

# **Appendix DD**

## **Stakeholder Engagement Outcomes Summary**

# Stakeholder Engagement Outcomes Summary Report

**Sydney Metro Northwest –  
Tallawong Station South**

May 2018



# Contents

<b>1</b>	<b>Introduction .....</b>	<b>3</b>
<b>2</b>	<b>Background.....</b>	<b>4</b>
2.1	Project context.....	4
2.2	Secretary's Environmental Assessment Requirements.....	4
2.3	Previous consultation for associated projects.....	5
2.3.1	Consultation associated with Sydney Metro.....	5
2.3.2	Consultation associated with Area 20.....	6
<b>3</b>	<b>Tallawong Station South Concept Proposal .....</b>	<b>7</b>
<b>4</b>	<b>Consultation approach.....</b>	<b>8</b>
4.1	Consultation objectives.....	8
4.2	Snapshot of consultation activities.....	8
4.3	Stakeholder meetings and correspondence.....	8
4.4	Community information session .....	11
4.5	Communication channels .....	13
<b>5</b>	<b>Community feedback .....</b>	<b>14</b>
5.1	Park amenity.....	14
5.2	Precinct activation .....	14
<b>6</b>	<b>Project response.....</b>	<b>16</b>
<b>7</b>	<b>Next steps .....</b>	<b>28</b>

## Appendices

Appendix A – E-newsletter
Appendix B – Newspaper adverts
Appendix C – Invitation flyer
Appendix D – Distribution area
Appendix E – Display boards
Appendix F – Feedback form
Appendix G – Project factsheet
Appendix H – Landcom Facebook post
Appendix I – Landcom Twitter post
Appendix J – Website update

# 1 Introduction

This Report has been developed to inform the preparation of an Environmental Impact Statement (EIS) to accompany a State Significant Development Application (SSDA) for Tallawong Station South.

Transport for NSW (TfNSW) is seeking to deliver residential and other development on surplus government land in the Tallawong Station South (the subject site). The site is located immediately south of the Tallawong Station South within the broader Tallawong Station South.

In its role as master developer, Landcom on behalf of TfNSW, is preparing a concept proposal and EIS for the site. The concept proposal is for approximately 1,100 dwellings and 9,000 square metres of retail, commercial and community uses. It also includes a central park, new streets and supporting public domain.

Consultation with stakeholders was required prior to lodging the SSDA with the Department of Planning and Environment (DPE). This Report summarises the pre-lodgement consultation undertaken for Tallawong Station South. It details:

- planning requirements for stakeholder consultation
- consultation process undertaken, including key meetings with stakeholders
- summary of feedback received and issues raised by specific stakeholders
- demonstration of how feedback has been considered in the development of the concept proposal.

# 2 Background

## 2.1 Project context

The NSW Government is currently building the Sydney Metro Northwest (SMNW) that is due to start operations in 2019. The SMNW is Stage 1 of the overall Sydney Metro project and involves the construction of seven new metro stations and supporting infrastructure between Cudgegong Road and Epping and converting five existing stations between Epping and Chatswood. Stage 2 will deliver a new metro rail line from Chatswood through Sydney's CBD to Sydenham (Sydney Metro City and Southwest).

Construction of SMNW started in 2016 and services are due to commence operating in the first half of 2019.

Landcom and the Sydney Metro Delivery Office (SMDO) (part of TfNSW) are working together to develop walkable, attractive, mixed use places on surplus government-owned land around the seven new Sydney Metro Northwest (SMNW) stations and at Epping Station under the Sydney Metro Northwest Places Program. The program will enable staged planning, development, and disposal, of the 65 hectares of TfNSW owned land around the new SMNW stations. This land provides the capacity to deliver approximately 11,000 dwellings and 350,000sqm of non-residential floor space – generating up to 20,000 direct job opportunities. The program includes TfNSW owned land located around the Tallawong Station South.

The subject site, named Tallawong Station South, is located between Cudgegong Road, Tallawong Road, Schofields Road and the Metro corridor, and comprises around 7.8 hectares of land. The site is within the southern part of the broader Tallawong Station precinct (Area 20).

The Tallawong Station South is located north of Schofields Road within the suburb of Rouse Hill, approximately 33 kilometres northwest 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 SMNW rail line and in close proximity to the Rouse Hill Strategic Centre.

As part of works to build Tallawong Station, TfNSW is delivering:

- two new internal access roads between Tallawong Road and Cudgegong Road, providing access to the station and car park areas with 1,000 commuter parking spaces
- construction of a road overbridge midway between Tallawong Road and Cudgegong Road linking the access roads
- new traffic lights off Cudgegong Road and Tallawong Road
- pedestrian bridge across the rail line
- weather protected kiss-and-ride, bus and taxi areas
- access for emergency, delivery and maintenance vehicles.

## 2.2 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEARs) for the concept proposal were issued on 16 February 2018. They require consultation with the relevant local, State or Commonwealth Government authorities, service providers and community groups during preparation of the EIS. In particular, consultation needed to be undertaken with:

- Government Architect of NSW (GANSW)

- Blacktown Council
- Roads and Maritime Services (RMS)
- Office of Environment and Heritage (OEH)
- NSW Rural Fire Service
- TfNSW (Sydney Coordination Office, Sydney Trains and Sydney Metro)
- Surrounding residents, businesses and local community groups.

The EIS must include a report describing the pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. Where amendments have not been made to address an issue, a short explanation should be provided.

In issuing the SEARs the Secretary for the Department of Environment and Planning emphasised:

*“the importance of effective and genuine community consultation where a comprehensive, detailed and genuine community consultation engagement process must be undertaken during the preparation of the EIS. This process must ensure that the community is:*

- *provided with a good understanding of what is proposed and description of any potential impacts; and*
- *engaged in issues of concern to them”.*

## 2.3 Previous consultation for associated projects

Planning for infrastructure and development in the North West Priority Growth Area has been ongoing for more than a decade. This has been accompanied by a significant amount of consultation with the local community and key stakeholders to inform the planning policy framework and project plans. This consultation has informed subsequent consultation during the preparation of the SSDA for Tallawong Station South.

### 2.3.1 Consultation associated with Sydney Metro

A rail link servicing Sydney’s northwest was originally proposed by the NSW Government as a priority infrastructure project in 1998 and was eventually approved in 2012 as the SMNW project (formerly the North West Rail Link).

To support planning for the SMNW project, two EISs were prepared with association stakeholder consultation:

- EIS 1 – Major Civil Construction Works.
- EIS 2 – Stations, Rail Infrastructure and Systems.

EIS 2 Stations, Rail Infrastructure and Systems described and assessed the operation of the railway as well as the construction of stations, including additional land required for station precinct works such as road works, pedestrian / cycle facilities and landscaping.

EIS 2 was publicly exhibited in late 2012. During the exhibition, TfNSW hosted a range of consultation activities including five drop-in sessions and numerous stakeholder meetings. In total 333 submissions were received. Key issues raised through submissions related to parking, traffic congestion and the capacity of local roads, and safety at station precincts.

Following approval for the SMNW project, Sydney Metro has conducted consultation activities to ensure that the local community are kept informed about construction timelines and management, as well as to provide an ongoing opportunity for the local community to ask questions and provide feedback. Activities have included letterbox drops, project newsletters, and the operation of a community information line.

### **2.3.2 Consultation associated with Area 20**

Proposed amendments to State Environmental Planning Policy (Sydney Regional Growth Centres) 2006 relevant to the Area 20 Precinct Plan were exhibited by DPE in late 2014. Amendments included changes to planning controls relating to land zoning, residential floor space controls, heights of buildings, lot sizes and land acquisition to accommodate the design of Tallawong Station South and surrounding precinct.

During the public exhibition of the SSDA, DPE hosted a drop-in session and received 26 submissions. Key issues raised through submissions related to feasibility of height and floor space controls, accessibility for pedestrians and cyclists and the capacity of local roads.

# 3 Tallawong Station South Concept Proposal

The Tallawong Station South concept proposal is for a mixed use centre that includes retail, commercial, and residential uses with:

- approximately –1100 dwellings with a mix of apartments and townhouses, including more than 5% affordable housing
- varying building heights up to 8 storeys
- a new 2,900 square metre public park and landscaped zones
- walking and cycling networks connecting to the station and precinct
- 9,000 square metres of retail, commercial and community uses with provision for local retail and cafes and childcare and community facilities

The proposal is generally consistent with approved planning controls for the site with a minor exceedance of overall building heights.



## 4 Consultation approach

Over the past few years Landcom and Sydney Metro have undertaken significant engagement with a range of stakeholders, to discuss planning controls for the site, the Sydney Metro Northwest project, and to inform the current concept proposal. Landcom is committed to continued meaningful engagement with stakeholders who have an interest in the development. To inform the SSDA, Landcom has sought to ensure the interests of stakeholders are identified and addressed through a range of consultation activities.

### 4.1 Consultation objectives

The objectives of the pre-lodgement consultation process for Tallawong Station South were to:

- ensure consistent messaging about the SSDA was shared with all stakeholders
- ensure stakeholders were well informed of the SSDA and its impact on the local community, services and infrastructure
- provide local community members, businesses and other key stakeholders with an opportunity to provide feedback on the proposal to inform the SSDA
- ensure stakeholder views are identified, understood and considered during the preparation of the SSDA.

### 4.2 Snapshot of consultation activities

Consultation to date has been undertaken to satisfy the objectives outlined above, as well as to satisfy the SEARs for the concept proposal. Consultation activities were designed to build upon previous engagement undertaken by both TfNSW and DPE, and planned to suit the scale of the project. Activities included a series of stakeholder meetings (details provided in **Table 1**) and a community information session for all residents, landowners and local stakeholders within an approximate radius of 800m from the site.

Communications to support consultation activities included the delivery letters and flyers to local residents, as well as the ongoing operation of the community information line and project email. In addition, the Landcom website continues to be updated with relevant project information to ensure that a wide audience has access to information about the project.

