderate the amount of private car parking while ensuring pedestrian and bicycle connectivity to the station and the Cudgegong Town Centre



- provide liveable and active public domain spaces for the community that integrate with proposed land uses and the metro station.

Subdivision, including dedication of land for roads, will be progressed following the construction of roads by Sydney Metro.

The building envelopes will respond to the topography to take advantage of district views. Some buildings will have no setback to reinforce the spatial definition of the street and contribute to an engaging urban experience, which is based on proximity and immediacy. The future developments will demonstrate variation and articulation of facades. The urban form will also allow for generous internal open spaces that add to the amenities of the apartments and to the experience of pedestrians as they will be able to see the courtyards from the street.

High quality public domain and parks will add to the liveability of the place. New streets will have well defined pedestrian crossing and cycle paths or shared paths.

Ground floor activation will be achieved through the provisions of shops, workspaces, and terrace-type apartments.

Buildings will be organised around a large central park that will provide good access to the station and is aligned with the pedestrian and cycle bridge across the rail corridor. Additional retail and commercial uses will be located close to the station to service the surrounding residential communities.

## 5. Planning context

The following are the key relevant legislation and planning instruments that will apply to the proposed development:

- *Environmental Planning and Assessment Act 1979 (NSW)* (EP&A Act)
- *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation)
- *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP)
- *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*
- *Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (Schedule 4)*

### 5.1. Environmental Planning and Assessment Act, 1979

The EP&A Act establishes the assessment framework for SSD. Under Section 89D, the Minister is the consent authority for SSD. Section 78A (8) requires that a development application for SSD be accompanied by an EIS in the form prescribed by the EP&A Regulation.

Pursuant to Section 83B of the EP&A Act a concept DA may be made setting out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent DA or DAs.

## 5.2. State Environmental Planning Policy (State and Regional Development) 2011

The SRD SEPP identifies development which is considered to be State Significant. Clause 19(2) of Schedule 1 of the SRD SEPP provides that the following development is SSD:

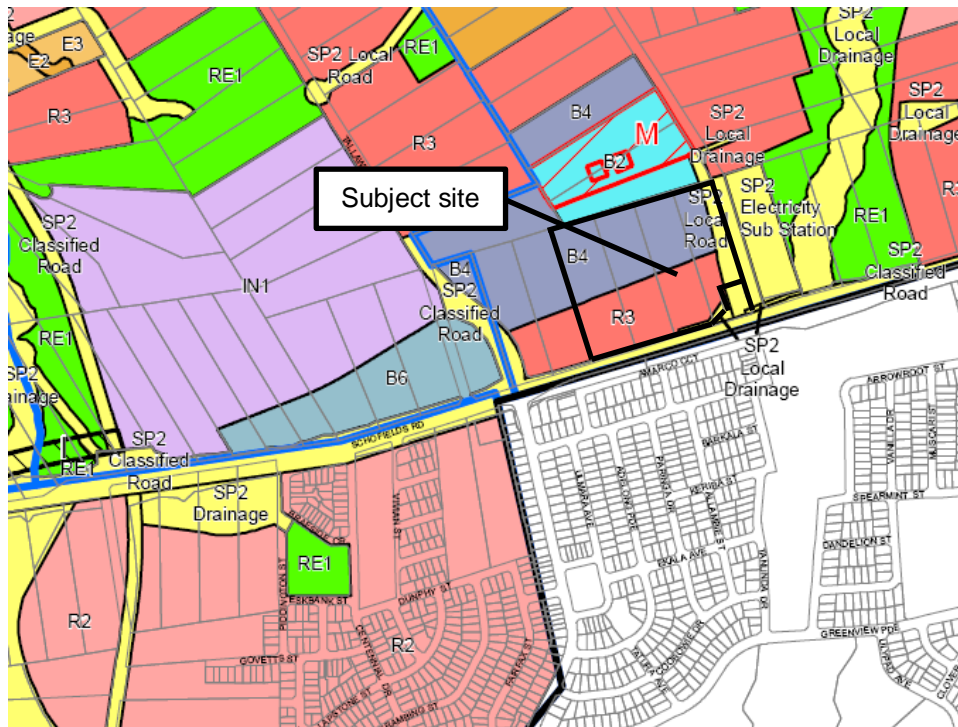
*Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:*

- (a) commercial premises or residential accommodation;
- (b) container packing, storage or examination facilities;
- (c) public transport interchanges.

As the proposal comprises development associated with railway infrastructure, is for the purposes of residential accommodation and commercial premises and the development has a Capital Investment Value in excess of \$30 million, it qualifies as SSD for the purposes of the EP&A Act.