### 4.3 Stakeholder meetings and correspondence

Landcom held a number of meetings with key stakeholders during the development of the concept proposal. A summary of the feedback received during correspondence with key stakeholders is detailed in **Table 1**.

Table 1 - Stakeholder meetings and correspondence

Consultation dates	Stakeholder	Issues raised
7 September 2017 30 October 2017 2, 6, 18 November 2017 18 December 2017 14, 19 March 2018 30 April 2018	Department of Planning and Environment	Program and planning coordination Planning process / pathway Overview of proposal Station precinct activation Design issues, including: Setbacks Dwelling density Building height Consideration of alternative height options for the site Lodgement of EIS

Consultation dates	Stakeholder	Issues raised
6 November 2017 22 February 2018 13 March 2018 27 March 2018 5 April 2018	NSW Government Architects Office	Overview of proposal Design excellence process Design quality guidelines
10, 27, 29 November 2017 11 January 2018 29 January 2018 14 February 2018 20 March 2018 2 May 2018	Blacktown City Council	Planning process / pathway Overview of proposal Distribution of bulk and massing across site and alternative massing options Public domain and landscaping sustainability and engineering initiatives, waste collection road widths, intersection capacity Stormwater and Water Sensitive Urban Design Social infrastructure needs and s94 contributions Responsibilities for drainage network and public domain assets Interim activation Delivery and disposal strategy Future public domain and Council ownership Water quality basin location
5 February 2018	Roads and Maritime Service	Overview of proposal Design issues, including: road network and operation acquisition of neighbouring surplus RMS land
13 December 2017	Western Sydney Local Health District	Social infrastructure needs and service capacity
20 December 2017	Department of Education	Social infrastructure needs and service capacity
15 January 2018	Quakers Hill Police Command	Crime in the vicinity of the site
15 January 2018	Fire and Rescue NSW	Any need for additional services to support the proposal Services for the future
15 January 2018 30 January 2018	NSW Ambulance	Any need for additional resources to support the proposal
22 February 2018	Rural Fire Service	Overview of proposal. Bushfire issues, including revegetation of SP2 Local Drainage and RE1 Public Recreation zoned land
6 March 2018	Office of Environment and Heritage	Overview of proposal Visibility of proposal from State heritage items Conservation Management Plans Existing heritage reports on European archaeology and Aboriginal cultural heritage Response to SEARs

Consultation dates	Stakeholder	Issues raised
26 March 2018	Sydney Trains	No land holdings or operations in the vicinity of the site Infrastructure capacity and services requirements
28 December 2017 14 February 2018	Endeavour Energy	Supply of proposed electrical loads Submission of formal technical review request
20 February 2018 9 March 2018	Sydney Water	Infrastructure capacity and servicing requirements Integrated water cycle management Responsibilities for drainage network assets
20 February 2018	Jemena	Infrastructure capacity, supply constraints and servicing requirements
20 February 2018	Telstra	Infrastructure capacity, supply constraints and servicing requirements
20 February 2018	NBN Co.	Infrastructure capacity, supply constraints and servicing requirements
1 December 2017	Mr Kevin Conolly MP Member for Riverstone	Overview of proposal
20 September 2017	Community 10 residents along the Northwest Metro alignment	Station precinct activation
17 March 2018	Community 60 residents and landowners <i>Please refer to Section 4.4.</i>	Overview of proposal Design issues Activation Community infrastructure Local heritage
28 March 2018	Rouse Hill Action Group	Need for adequate parking Need for safe, walkable areas Landscaping needs to respond to local hot and dry conditions Need for daily retail services for current and future communities Consider how the Rouse Hill family history can be interpreted Importance of local Aboriginal history and Rouse Hill family history Perceived lack of fairness that the NSW Government is selling off land that they compulsorily acquired. Suggestion that land should be sold back to the original owners
19 April, 27 April	Sydney Coordination Office, Transport for NSW	Future construction impacts

## 4.4 Community information session

Landcom hosted a community information session on Saturday 17 March 2018. Local residents were invited to drop-in at any stage between 2pm – 4pm at the Vinegar Hill Library, which is conveniently located in the Rouse Hill town centre.

This information session was advertised to the local community and key stakeholders via newspaper adverts, flyer letterbox drop, social media adverts and Landcom e-news. This included:

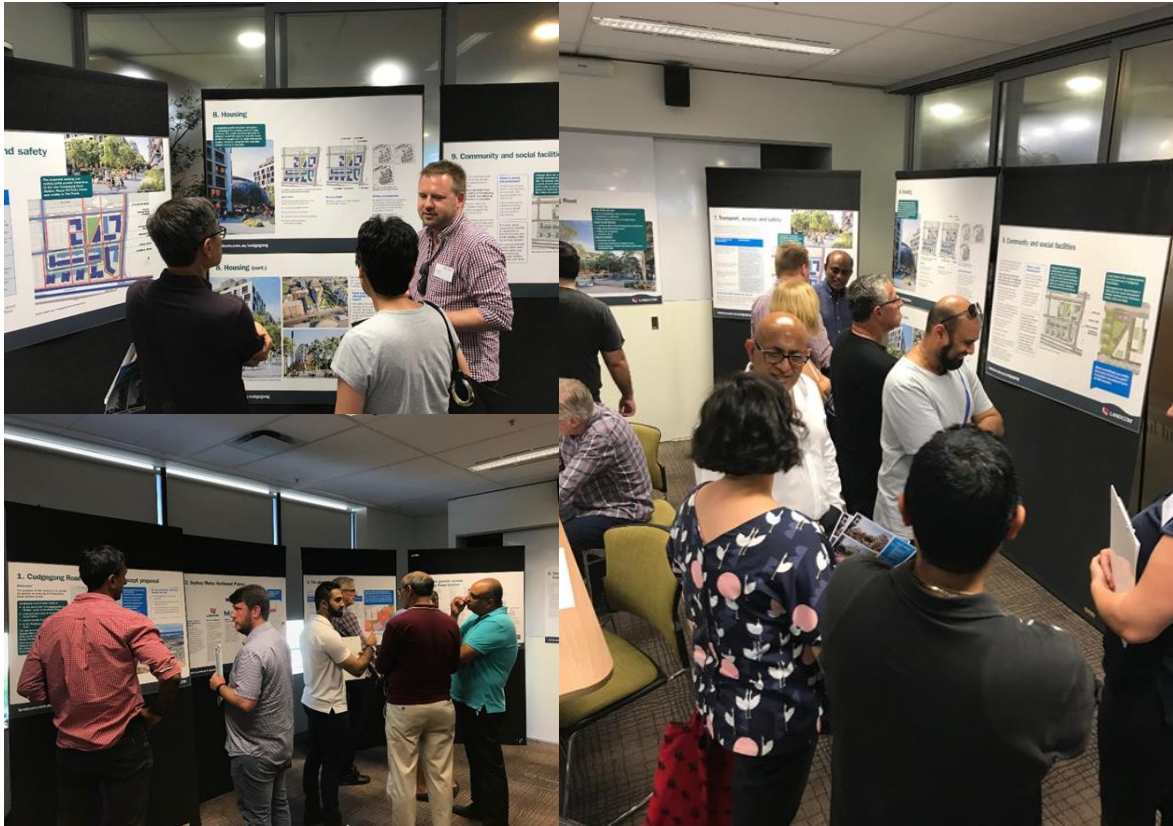
- adverts in local newspapers including the Rouse Hill Times and the Blacktown Advocate on 7 March and 12 March, 2018 respectively.
- flyer letterbox drop to 1,305 properties within approximately 800m radius of the site.
- event page on Landcom's Facebook page on 4 March 2018.
- event reminder on Landcom's Twitter feed on 15 March 2018.
- e-news notification to participants of Landcom's 2017 Economic Development Workshops including the Rouse Hill Action Group, The Ponds Community Hub, The Ponds High School, Riverbank Public School, The Ponds School, Sri Lankan Buddhist Temple, Rouse Hill House and Farm, Riverstone Swimming Centre, and The Ponds and Kellyville Ridge Community Association. An additional 100 members of the public signed-up for this e-news notification via the project website.
- landowners and community groups including The Ponds Community Association, Sydney Hills Business Chamber were also notified about the information session via letter. The letter included contact details to enable stakeholders to obtain more information about the concept proposal at a time convenient to them. In addition, notification emails were sent directly to representatives at Blacktown City Council, as well as to Kevin Conolly MP, Member for Riverstone.

Information about the concept proposal was presented via 10 display boards that covered the following topics:

- Tallawong Station South concept proposal
- Sydney Metro Northwest Places
- the planning process
- planning for growth around Tallawong Station South
- the concept proposal for Tallawong Station South
- transport, access and safety
- housing
- community and social facilities
- activation and placemaking.

For the duration of the session, representatives of the Landcom and SMDO project teams were available to answer questions and explain key aspects of the proposal. A total of 60 people attended the session, providing feedback directly to the project team or via feedback forms. The feedback forms gave participants the opportunity to identify issues for consideration throughout the planning process. The key issues raised during the session and in the 12 feedback forms received are outlined in **Section 5**.

### Community Information Session, Saturday 17 March 2018



## 4.5 Communication channels

Communication channels were made available to complement face-to-face consultation activities with the community and key stakeholders. Information about the Sydney Metro Northwest Places Program and the Tallawong Station South concept proposal was available through:

- Landcom's Facebook page, Twitter feed and website (please refer to **Appendix H, I, and J**)
- operation of a toll-free 1800 community information line and project email
- Sydney Metro Northwest Places program and Tallawong Station South specific factsheets (please refer to **Appendix G**)

These communication channels provided stakeholders with information and contact details for the project team to ask questions about the concept proposal and/or provide feedback. Both the community information line and project email address were advertised in the flyer letterbox drop to 1,305 neighbouring residents (please refer to **Appendix C and D**), and in newspaper adverts published in the Rouse Hill Times and the Blacktown Advocate (please refer to **Appendix B**).