## 5.3. Growth Centres SEPP

Cudgong South is located within the Area 20 Precinct and the relevant planning provisions for this precinct are provided in Appendix 6 of the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (Growth Centres SEPP). The zoning is provided in **Figure 10** and a preliminary assessment of relevant planning controls in relation to the concept proposal is provided in **Table 1**.



**Figure 10** – Zoning map extract  
Source: Growth Centres SEPP

**Table 1** – Assessment against relevant controls in Appendix 6 of Growth Centres SEPP

PROVISION	PLANNING CONTROL	CONSIDERATION
<b>Clause 2.2 – Land Use</b>	Land zoned R3 Medium Density Residential, B4 Mixed Use, SP2 Drainage and SP2 Local Road	The proposed uses are permitted with consent in the relevant zone.
<b>Clause 4.3 – Height of Buildings</b>	26m	It is proposed to provide for a range of building heights up to 8 storeys. There may be some minor exceedences of the stipulated building height to take account of the varying slope of the site. The EIS will justify any non-compliance by means of a clause 4.6 variation request.
<b>Clause 4.1B Residential Density</b>	Minimum 45 dwellings per hectare for R3 Medium Density Residential zoned land	Complies – 221 dwellings per hectare in the R3 Residential zone
<b>Clause 4.4 Floor Space Ratio</b>	1.75:1	Complies – With 7.04 ha of R3 Medium Density Residential and B4 Mixed Use zoned land, the proposal has an FSR of 1.38:1
<b>Clause 4.6 Exceptions to Developments Standards</b>	The consent authority may consent to a variation of a development standard subject to consideration of a written request from the applicant adequately justifying the contravention of the standard.	The EIS will be accompanied by a clause 4.6 variation request providing detailed justification for minor increases in building heights beyond 26m, but maintaining the intended 8 storey height limit.
<b>Clause 5.1 Relevant Acquisition Authority</b>	Council is the relevant acquisition authority for land zoned SP2 Drainage and SP2 Local Road	The residue lot will include land zoned SP2 Local Road, for later dedication to Council. SP2 Drainage zone is addressed below in relation to Clause 5.3. The site also includes land for acquisition by Council as local open space.
<b>Clause 5.3 Development Near Zone Boundaries</b>	Development consent may be granted to development of land for any purpose that may be carried out in the adjoining zone subject to compliance with zone objectives and other planning principles.	The exact boundary of the residential development sites and land required for drainage will be determined for the concept proposal. Appropriate justification will be provided in the EIS if any minor encroachment of the development sites into the adjoining SP2 zoned land is proposed.
<b>Clause 5.9 Preservation of Trees or Vegetation</b>	Tree/vegetation removal may only be undertaken with development consent.	Tree and vegetation removal on the site was previously approved as part of SSI 5414.
<b>Clause 6.1 Public Utility Infrastructure</b>	Consent authority must not grant consent to development unless it is satisfied that adequate utility infrastructure will be in place to service the proposal.	The EIS will identify existing services and any upgrades required to ensure adequate water, electricity and sewage disposal infrastructure will be in place to meet the needs of the development.
<b>Clause 6.5 Active Street Frontages</b>	Active street frontages to be provided in areas identified on Active Street Frontages Map	Land within the site zoned B4 is identified on the Active Street Frontages Map. The concept proposal will ensure that provision is made for active street frontages.

The above provisions of the Growth Centres SEPP will be addressed in the EIS as relevant.



## 5.5. Other planning policies

In addition to the above, the following policies apply to the site and will be considered as part of the concept SSD application:

- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy No 55 – Remediation of Land*
- *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development*
- *A Plan for Growing Sydney*
- *Draft Greater Sydney Region Plan*
- *Revised Draft Central District Plan for Sydney*
- *Premier's Priorities*
- *NSW Long Term Transport Masterplan, 2012*
- *Draft Future Transport 2056 Strategy*
- *Development Near Rail Corridors and Busy Roads – Interim Guidelines*
- *Planning Guidelines for Walking and Cycling*
- *Sydney's Cycling Future*
- *Sydney's Rail Future*
- *Sydney's Bus Future*
- *Sydney's Walking Future*



## 6. Overview of likely environmental and planning issues

Based on a preliminary environmental assessment of the proposal, the following are the key environmental assessment issues that will need to be considered as part of the concept SSD application:

- Compliance with strategic and statutory plans
- Built form and urban design
- Public domain and open space
- Traffic, access and parking
- Contamination
- Water, drainage, stormwater and groundwater
- Noise
- Social impacts
- Wind impacts
- Ecologically sustainable development
- Utilities
- Commercial/retail land uses
- Archaeology
- Site design levels
- Development contributions.