# 5 Community feedback

Feedback received during consultation activities with the local community has identified key issues of community interest for consideration during the preparation of the concept proposal for Tallawong Station South. Key issues included:

- development timeframes
- housing density
- provision of community facilities
- open spaces and green infrastructure
- commuter parking and shuttle bus services
- frequency of new metro services
- retail offering
- precinct activation
- heritage
- safety.

Feedback forms combined opportunities to provide open feedback, as well as to provide specific suggestions for the activation of the precinct. Several common themes were evident and are outlined in the sections below.

## 5.1 Park amenity

Participants were asked to provide suggestions for the use of the park. Feedback was gathered using open and multiple-choice questions. Key issues included the provision of adequate shading and safety lighting, as well as off-street vehicle and bicycle parking. The top four features suggested for the park included:

1. kids playground (5-12 yrs)
2. food and drink
3. toilet block
4. landscaping for shade.

Feedback received indicated that the preferred use of the park (in order of preference) was as follows:

1. adventure (tricky activities, exploration)
2. water play
3. fitness equipment.

The *least* preferred uses of the park included a table tennis table; a giant chess set; and sensory elements (music, touch and feel). Additional suggestions for the park included a heated indoor pool, walking track, bicycle parking, a skateboard area, bins with lids and trees for natural shade. Wheelchair access and night-time lighting were also raised as being important.

## 5.2 Precinct activation

Community feedback provided useful suggestions for the successful activation of the precinct. Feedback indicated that the most popular uses for the precinct were retail and open space with wayfinding and sustainability considered to be important factors for consideration.

More specifically, participants were asked which essential shops and services they would most like included in the precinct. The top four shops and services chosen (in order of preference), were:



1. supermarket
2. café
3. restaurant
4. chemist.

An important component of the concept proposal will be the proposed community space. Feedback gathered from the community indicated that most community members would prefer this space to be a community healthcare clinic. Other uses suggested for the community space were venue hire for kids/family/community events, childcare, a co-working space, aged care facilities, and a Catholic school or Church.

Additionally, participants were invited to suggest local stories, history or local features for interpretation in the precinct. Suggestions included the Battle of Vinegar Hill, the Rouse family history and local Aboriginal heritage and justice.

Participants of the community information session were largely aged between 36-55 years old and lived mostly in Rouse Hill and The Ponds. The majority of participants indicated that they used Sydney Metro Northwest most days.

Feedback received suggested that most participants felt that the information provided at the community information session was easy to understand and relevant, and that the project team members were knowledgeable and helpful. Most participants felt that their feedback would be accurately reported and meaningfully considered, and indicated that given the opportunity they would attend a similar event in the future.



## 6 Project response

The feedback received during the consultation activities outlined in this report has been considered in the preparation of the Tallawong Station South concept proposal. **Table 2** provides a detailed summary of all feedback received and the corresponding project response.

Table 2 - Community and Stakeholder Feedback

Key issues	Project response	Relevant reports
<b>Green infrastructure, public domain, landscaping and open space, sustainability</b>		
Green infrastructure and quality landscaping should be delivered in coordination with the delivery of buildings and infrastructure.	<p>The concept proposal includes an integrated approach to the delivery of green infrastructure, public domain, open space and landscaping. This includes the integration of quality landscaping for streets, the park, plazas, laneways, courtyards, private gardens, and rooftop terraces.</p> <p>Landscaping will respond to local environmental conditions. For example, tree canopy will provide shade, in a part of Sydney where days can get very hot in summer.</p>	<p>Public Domain and Landscaping Strategy</p> <p>Urban Design Report</p> <p>Design Quality Guidelines</p>
Consider the provision of public open space to meet community needs.	<p>The Social Infrastructure and Open Space Needs Assessment identifies that there are 21 existing public open spaces and sport and recreation facilities within a 5km radius of the site. This includes several parks, sports fields and passive open space and a green corridors along Creek lines.</p> <p>For example, Second Ponds Creek corridor is a 200 metre-walk from the site across Schofields Road to its southern revitalised portion in The Ponds. This creek corridor joins in with the network of parks and streets in The Ponds and connect to the sports fields at Peel Reserve which are a 900-metre-walk from the site. The northern portion of the Creek Corridor is a 170-metre walk from the site across Cudgegong road along Schofields Road. This portion of the Creek Corridor will be revitalised in the future and will connect to the Rouse Hill Regional Park and the future sports fields on Rouse Road. These sports fields will be also accessible via a 600 metre-walk along Cudgegong Road and a link to be delivered by other developers on the eastern side of Cudgegong road.</p> <p>The future 4ha Cudgegong Reserve to the north of the town centre will be less than 450 metres away from the site via the future main street that will linking the northern and southern part of the Town Centre through its core.</p> <p>The concept proposal also includes a series of additional open spaces and links, including a public park (minimum 2,900sqm), two public plazas</p>	<p>Public Domain and Landscaping Strategy</p> <p>Social Infrastructure and Open Space Needs Assessment</p>

	(1,600sqm) and other landscaped zones for residents, workers and visitors.	
Consider the demand and provision for playing fields and sport facilities.	<p>The concept proposal includes space for community uses and this could include gyms, spaces for yoga and dance classes, martial arts and art classes.</p> <p>For playing fields, the site is and will be connected to existing and future playing fields in the area. The Area 20 plans identify land for playing fields on Rouse Road, adjacent to Second Ponds Creek. These lands are zoned for recreational uses and are protected and safeguarded. These lands will be acquired by Blacktown Council who will deliver the new playing fields and facilities using developer contributions. As identified above, these sports fields will be within 600 metres of the site via Cudgegong Road and the future street to be delivered by other developers.</p> <p>Also, the site is within a 900 metre-walk from the sports fields at Peel Reserve in The Ponds.</p>	<p>Public Domain and Landscaping Strategy</p> <p>Social Infrastructure and Open Space Needs Assessment</p>
Provide sufficient private communal open space.	<p>The concept proposal proposes a variety of private communal open spaces, including courtyards (8,888sqm) and rooftop terraces (4,622sqm). These will activate the site and provide amenity to the residents.</p> <p>The courtyards have been designed to allow pedestrians on the streets to see and enjoy the visual amenity provided by landscaping in the courtyards.</p>	<p>Public Domain and Landscaping Strategy</p> <p>Urban Design Report</p>
Choose appropriate tree species according to the location and site conditions.	<p>The landscaping strategy identifies a range of tree species that have been selected and located to maximise benefits and to respond to local conditions.</p> <p>A mix of plant varieties (including some native, drought tolerant varieties) have been chosen specifically for the site.</p>	<p>Public Domain and Landscaping Strategy</p> <p>Design Quality Guidelines</p>
Deep soil planting needs to be provided mid-block and on the periphery of development.	<p>Car park basements are set back 3 metres away from property boundaries to allow trees to grow strong root systems. Private communal courtyards within blocks include deep soil planting.</p> <p>Specific plans in the Urban Design Report and sections in the Landscaping Strategy show how the proposal addresses this issue. This includes the basement car park plan, the open space plan, the deep soil and communal open space plan.</p>	<p>Public Domain and Landscaping Strategy</p> <p>Urban Design Report</p> <p>Design Quality Guidelines</p>
The Concept proposal should provide a variety of public domain experiences.	<p>The concept proposal demonstrates the provision for a diversity of urban spaces and a high level of permeability through the site, with various experiences.</p> <p>This includes:</p>	<p>Public Domain and Landscaping Strategy</p> <p>Urban Design Report</p>

Also Design Guidelines should identify principles to achieve quality public spaces that enable a diversity of urban experiences and encourage walkability.	<ul style="list-style-type: none"> <li>- a town park with different spaces: northern plaza with café-restaurant and interactive water feature, northern upper lawn, steps, and lower garden</li> <li>- two plazas, one in the retail and commercial core of the development connecting the commuter car park to the town park, and another one along the through site link from the Schofields/Cudgegong intersection to the station, with a stronger residential character, focused on local social interaction</li> <li>- a main street on the western edge of the park connecting through a pedestrian bridge across the metro corridor to the northern part of the main street</li> <li>- a residential street</li> <li>- and a network of pedestrian through site links that provide a more relaxed and contemplative atmosphere with extensive landscaping, while allowing freedom of movement and strong connectivity.</li> </ul> <p>The concept proposal includes Design Quality Guidelines endorsed by GANSW that specifically address this issue.</p>	Design Quality Guidelines
Design guidelines should include principles to differentiate street types and their qualities.	<p>The Urban Design report, Design Guidelines and the Public Domain and Landscape Strategy demonstrate that the new street network will provide a diversity of public domain experiences and street types including local residential streets, laneways, a main street (activated by shops), parks and plazas.</p> <p>Streets will have well-defined street crossings and some will have shared paths for walking and cycling. An overall simple street and public domain grid will encourage walkability throughout the site and provide direct and easy access to the new metro station.</p>	Public Domain and Landscaping Strategy  Urban Design Report  Design Quality Guidelines
Ensure planting and public domain layout enables visibility and surveillance of public domain areas.	The Public Domain and Landscaping Strategy provides for three layers of plants to provide shading and visual amenity, without obscuring site lines to ensure passive surveillance. The three layers include a tree canopy level, shrub level, and the ground cover level.	Public Domain and Landscaping Strategy  Design Quality Guidelines
Ensure that there is a complimentary interface between the park and adjoining buildings, especially to activate the public domain.	<p>In the concept proposal, the buildings have been designed to have a complimentary interface with the park.</p> <p>The concept design proposes one desirable solution where shops, restaurants, and cafes are in the park (lower plaza/garden) or overlooking the park (central part of the park and the building to the east) and address the change in levels in a creative way.</p>	Public Domain and Landscaping Strategy  Urban Design Report  Design Quality Guidelines

Sustainability targets/benchmarks and requirements need to be clearly identified.	<p>Landcom has a Sustainable Places Strategy that outlines objectives for sustainable urban development. The concept proposal demonstrates compliance with the strategy. The Ecologically Sustainable Development Report outlines the minimum targets to be achieved through the development and identifies opportunities to exceed minimum targets.</p> <p>A particular emphasis has been made to mitigate urban heat through landscaping, trees and tree canopy coverage, provision of water features and selection of materials.</p>	Ecologically Sustainable Development Strategy
<b>Urban design and design excellence</b>		
Demonstrate that the Concept proposal is achieving design excellence and develop a design excellence strategy as part of the Concept proposal to guide future stages.	<p>The Design Excellence Report demonstrates how design excellence has been achieved in the concept proposal, in consultation with the Landcom Design Directorate and GANSW.</p> <p>The Design Excellence Report also outlines a design excellence strategy for future stages of the development, which is being finalised in collaboration with the GANSW.</p> <p>Successful private developers will need to demonstrate a commitment to design excellence and Landcom and Sydney Metro are planning to have oversight over the detailed design stage.</p>	Design Excellence Report
Provide for independent review to ensure that design excellence is achieved.	<p>The Design Excellence Strategy will provide for an independent design review panel to ensure that design excellence is achieved throughout the program and throughout the development lifecycle.</p> <p>At this stage, the independent design review panel has not been selected. If the detailed design stage and development approval remains with the Secretary (Department of Planning and Environment) as the Relevant Planning Authority, Landcom and Sydney Metro with GANSW are likely to set a State Design Review Panel following GANSW selection process and terms of reference. If the detail design stage and development approval is devolved back to Blacktown City Council, Landcom and Sydney Metro are likely to set up a Design Review Panel with the input from GANSW, before the successful developer is selected.</p>	Design Excellence Report
<b>Community benefits and social needs</b>		
Consider appropriate essential services and shops, including supermarket, cafes, restaurants, chemists and other retail.	The proposal includes 4,500sqm of retail spaces that are likely to include, a small metro-type supermarket, shops, cafes, restaurants, etc. The northern part of the Town Centre - to the north of the station (not included in this proposal and mainly in private ownership) – is likely accommodate the larger size supermarket and retail units.	Land Use Analysis and Economic Impacts Report

	<p>Future residents, workers and visitors should have all convenient retail options to accommodate their daily needs.</p> <p>This proposal also includes 3,000sqm of commercial space. Of the commercial land uses, 1,000sqm is intended for small commercial suites and doctor suites, and 2,000sqm are intended for a smart work hub where people, companies and organisations can subscribe to spaces to work remotely from a central office while still benefitting from a productive work environment. This smart work hub is also likely to include incubation and innovation programs to foster value creation and business growth in the area. This will be confirmed in the detail design and development application stage.</p>	
Consider the need for community space within the site, as well as rooms for hire.	The proposal includes 300sqm of flexible community space/communal indoor spaces which is more than Council's draft benchmark of 80sqm per 1,000 residents. These spaces could be leased by various community group short or long term and could include art classes, dance classes, for diverse age group.	Social Infrastructure and Open Space Needs Assessment
Consider the provision of food and drink, water play, lidded bins, toilets, natural shading, and night-time lighting in the proposed park.	<p>The concept for the park, plazas and public domain includes an interactive water feature and kiosk, and an all-day dining restaurant in the northern portion of the park.</p> <p>An extensive number of trees are planned to be planted early to provide natural shade to various areas of the park and the public domain.</p> <p>The detailed design for the park and public domain will consider needs including waste collection, toilets, lighting, and shading.</p>	Public Domain and Landscaping Strategy
Consider the interpretation of local heritage, including the Rouse family history, the Battle of Vinegar Hill, and Aboriginal justice.	The detailed design of the public domain will consider ways to embed interpretation of local heritage and history. The community is encouraged to contact Landcom to provide specific ideas and stories that could be considered for public domain and public art design and programming.	
Provide sufficient recreational facilities for children, such as play spaces.	The concept proposal includes a new park that provides opportunities for children to play, including shaded grass areas and an interactive water feature. There will be additional plaza areas in shaded, safe locations that provide opportunities to cycle, scoot, skate, or play.	Public Domain and Landscaping Strategy  Urban Design Report
Preference for a community facility within the precinct.	Council's s94 plan identifies a site in Riverstone East for a community facility along Tallawong road. It is understood that Blacktown City Council has also received a proposal for a new community facility to be	Social Infrastructure and Open Space

	provided at Tallawong Road, closer to the station, just north west of the station. If approved, this facility will provide for the needs of the residents and surrounding population in close proximity to the proposal. In addition, the proposal provides 300sqm of flexible community space/communal indoor spaces. This is more than Council's draft benchmark of 80sqm per 1,000 residents.	Needs Assessment
Consider the provision of a local school and/or childcare facility.	<p>The concept proposal does not include a school on the site.</p> <p>The NSW Government has a coordinated approach to growth and planning for the needs of the community. This includes education and schooling needs. At the time of rezoning, the NSW Department of Planning and Environment identified sites to accommodate school needs in the area. Landcom is actively working with Department of Education to identify appropriate sites in the broader precinct and multiply the benefits of the delivery of school(s) through advocacy, creation of safe and desirable pedestrian links to and from schools, and when appropriate, support the redevelopment of areas around the school(s) to maximise benefits for the community and broader Sydney.</p> <p>Landcom has undertaken a social and community needs study that identified the need to provide child care spaces for 110 to 132 children for future residents and workers.</p> <p>The concept proposal accommodates a child care centre on site, between the station and the commuter car park, close to the park and the station, in the non-residential component of the development.</p> <p>Overall the concept proposal provides for 1,500sqm of community space, including an 800sqm child care facility. There is flexibility for later stages to increase this amount if needed or required, to adjust to the local demographic profile of the future community.</p>	Social Infrastructure and Open Space Needs Assessment
Consider the provision of facilities for the elderly, including a hospital, an aged care facility, or a heated indoor pool for therapy.	<p>There is flexibility in the design and the concept to provide for a variety of residents and provide specific services and facilities. This opportunity will be considered by the future developer of the site.</p> <p>Regarding the future Rouse Hill Hospital, NSW Health is actively tracking changes and developments in the area and planning health facilities appropriately. Various locations are considered to take into account constraints and maximise benefits of a hospital to the area and Sydney. For more information, please contact the NSW Health directly.</p>	Social Infrastructure and Open Space Needs Assessment



Consider the provision of a Catholic Church or Catholic school.	Whilst a Catholic Church or Catholic School is not part of the concept proposal, zoning permits this use. The future developers have the opportunity to develop places of public worship and private schools that are permissible within this zoning.	Social Infrastructure and Open Space Needs Assessment
<b>Planning matters</b>		
Justify the proposed density.	<p>Extensive details are provided in the EIS and the Urban Design Report compliance statement for principle 3. Density to justify the proposed density.</p> <p>As a summary, the proposed density is appropriate because it complies with gazetted planning controls and is desirable because the proposed development:</p> <ul style="list-style-type: none"> <li>- is located in direct proximity to the new Sydney Metro and is connected to other places and job centres in the Northwest and broader Sydney via an outstanding and expanding transport infrastructure</li> <li>- provides homes for our city's growing population in one the most appropriate locations where the impact of development is best controlled and generates more positive economic, social and environmental impacts than in other locations.</li> <li>- attains critical mass to provide local services and daily destinations within walking distance of every dwelling and accessible to others living in surrounding suburbs</li> <li>- offers easy access to a rich and diverse open spaces' experiences within and in close proximity to the site</li> <li>- follows an ecologically sustainable approach to development ensuring the density creates a strong local economy and inclusive community, and is appropriate for the infrastructure and the environment.</li> </ul>	<p>Environment Impact Statement</p> <p>All Reports</p>
DPE considers that a household size of 3.2 persons per dwelling has to be considered as it is the Blacktown LGA average.	<p>Blacktown Council has provided varying advice, from census information review indicating 2.5 persons per dwelling for high density, to 2.8 persons for medium density in the Blacktown LGA, to 1.9 persons per dwelling for 2 bedroom medium density as an assumed occupancy rate included in Council's contribution plan 22W.</p> <p>GHD has also undertaken a review of comparable transit oriented development at Epping Park and Macquarie Park. These centres have an average household size of 2.7 to 2.1 respectively. Using this information combined with Council's census information review the project has adopted an average household size of 2.5 to 2.7 persons per dwelling. The average household size of 3.2 persons per dwelling, the</p>	<p>Social Infrastructure and Open Space Needs Assessment</p> <p>Public Domain and Landscaping Strategy</p>

	average size for the Blacktown LGA which is mostly detached dwellings, is not considered appropriate.	
Amend the acquisition plan for the park and drainage zone through a planning proposal.	DPE has advised that these matters can be addressed by DPE through a housekeeping SEPP amendment, should the proposal be approved.	Environmental Impact Statement
<b>Transport, access, mobility, wayfinding, traffic and parking</b>		
Ensure the delivery of exemplary transit oriented development/consider appropriate car parking rates.	The Transport and Traffic Impact Assessment Report demonstrates best practice principles and proposes Travel Demand Management measures such as reduced vehicular parking rates (similar to those suggested by SEPP 65 / Guide to Traffic Generating Developments for Metropolitan Regional Centres), exemplar walking and cycling connectivity, increased bike parking and bike facilities, car-sharing and car-pooling programs, extensive and committed bus planning, and community welcome programs to ensure residents know about their mobility and transport options.	Transport and Traffic Impact Assessment Report  Urban Design Report  Public Domain and Landscaping Strategy  Design Quality Guidelines
Consider need for traffic modelling.	<p>The Transport and Traffic Impact assessment identifies that the 2015 Arup study undertook modelling for the anticipated traffic growth for the northwest growth centre and the increased yield of the Precinct to 4,400 dwellings.</p> <p>This Arup study anticipated approximately 650 dwellings on the site, compared to 1100 dwellings estimated as part of the concept proposal. An assessment of the additional yield and traffic generation was considered.</p> <p>Thanks to the outstanding connectivity provided by the Sydney Metro infrastructure and the extensive Travel Demand Management measures outlined above, the additional traffic yield is anticipated to be less than 80 additional traffic movements during peak hours. As a result, Landcom, Sydney Metro and Transport for NSW agree that no additional traffic modelling is required to quantify the negligible impacts.</p>	Transport and Traffic Impact Assessment Report
Consider the cumulative impact of development on traffic generation.	The Transport and Traffic Impact Assessment Report indicates there will be minor changes to local traffic conditions at a limited number of intersections: the report suggests 2% increase at the AM and PM peak at the Schofields Road / Cudgegong Road and Schofields Road / Tallawong Road intersections. This is about 76 and 60 additional vehicles in the AM/PM peak respectively.	Transport and Traffic Impact Assessment Report