### 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 outlined **Section 5** above.

### 6.2. Built form and urban design

The concept proposal will consist of twelve development blocks with building envelopes, accommodating an indicative yield of approximately 1100 dwellings and up to 7,000 square metres of non residential (retail, commercial and community) floorspace. The proposal has an FSR of 1.38:1, complying with the maximum FSR of 1.75:1.

The building envelopes will range in height to a maximum of eight storeys. It is envisaged that the building envelopes will:

- ensure adequate sunlight to apartments and solar access to the public domain, including the park
- provide for appropriate separation and privacy between buildings
- respond to the topography to take advantage of district views
- comply with the gross floor area permitted under the SEPP FSR control
- have no setbacks along certain street frontages to reinforce the spatial definition of the street and contribute to an engaging urban experience through proximity and immediacy

- allow for generous internal open spaces that add to the amenity of the apartments and to the pedestrian experience.

As indicated in Table 1, the EIS will address the non-compliance of the concept with the maximum allowable height as shown on the Height of Buildings map in Appendix 6 of the Growth Centres SEPP. It will include detailed justification for the increase in building heights which are proposed to allow eight storey buildings on sloping sites.

The EIS will be accompanied by an urban design study/design statement to support the proposed built form to address amenity and visual impacts of the proposal in this location. The proposed built form will be subject to careful design that will comprehensively consider the surrounding land uses, in particular residential areas.

As the EIS relates to a concept proposal it will not include detailed architectural plans for the buildings. These will be provided with future stage DAs.

### **6.3. Public domain and open space**

High quality public domain and open space will be integral to the overall concept for the site. 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.

A new village park of 2,900m<sup>2</sup> will be provided within the subject site, compliant with DCP 10 Schedule 4.

Along with the urban design study, the EIS will be accompanied by a public domain/landscape concept which will guide the future development and treatment of the public domain.

### **6.4. Transport and access**

The close proximity of the site to the Cudgegong Road Station will ensure that future residents and workers will have ready access to a high frequency, high quality metro train service which will provide excellent connectivity to the rest of the Sydney rail network. Further, the concept will be designed in accordance with 'Transit Oriented Development' (TOD) principles through:

- maximising public transport patronage through the appropriate placement of compatible land uses
- 'place making' through activation of spaces, providing for an appropriate mix of uses and creating identifiable landmarks
- creating communities that are well connected via public transport, pedestrian and bicycle links
- creating integrated open space and public domain spaces encouraging their use and activation by key buildings.

The EIS will include a transport and traffic assessment for the site. The assessment will outline proposed access and parking arrangements and assess potential impacts on the surrounding road network, having regard to the TOD principles being adopted for the site and its proximity to the Cudgegong Road Station.

It is proposed that additional traffic and transport assessments will be submitted with future stage DAs.

## 6.5. Contamination

A contamination assessment has been undertaken for the site as part of the investigations undertaken for SSI-5414. The assessment identified some areas of potential farm demolition waste however all results came back below the investigation levels.

The EIS will examine the findings of the previous contamination assessment to confirm that it encompasses the subject site. If required, further investigations will be undertaken, including determining whether any remediation measures are required.

## 6.6. Water, drainage, stormwater and groundwater

The EIS will include an Integrated Water Management Strategy for the site. The strategy will:

- address stormwater and wastewater management, including any re-use and disposal requirements, demonstration of water sensitive urban design and any water conservation measures
- identify appropriate water quality management measures focussing on the management of the impacts from the proposed works on water courses, riparian corridors and groundwater dependent systems located in the vicinity of the development
- consider the need or otherwise for the land zoned SP2 Drainage in the south eastern corner to be used for drainage purposes
- consider requirements for future buildings
- provide details of water supply including consideration of alternative water supply arrangements, water sensitive urban design and water conservation measures.

## 6.7. Noise

The EIS will be supported by a preliminary Noise Impact Assessment (NIA) prepared by a suitably qualified noise specialist. The NIA will consider:

- the main noise and vibration generating sources and activities including rail operations
- measures to minimise and mitigate potential noise and vibration impacts on surrounding occupiers
- the impacts of likely noise and vibration from surrounding land uses, such as noise from the operation of the rail line, the stabling yard and surrounding road networks, including Schofield Road, Tallawong Rd and Cudgegong Rd
- management and operational arrangements or mitigation measures to protect the amenity of residents/visitors/employees.

Given the site's proximity to the future rail line as well as Schofields Road which is a major arterial, the concept proposal and the NIA will have regard to the *Development near rail corridors and busy roads: interim guideline*.