	<p>In addition, the report proposes initiatives to encourage future residents to utilise the train and reduce their car use.</p> <p>Regarding other developments in the area, Landcom and Sydney Metro have limited control over their planning and development decisions and as a consequence, cannot improve or mitigate their traffic generation or how their future residents will get around.</p>	
Ensure clear pedestrian links to and from the site and to The Ponds development to the south of the site.	<p>To access Tallawong Station South from The Ponds, Roads and Maritime Services (RMS) has signalised road intersections at Cudgegong and Schofields Roads intersection and Tallawong and Schofields Roads intersection.</p> <p>From the Cudgegong/Schofields Road intersection, the concept proposal provides a clear, safe, enticing and direct link to the station.</p> <p>During construction access to the Metro station from the south will be from Cudgegong and Tallawong Roads to the Themeda Avenue station entrance.</p>	<p>Urban Design Report</p> <p>Public Domain and Landscaping Strategy</p> <p>Design Quality Guidelines</p>
Consider the provision of an overhead bridge/walkway across Schofields Road from The Ponds.	<p>The concept proposal does not include a bridge or walkway across Schofields Road from and to The Ponds.</p> <p>Though this link would facilitate the crossing of Schofields Road between The Ponds and the proposed development to and from the station, it is not essential to ensure the proposed development creates a great place when delivered. The two signalised intersections at Schofields/Tallawong and Schofields/Cudgegong will ensure a safe and relatively crossing of Schofields Road for residents and visitors of both sides of Schofields Road.</p> <p>Also delivering a bridge over an arterial road is a challenging project with significant planning, technical, coordination, and cost implications.</p> <p>State government, through its various agencies and departments, local government, land owners and future developers in the area are likely to consider this link in their future planning.</p>	
Consider wayfinding throughout the precinct.	Wayfinding has been considered throughout the preparation of the concept proposal through the provision of a clear public domain layout, including a grid of streets, through site link, pedestrian crossings, plazas and town park on the desire lines of pedestrians and cyclists. Clear lines of sights have been considered to ensure that pedestrians, cyclists and motorists can easily identify key land marks such as the station	<p>Urban Design Report</p> <p>Public Domain and Landscaping Strategy</p>

	<p>canopies and the park, and locate themselves in relation to their direct and broader environment. The variety of architecture, built forms, and public domain experiences will also reinforce the specific character of each place within the site.</p> <p>Sydney Metro will deliver through NRT clear wayfinding and signs to get to and from the station and the also other areas like the commuter car park. The future developer of the site will also consider the provision of wayfinding devices and signs to ensure people can get around easily and identify their preferred route to their destinations easily.</p>	Design Quality Guidelines
Consider the provision of commuter parking, including off-street parking.	<p>The commuter car park provided by Transport for NSW for Metro customers has 1,034 car spaces. These are likely to be Opal enabled.</p> <p>The concept proposal provides 57 on-street parking spaces. These are likely to be timed to allow visitors to shop and visit. This will be confirmed at detail design and development application stage.</p>	<p>Urban Design Report</p> <p>Public Domain and Landscaping Strategy</p> <p>Design Quality Guidelines</p>
Consider the provision of a commuter shuttle bus.	<p>Transport for NSW bus planning division and Sydney Metro station access team are tracking the development activity in the precinct and working with Council to identify the most appropriate bus routes and timing for the delivery of buses services in the area.</p> <p>Buses are likely to help bring people to the station and the proposed development for visitors and Metro customers to easily access the Sydney Metro network. Buses are also likely to connect the station and the proposed development to key destinations that are not on the Metro line, such as schools or other places of work.</p> <p>Transport for NSW is also considering the provision of on-demand small buses that could adapt their route and timing to the varying transport needs throughout the day and the week.</p>	Transport and Traffic Impact Assessment Report
In the town park, a 1:20 pedestrian access is not required. This is a building code requirement that does not relate to public spaces. Preference for a single DDA compliant path through the park.	Noted. Access ramp next to the park provided to be as close as possible to 1:20 to ensure DDA accessibility and social inclusiveness.	<p>DDA report</p> <p>Urban Design Report</p> <p>Public Domain and Landscaping Strategy</p> <p>Design Quality Guidelines</p>

Define the key vehicular access routes to the site	<p>The main access to the site from the south are at the Cudgegong and Schofields intersection and Tallawong and Schofields intersection.</p> <p>The main access to the site from the north are Cudgegong and Tallawong roads.</p>	<p>Transport and Traffic Impact Assessment Report</p> <p>Urban Design Report</p> <p>Public Domain and Landscaping Strategy</p>
Ensure roads are wide enough for emergency services vehicles.	The Civil Report and Drawings and Transport and Traffic Impact Assessment Report demonstrate that key access roads will be suitable for use by emergency vehicles.	Transport and Traffic Impact Assessment Report
Pedestrian crossings should be provided.	<p>Pedestrian crossings are proposed across Themeda Avenue and Conferta Avenue and new proposed streets on major pedestrian routes to encourage pedestrian / cyclist movements.</p> <p>There will be two signalised intersections in place at the Cudgegong and Schofields intersection and Tallawong and Schofields intersection.</p>	<p>Transport and Traffic Impact Assessment Report</p> <p>Urban Design Report</p> <p>Public Domain and Landscaping Strategy</p> <p>Design Quality Guidelines</p>
<b>Infrastructure capacity and servicing</b>		
Ensure that stormwater and drainage infrastructure is provided, such as easements with drainage swale, pipes and building pad levels.	Noted. All information regarding drainage and civil works are provided in the Civil Report and Integrated Water Management Report.	<p>Civil Design Report</p> <p>Integrated Water Cycle Management Strategy</p>
Provide a diagram showing proposed dedication of land to Council.	Proposed ownership, including land proposed for Council ownership, is indicated within the Urban Design Report.	Urban Design Report
The radius of street intersections should be similar to those found in City of Sydney to suit an urban context.	Street intersections have been reduced, with vehicle tracking undertaken and provided in the Civil Design Report.	Civil Design Report
Waste collection must be in basements with	Noted.	Urban Design Report

sufficient head clearance.		Civil Design Report
		Waste Strategy
Show garbage truck tracking and road width cross sections.	Noted.	Urban Design Report
		Civil Design Report
		Waste Strategy

# 7 Next steps

To date, Landcom has kept all stakeholders, including the local community, adjoining landowners and government authorities informed about the development of the concept proposal. Landcom will continue to engage with stakeholders, including the community, during the statutory exhibition of the SSDA as well as during future stages of the planning and development process. Specifically, Landcom will continue to work closely with Department of Planning and Environment and Blacktown City Council to plan and coordinate activation and renewal of land around Tallawong Station. Landcom will also update its website with program updates and produce regular program updates to send to stakeholders who register an interest.

# Appendix A: e-newsletter



## Welcome to the first Sydney Metro Northwest Places update.

Landcom and Sydney Metro are working together to plan and develop Government-owned land surrounding new Sydney Metro Northwest stations: **Sydney Metro Northwest Places**.

Through this partnership, Landcom and Sydney Metro will facilitate delivery of diverse, well-designed places for current and future communities.

## Project update: Cudgegong Road Station South (sites 1 and 2)

We are preparing a Concept Proposal as part of a State Significant Development Application for Cudgegong Road Station South. The Proposal is for a mix of new uses with around 1,100 homes, a new park, shops and community facilities, which will provide convenient services for residents and Metro customers. The application will be lodged with the Department of Planning and Environment by mid-2018.

On 1 March 2018, we called for Expressions of Interest (EOI) from suitably qualified developers to purchase two parcels of land south of Cudgegong Road Station and manage detailed design, approvals and construction of new buildings, roads and the new park. An Invitation To Tender (ITT) is expected to be issued mid-2018, with a contract to be awarded by the end of the year.

## Community Information Session

To learn more about planning for Cudgegong Road Station South and to provide a comment on the concept proposal, come and meet the team at an upcoming community information session.

**Date:** Saturday 17 March 2018

**Time:** 2 – 4 pm, drop-in anytime, no RSVP required

**Location:** William Bernard Room, Vinegar Hill Memorial Library, Rouse Hill Town Centre.

We look forward to providing you with regular updates about planning for great places, Sydney Metro Northwest Places.

You have received this email as we have previously communicated with you about Sydney Metro Northwest Places. If you would prefer not to hear from us again, you can [unsubscribe here](#).



# Appendix B: Newspaper adverts

**CUDGEGONG ROAD**  
SYDNEY METRO  
NORTHWEST PLACES





## Community Information Session

CUDGEGONG ROAD STATION SOUTH  
Saturday 17 March 2018, 2 - 4 pm

Landcom and Sydney Metro are working together to plan and design the government owned land around Cudgegong Road Station at Schofields Road, Rouse Hill. We want to design a great place that makes it easier for you to live, work, shop and relax. The next stage of planning is to finalise a concept proposal for community comment. We anticipate this will be lodged with Department of Planning and Environment in mid-2018.