Construction noise will be addressed in subsequent detailed applications where construction is proposed.

## 6.8. Social impacts

A social needs impact assessment will accompany the EIS. It will detail the outcomes of previous work and consider whether additional social infrastructure will be needed to meet the needs of the additional residential, worker and visitor population of the Precinct. The report will include:

- demographic analysis
- existing social infrastructure facilities and catchments
- potential future population based on anticipated dwelling yields
- social needs assessment including recommendations.

## 6.9. Wind impacts

A wind impact assessment will accompany the EIS. It will provide an assessment of the potential wind impacts of the proposed building envelopes. The findings of the assessment will be used to inform the final concept design.

## 6.10. Ecologically sustainable development

The EIS will be accompanied by a report addressing how ecologically sustainable development (ESD) principles will be incorporated in the design, construction and ongoing states and operation of the development. In particular, it will incorporate a public domain and infrastructure strategy that outlines resource, energy and water efficiency initiatives, including the use of sustainable technologies and or/renewable energy, considering alternative servicing strategies such as precinct based power generation or integrated water systems.

## 6.11. Utilities

A high level servicing strategy will be prepared for the concept proposal which will provide information on:

- the existing capacity of utilities to service the development and any potential augmentation requirements
- staging of infrastructure arising from the proposal and future development
- broader development in Area 20 and any potential capacity issues with future development
- sustainability initiatives
- future staging of infrastructure provision

The strategy will be included in the EIS.

## 6.12. Commercial/retail land uses

A land use analysis of retail and commercial uses in the town centre will be prepared. In particular, it will examine the nature and quantum of retail and commercial floorspace that can be supported within the subject site and also to serve customers accessing the metro station. The analysis will also consider the role of interim/temporary retail and commercial land uses to activate the station precinct during the construction of the SSDA.

As a retail centres study for the North West Priority Growth Area has not been carried out, the land use analysis will explore what role the Cudgegong Town Centre could play based on an analysis of the local catchment, existing competitive context and planned development yields in the wider Area 20 and surrounding precincts. This work will inform the concept proposal.

### **6.13. Visual impact**

The EIS will include an assessment of the visual impact of the proposed development from key vantage points. A visual impact assessment will identify the visual changes and impacts on the site and its surrounds.

Photomontage images will be prepared to demonstrate the visual impact of the proposal.

### **6.14. Archaeology**

An assessment of Aboriginal cultural heritage undertaken for the NWRL identified the presence of sites and/or Potential Archaeological Deposits (PADs) of moderate archaeological potential between the Windsor Road Viaduct and the Tallawong Train Stabling Facility (TSF). Approval was granted for any artefacts in this location to be removed subject to an appropriate archaeological salvage program being undertaken (refer Condition C30 of SSI-5414 Infrastructure Approval).

The site does not contain any items of environmental heritage and there are no heritage items in the vicinity of the site.

### **6.15. Site design levels**

The site is currently a construction zone and is constantly changing due to the construction of the SMNW rail line, commuter car parks and associated infrastructure. Design levels, as proposed by SMNW, will be provided in lieu of a detailed survey.

### **6.16. Development contributions**

Blacktown City Council's Section 94 Contributions Plan No 22 – Area 20 Precinct applies to development in Cudgegong South. Given that Landcom is proposing to dedicate land for the park and other public purposes as well as potentially undertake works-in-kind, it will be seeking Council's agreement to the offsetting of contributions as appropriate.



## 7. Expected deliverables

To assist in confirming the SEARs, the following are the expected reports and document deliverables to support the EIS for the concept SSD application:

- DA form
- QS certification
- Architectural plans
- Architectural design statement / report
- Shadow diagrams
- Wind study
- Transport and traffic report
- Infrastructure and services report
- ESD strategy
- Landscape concept design
- Visual impact assessment
- Noise and vibration report
- Social needs assessment
- Commercial/retail land use analysis
- Stormwater management / flooding report
- Stakeholder and community engagement report

## 8. Consultation

Early engagement will be undertaken with key stakeholders and the local community as part of preparing for the EIS. Key objectives of early engagement are to provide information on the planning process for the project.

The EIS will include a detailed consultation strategy for each stage of the approvals process, including an overview of all pre-lodgement consultation undertaken up to submission of the concept SSD application. It is anticipated that the following key agencies and stakeholders will be consulted at appropriate stages in the process:

- Department of Planning and Environment (as the assessment authority)
- Blacktown City Council
- Roads and Maritime Services
- Local community groups and residents

## 9. Conclusion

The purpose of this report is to request the SEARs for the preparation of an EIS for a concept State Significant Development application for Cudgegong Road Station Precinct South.