**Find out more and speak with our team about the concept proposal for Cudgegong Road Station South**

**Day** Saturday 17 March 2018

**Time** 2 – 4 pm. Drop In anytime, no RSVP required

**Venue** William Bernard Room, Vinegar Hill Library  
Rouse Hill Town Centre, 29 Main Street, Rouse Hill

**Can't make it?** Visit [landcom.com.au/cudgegong](http://landcom.com.au/cudgegong)

**Email** [SydneyMetroNorthwest@landcom.nsw.gov.au](mailto:SydneyMetroNorthwest@landcom.nsw.gov.au)

**Call** 1800 712 292

# Appendix C: Invitation flyer

Landcom and Sydney Metro are working together to plan and design the government owned land around Cudgegong Road Station at Schofields Road, Rouse Hill.

We want to design a great place that makes it easier for you to live, work, shop and relax.

The next stage of planning is to finalise a concept proposal for community comment.

We anticipate this will be lodged with the Department of Planning and Environment in mid-2018.

## Community Information Session

Find out more and speak with our team about the concept proposal for Cudgegong Road Station South

**Day** Saturday 17 March 2018

**Time** 2 - 4 pm  
Drop in anytime, no RSVP required

**Venue** William Bernard Room, Vinegar Hill Memorial Library  
Rouse Hill Town Centre  
29 Main Street, Rouse Hill

### Can't make it?

To find out more about Sydney Metro Northwest Places:

**Visit** [landcom.com.au/cudgegong](http://landcom.com.au/cudgegong)

**Email** [SydneyMetroNorthwest@landcom.nsw.gov.au](mailto:SydneyMetroNorthwest@landcom.nsw.gov.au)

**Call** 1800 712 292

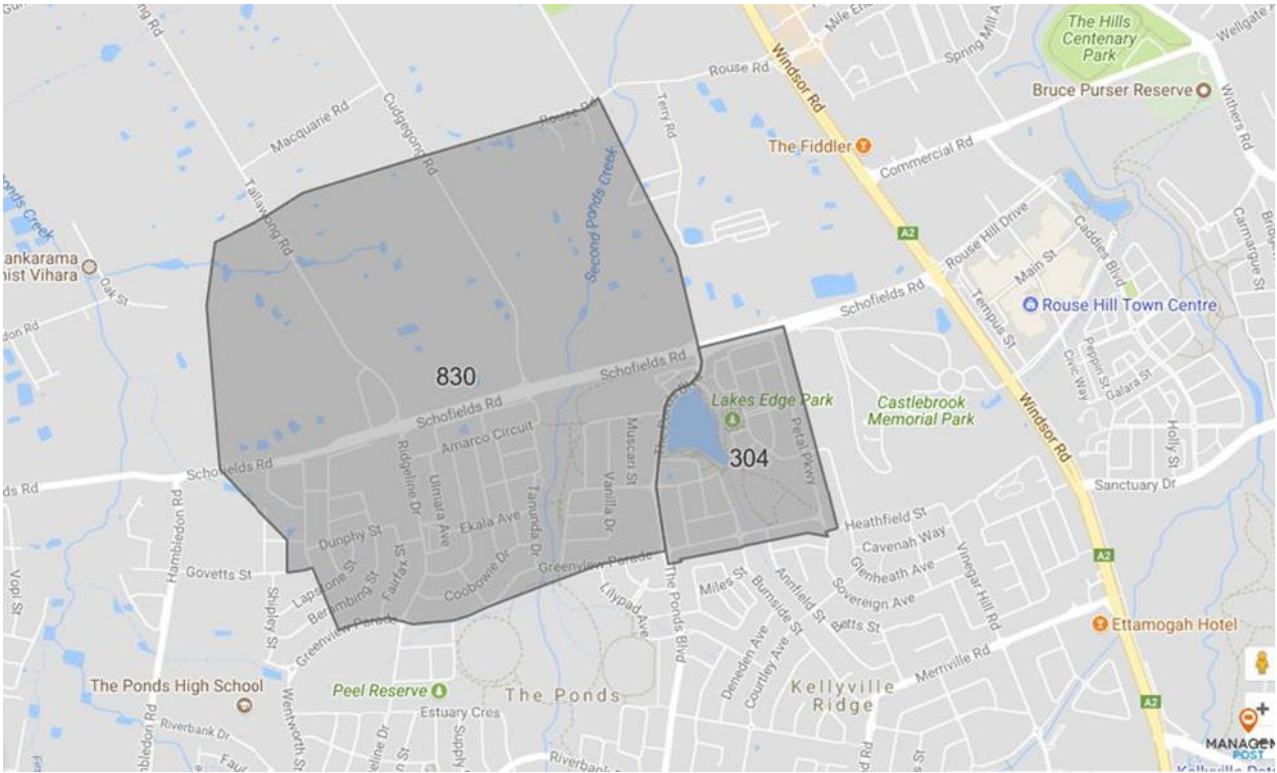
[landcom.com.au/cudgegong](http://landcom.com.au/cudgegong)



**Community Information Session**  
CUDGEGONG ROAD STATION SOUTH  
Saturday 17 March 2018, 2 - 4 pm



# Appendix D: Distribution area



# Appendix E: Display boards

## 1. Cudgegong Road Station South concept proposal

### Welcome!

The purpose of this session is to provide an update on planning for Cudgegong Road Station South.

#### Cudgegong Road Station South is:

- on the south side of Cudgegong Road Station, north of Schofields Road
- around 1.5km west of the Rouse Hill Town Centre
- approximately 4.3 hectares in size
- in the Blacktown Local Government Area.

The site is being used to construct Sydney Metro Northwest. Access roads and commuter car parks are currently being completed.

This concept proposal focuses on sites 1 and 2 which will be available for development when rail works are completed.



Cudgegong Road is the first station on the new Sydney Metro Northwest

Expected travel times from Cudgegong Road Station

### Who owns the site at Cudgegong Road Station South?

The site was acquired by Transport for NSW to construct the Sydney Metro Northwest.

Landcom and Sydney Metro are finalising a concept proposal for the site.

A State Significant Development Application will be lodged with the Department of Planning and Environment (DPE) by mid-2018.

Poster 5 explains why this proposal is a State Significant Development.

### At this community information session you can:

- look at details of the concept proposal
- speak with the project team about plans for the site
- provide feedback on what issues need to be further considered as we continue planning for this site.



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## 2. Sydney Metro Northwest Places

### What is 'Sydney Metro Northwest Places'?

Sydney Metro Northwest Places is a planning project led by Landcom and Sydney Metro. The project is to deliver diverse and well-designed places on land surrounding Metro Stations. These places will take advantage of the world-class metro system for current and future communities.



### Who is Landcom?

Landcom is the NSW's Government's land and property development organisation.

Our ambition is to increase the supply and diversity of housing for people in Sydney and across NSW.

We do this by working with government agencies, local councils, industry, businesses and the local community to plan and deliver housing solutions, business, retail and employment opportunities, and supporting infrastructure.



### What is Sydney Metro?

Sydney Metro is Australia's biggest public transport project. When services start in the city's North West the first half of 2019, customers won't need timetables – they'll just turn up and go, with a train every four minutes in the peak.

To construct Sydney Metro Northwest, Transport for NSW needed large areas of land along the metro line. As construction is almost finished, the land is no longer needed to help build the metro.

The vision for the Sydney Metro Northwest Places Program is to plan for places that make it easier for current and future communities to live, work, shop and relax.



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**LANDCOM**

### 3. The planning process

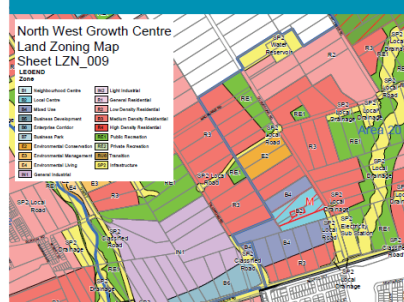
The Department of Planning and Environment, local councils and Sydney Metro have been working together to plan and develop land and new transport connections within the North West Growth Area.

#### Roles and responsibilities

Department of Planning and Environment	Sydney Metro	Landcom	Blacktown City Council	Future landowner/developer
<ul style="list-style-type: none"> <li>Set planning controls under SEPP (Sydney Region Growth Centres) 2006</li> <li>Assessment and determination of State Significant Development Applications</li> </ul>	<ul style="list-style-type: none"> <li>Construction and operation of the metro system</li> <li>Place making and precinct activation at the metro Station</li> </ul>	<ul style="list-style-type: none"> <li>Partner with Sydney Metro to develop and plan the surplus Transport for NSW land</li> <li>Coordinate studies and prepare State Significant Development Applications and Development Applications for Transport for NSW (TfNSW) land</li> <li>Coordinate sale of TfNSW land</li> </ul>	<ul style="list-style-type: none"> <li>Review and assess State Significant Development Applications</li> <li>Consulted as part of the State Significant Development Application process</li> <li>Future asset owner of local roads and parks</li> </ul>	<ul style="list-style-type: none"> <li>Prepare future detailed Development Applications generally in accordance with the concept plan</li> <li>Construct approved development</li> <li>Coordinate sales of individual dwellings</li> </ul>

Department of Planning and Environment set planning controls for the North West Growth Area.

The Land Zoning Map for Area 20 shows where houses and businesses can be built, where parks and sporting fields can be located and where local roads can be built in the North West Growth Area.