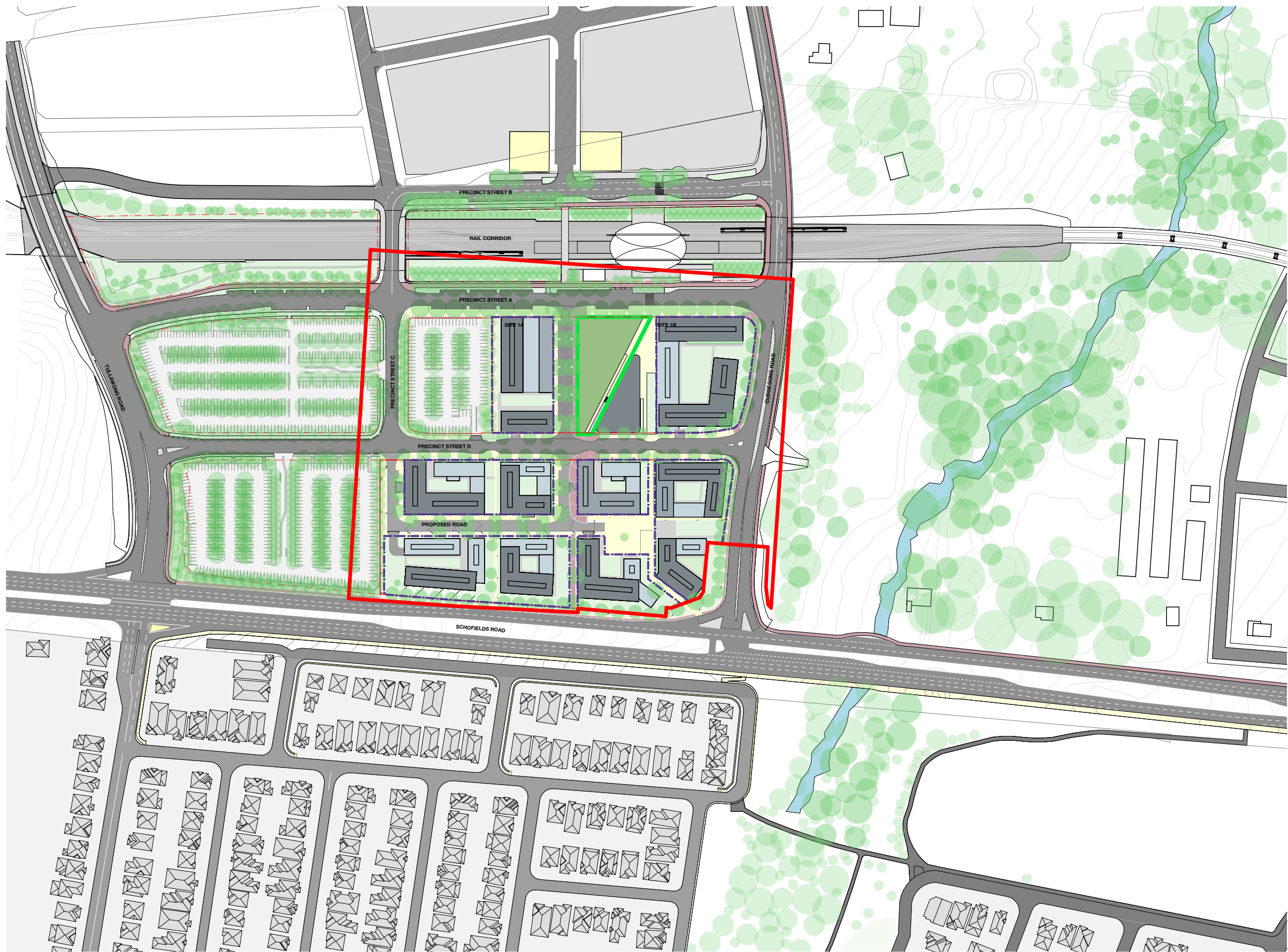
The concept is for twelve development blocks with building envelopes, accommodating an indicative yield of approximately 1,100 dwellings, up to 7,000 square metres of non residential (retail, commercial and community) floorspace as well as public domain.

The information in this report is considered sufficient to enable the Secretary to issue the SEARs for the preparation of the EIS.

## **Attachment**

### **Attachment A – Preliminary Concept Drawings**

# CONCEPT PLAN CONTEXT



# CONCEPT PLAN - REFERENCE SCHEME





# CONCEPT PLAN - HEIGHT





# SITE SECTIONS - PROPOSED