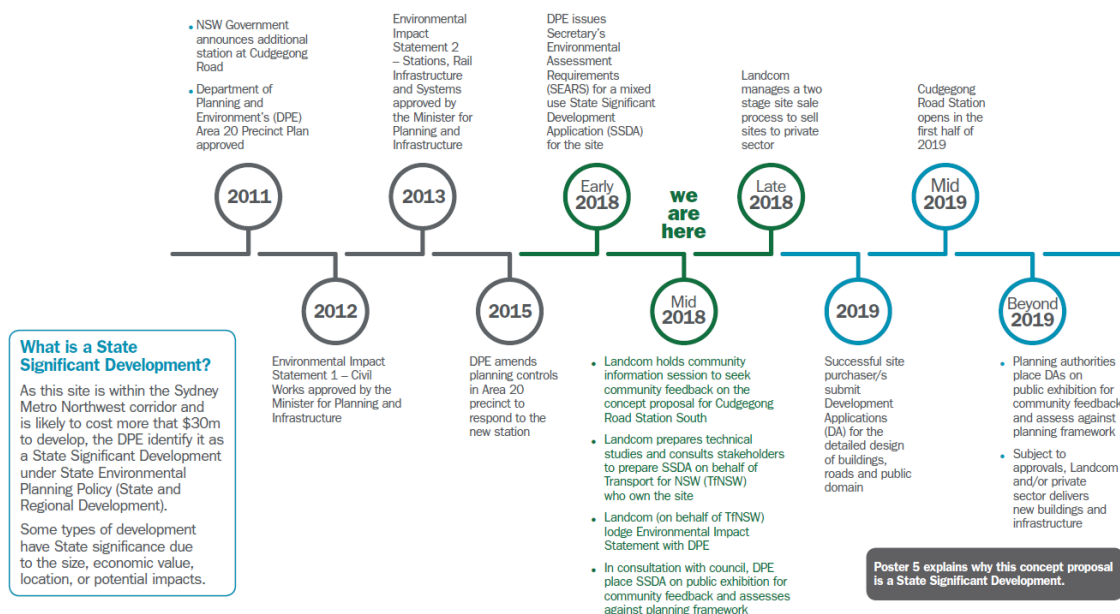


Area 20: North West Growth Centre Land Zoning Map, 2006  
Source: State Environmental Planning Policy (Sydney Region Growth Centres) 2006, Area 20 (NSW Department of Planning and Environment)

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### 4. Planning for growth around Cudgegong Road Station



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## 5. The concept proposal for Cudgegong Road Station South

The concept proposal is consistent with existing planning frameworks for the sites.

The concept proposal includes:

- building sites for housing and business developments, with buildings between two and eight storeys
- approximately 1,100 dwellings and approximately 9,000m<sup>2</sup> for shops, businesses and community uses
- a central park
- public domain spaces
- public domain and landscape strategy.

### The next stage of the planning process

A number of technical studies are being completed to help shape the concept proposal.

These include:

- traffic and transport impact assessment
- social needs and impact assessment
- landscape and visual impact assessment
- public domain and landscape strategy.

Studies will be submitted as part of the State Significant Development Application.

This will be lodged with the Department of Planning and Environment by mid-2018.

### Why is this concept proposal a State Significant Development?

The concept proposal will be assessed by the Department of Planning and Environment as a State Significant Development as it:

- is development within a rail corridor
- has a capital investment value of more than \$30m
- is for commercial and residential development.

### What is a concept proposal?

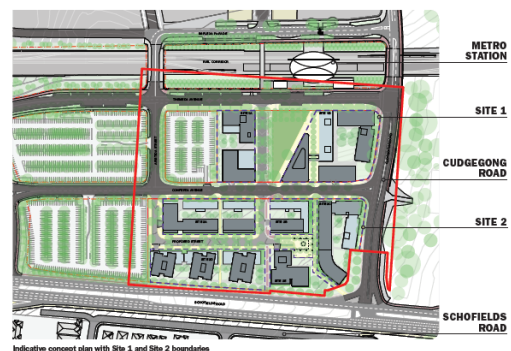
A concept proposal is a high level plan for delivery of large-scale, complex projects

A concept proposal can show:

- where different buildings will be located, and their proposed use for apartments, shops or community use
- where parks, pedestrian and cyclist connections are proposed
- the height of proposed buildings
- where new local streets are proposed.

Should the proposal be approved, detailed designs will need to be approved through subsequent Development Applications.

Development Applications will show more detail about designs for individual buildings.



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## 6. The vision for Cudgegong Road Station South

### The concept proposal outlines an integrated, mixed used development close to the new Cudgegong Road Station.

Residential apartment buildings with shops and spaces to work are organised around a park and a range of ground floor retail services will be available for residents, workers and visitors.

A range of housing choices will be offered including apartments and affordable housing and terrace-type apartments.

New walking and cycling paths, including a cycle bridge across the rail corridor, will provide easy access to the new metro Station and to existing walking and cycling paths.

A generous network of public spaces, streets and laneways will make a walkable place.

Cudgegong Road Station will provide easy access to Rouse Hill, Castle Hill, Norwest Business Park, Macquarie University, Macquarie Park and Sydney CBD.

Poster 8 defines affordable housing.



### Places to live and work

- a mix of housing types, shops and places to work
- approximately 1,100 homes
- buildings heights between two and eight storeys

### Places to play and stay

- a network of public spaces including parks and laneways
- public park and landscaped areas
- walking and cycling paths
- community spaces

### Places to connect

- local shops and cafés
- a main street with places for people to meet
- interim activation to activate the station precinct during construction stage

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## 7. Transport, access and safety

To understand potential impacts of the concept proposal on existing local roads, future residential and retail/commercial parking needs and additional access requirements for the site, a transport and traffic study is being completed.

A summary of responses to the study is below:

Traffic and transport study recommendations	Concept proposes
The site should maximise the use of the excellent public transport connections once Sydney Metro Northwest is completed	Basement car parking will be provided in residential buildings. To encourage residents to take advantage of the new Sydney Metro Northwest, the number of car parking spaces provided in residential buildings will meet transport oriented development guidelines
Good existing cycling and walking paths should be established	Proposed cycling and walking paths are connected with existing paths around the site and provide good access to the new metro station
Cudgegong Road and Tallawong Road will be the main entry and exit to the site	<ul style="list-style-type: none"> <li>New local streets included in concept proposal</li> <li>A simple street grid provides direct access to the new metro station and through the town centre</li> </ul>
Need for new local street within the sites	<ul style="list-style-type: none"> <li>New streets are proposed which will have well-defined street crossings and shared paths for walking and cycling</li> </ul>

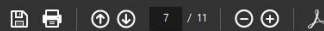
### Creating safe public spaces from day one

Regular public transport services, effective lighting, active street frontages and passive surveillance will make Cudgegong Road Station South a safe, welcoming space.

Source: Sydney Metro Northwest Precinct Customer Research, December 2017



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## 8. Housing

A population profile has been completed to understand the housing needs of future residents. The profile identified the need for different household types to meet the needs of different people such as single households, couples, students, young families and older couples looking to downsize.



### Built Form

The building height and layout has been carefully considered to:

- maximise sunlight access
- provide natural ventilation
- maintain privacy between buildings
- reduce overshadowing to nearby buildings.

### Building height

Building heights will range between two and eight storeys.

### Building overshadowing

To determine whether the proposal would cause overshadowing to the existing houses along nearby Amarco Circuit, a solar access study was completed.

The study showed that on June 21, the shortest day of the year, shadows caused by new buildings would reach Schofields Road but not houses along Amarco Circuit.

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## 8. Housing (cont.)



The concept proposal outlines a range of housing types and includes affordable housing.



The range of housing types, including affordable housing, means that current and future communities have a range of housing options to suit their lifestyle and needs - including great access to public transport.

### What does 'affordable housing' mean?

Affordable housing is housing for very low, low and moderate income households, where rental amount or mortgage repayments are less than 30% of gross household income.

### What does Design Excellence mean?

Design Excellence describes an expected or required level of design quality. At the detailed design stage, the developer will need to outline how the design demonstrates Design Excellence.

### Design Excellence

The design vision for Cudgegong Road Station South is for a:

- landmark development that demonstrates Design Excellence
- world class transit oriented development
- high sustainability standards.

The successful private sector developer/s will need to demonstrate a commitment to Design Excellence. Landcom will continue to provide oversight at the detailed design stage.

We will continue to consult with the Government's Architect's office to ensure that detailed design plans demonstrate Design Excellence.

[landcom.com.au/cudgegong](http://landcom.com.au/cudgegong)



## 9. Community and social facilities

To understand the existing social infrastructure servicing the site, a social needs assessment is being completed.

The assessment identified that within a 5km radius of Cudgegong Road Station South, the following social infrastructure is available:

- 21 open spaces, sport and recreation facilities including parks, children's playgrounds, multi-sports courts and sports ovals
- 17 schools, including government and non-government primary and high schools, government special schools and non-government combined schools (K - 12)
- seven community centres, including The Ponds Community Hub
- four aged care facilities
- one medical centre
- four libraries including Vinegar Hill Memorial Library and Riverstone Library and Digital Hub
- four emergency services including Schofields Fire Station, Riverstone Police Station and Riverstone Ambulance Station.

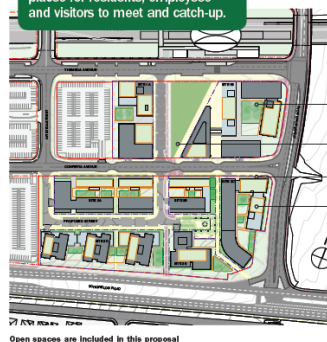
### What is social infrastructure?

Social infrastructure refers to the facilities and services that support people and community.

This includes parks, childcare facilities, community health centres, libraries and schools.

The social needs assessment identifies an opportunity to include childcare and health facilities within the concept proposal. The concept proposal outlines mixed used facilities which may include childcare, community facilities and smart work hubs.

Although there are a number of existing open spaces around the site, the concept proposal includes a series of open spaces including a public park, landscaped zones and places for residents, employees and visitors to meet and catch-up.



Open spaces are included in this proposal

A key feature of the concept proposal is a new park next to Cudgegong Road Station.

The proposed park layout includes a water play area, paved and grassed sections, sheltered areas, barbecues, seating, cafes and toilets.



What would help you make the most of this new park? Complete a feedback form at this session.

[landcom.com.au/cudgegong](http://landcom.com.au/cudgegong)



## 10. How can we make a great place from day one?



The area around Cudgegong Road Station will be under development for 10 or more years. This means that the area will change and grow over this time.

What's planned from day one of metro opening?

Temporary 'pop-up' services, activities and signage will be in place for the short-term. Services will be short-term while permanent shopfronts are being built.

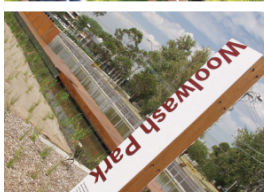


Sydney Metro and Landcom have met with council, business and community groups, and local residents to identify the kinds of local services, activities and events that will bring this place to life.

This feedback will be used to finalise an activation strategy for Sydney Metro Northwest Places. The strategy is a plan for services, events and initiatives to help create places that are inviting, accessible and will grow over time.

Some of the feedback and ideas we've already received for Cudgegong:

- provide places to sit and catch-up with friends
- daily convenience stores which provide Opal top-up services
- a play area for kids to hang-out.



**Do you have any other ideas for services, events or local activities for this new place?**

Complete a feedback form at today's session or:

- speak with us in person today
- call us on 1800 712 292
- email [sydneymetronorthwestplaces@landcom.nsw.gov.au](mailto:sydneymetronorthwestplaces@landcom.nsw.gov.au)

In developing this strategy, we've identified a number of initiatives that will help build a great place over time.

### 1. Retail

eg Food and drink options, Click and Collect

### 2. Events

eg fundraising activities, pop-up market

### 3. Open spaces

eg seating and umbrellas, a place to park your bike, kids adventure maze

### 4. Sustainability

eg energy saving initiatives, recycling stations

### 5. Wayfinding

eg signage, directional arrows on paths

### 6. Seasonal decorations

eg start of summer, cultural holidays



### WHAT'S YOUR TOP IDEA?

Have you got an idea we could implement around Cudgegong Station? Or an idea that could be implemented at another metro Station? Speak with a member of the project team today, or add your idea to the feedback form.

[landcom.com.au/cudgegong](http://landcom.com.au/cudgegong)



# Appendix F: Feedback form

1

## Feedback Cudgegong Road Station South concept proposal

In 2011, the NSW Government rezoned land around Cudgegong Road Station to allow future development alongside the new Sydney Metro Northwest. Landcom and Sydney Metro are working together to plan and develop this land.

The Cudgegong Road Station South concept proposal you've seen today includes a mix of housing types, shops and community spaces alongside a new park, cycling and walking paths and new local roads.

We need your feedback to help us finalise plans and to inform future detailed design. The future site developer will prepare detailed Development Applications consistent with the final, approved concept proposal.

### New park

1. Which features would be used most in a new park? (circle up to five)

- a. Toddlers playground (1-4 yrs)
- b. Kids playground (5-12 yrs)
- c. Teenagers playground (13+ yrs)
- d. All abilities equipment
- e. Food and drink
- f. Informal seating
- g. Barbeques and/or shaded picnic tables
- h. Small event space
- i. Grassed area
- j. Toilet block
- k. Drinking water bubbler
- l. Awnings or shade sails
- m. Landscaping for shade

n. Other (please describe)

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2. If a space for active play is a priority for the park, which one activity would work best? (please circle)

- a. Water play
- b. Table tennis table
- c. Basketball half court
- d. Fitness equipment
- e. Giant chess set
- f. Other (please describe)

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3. If a playground area is a priority for the park, what theme would work best? (circle up to three)

- a. Nature/imaginative (logs, rocks, sand pit)
- b. Adventure (tricky activities, exploration)
- c. Water (streams, jets)
- d. Sensory (musical, touch and feel)
- e. Sculptural (animal or nature, local history)
- f. All access (equipment for people with additional needs and their carers)
- g. Other (please describe)

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What other essential design details should the park include? (e.g. shade over playground areas, areas to park bikes, bins with lids)

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### A great place from day one of metro opening

The area around Cudgegong Road Station will be under development for 10 or more years. This means that the area will change and grow over this time.

We've met with council, business and community groups and local residents to identify the kinds of local services, activities and events that will bring this place to life from day one of metro opening.

We are using this feedback to develop an activation strategy for this new place, which includes short-term services, activities and events to help make this place inviting, welcoming and usable. Some of these will be temporary 'pop-up' services or activities while more permanent facilities are being built.

We've used this early feedback to make a short-list of initiatives (below) which will help create a great place.

4. Which four will most benefit this place? (please circle)

1. Retail e.g. Food and drink options, Click and Collect	2. Events e.g. community fundraising	3. Open spaces e.g. seating and umbrellas, a place to park your bike, kids activities
4. Sustainability e.g. energy saving initiatives, recycling stations	5. Wayfinding e.g. signage, directional arrows on paths	6. Seasonal decorations e.g. start of summer, cultural holidays

The concept proposal includes spaces for shops and other businesses.

5. Which essential shops and daily services would you use most? (circle up to four)

- a. Supermarket
- b. Chemist
- c. Newsagent
- d. Dry cleaner
- e. Cafe
- f. Takeaway
- g. Restaurant
- h. Hairdresser
- i. Bank
- j. Post office
- k. Other (please specify)

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2

6. The concept proposal includes a space for community use. What community uses would interest you?

- a. Venue hire space for kids' birthday parties or family events
- b. Childcare
- c. Co-share working space
- d. Art or maker space
- e. Indoor recreation facility
- f. Bookable space for community classes
- g. Community health care clinic
- h. Other (please specify)

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### Planning for a place that's unique to the local area

7. Do you know any local stories, history or local features that should be remembered as Cudgegong evolves over time? It could relate to Blacktown local area or this area specifically. Examples might include local Aboriginal identities, natural landscapes, farming history.

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### Metro use

8. How often will you use the Sydney Metro Northwest? (please circle)

Not at all	A few times a year	Once a month	A few times a week	Most days

### About you

Our aim is to engage broadly. Your answers will help us understand who has participated today and help us identify the communities or age groups we may need to involve at future community information sessions.

9. My postcode is:

18 or under	18 - 35	36 - 55	56+

11. Which scenario best describes your current household structure? (please circle)

- a. Live alone
- b. Live with friends or flatmates
- c. Couple
- d. Live with children
- e. Live with extended family members
- f. Other (please explain)

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### General feedback: About today's session

12. I heard about this event through (please circle):

- a. Local newspaper
- b. Flyer
- c. Landcom Facebook
- d. Landcom website
- e. Landcom social media
- f. Word of mouth
- g. Other (please explain)

13. Information was easy to read and understand

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

14. Information was relevant to me

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

15. The project team was helpful and knowledgeable

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

16. I believe community feedback will be accurately reported

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

17. I believe community feedback will be meaningfully considered

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

18. Given the opportunity, I would participate in today's information session again

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

19. Planned development around Cudgegong Road Station will help to create a place I want to live near/continue to live near

Strongly disagree	Disagree	Neutral	Agree	Strongly agree

Please provide extra information if needed:

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### Would you like follow-up on this issue?

Please provide a phone or contact number so a member of the project team can contact you.

Name:

Email:

Specific issues you'd like more information on:

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Thanks for taking the time to provide feedback to inform detailed design of Cudgegong Road Station South.

If you'd like to know about upcoming community information sessions for Sydney Metro Northwest Places, you can sign up to our mailing list at today's session.



# Appendix G: Project factsheet

## Cudgegong Road Station South

Sydney Metro Northwest Places

MARCH 2018



### The facts



#### Location

Located at 75-81 Schofields Road, Rouse Hill and south of the Cudgegong Road Station. The site is 4.8km from Sydney CBD.



#### Total developable government land area

Approximately 4.3ha. Developable land owned by Transport for NSW to the north and east is separate to Cudgegong Road Station South site.



#### Local government area

Blacktown



#### Concept Proposal

Around 1,100 dwellings including affordable housing  
9,000m<sup>2</sup> of retail, commercial and community space  
A central park



#### Zoning

B4 Mixed use precinct adjacent to the new Cudgegong Road Station R3 Medium Density Residential Precinct along Schofields Road  
Building heights up to 8 storeys



#### Key stakeholders

Blacktown Council, Department of Planning and Environment, Sydney Metro, Transport for NSW, Sydney Water, Roads and Maritime Services, local community and residents, industry and local businesses



#### Site divestment

A call for Expressions of Interest (EOI) for the purchase of the site announced in March 2018

### Overview

#### Background

The NSW Government is currently delivering Sydney Metro, Australia's biggest public transport project. The first stage is Sydney Metro Northwest. When metro services start in the first half of 2019, customers won't need timetables – they'll just turn up and go with a train every four minutes in the peak.

Transport for NSW owned land surrounding the Sydney Metro Northwest stations will soon include sites not longer needed for metro construction that are available for development. As the NSW Government's priorities include housing affordability, local infrastructure delivery and economic development, Landcom will play a lead role in helping deliver on these priorities.

#### The projects and our role

Sydney Metro Northwest Places is a long-term planning and delivery program. Landcom and Sydney Metro are working with the Department of Planning and Environment, local councils, other government organisations, industry, businesses and local communities, to lead the preparation of studies, reports and plans for the government owned land around stations.

The vision for Sydney Metro Northwest Places is to plan places that are integrated with the new world-class metro system and are easier for current and future communities to live, work, shop and relax.

#### Vision for Cudgegong Road Station South

A diverse, mixed-use place that creates a new benchmark for transit-oriented development and a great place to live, work, shop and relax. The proximity of the new Cudgegong Road Station will offer great amenities and convenient services for residents, local workers, visitors and Metro customers.

#### Location

The Cudgegong Road Station South site on Schofields Road in Rouse Hill in Sydney's growing north west is located to the south of the new Cudgegong Road Station and is close to The Ponds, an established residential community.

Rouse Hill Town Centre and metro station are two kilometres to the east of the site and future mixed use developments are expected to the north of the new Cudgegong Road Station.

#### Metro access from Cudgegong Road Station

Sydney Metro Northwest trains will run every four minutes during peak times. The following approximate travel times are expected from Cudgegong Road Station:

#### FROM 2019 ONWARDS:

- 2 minutes to Rouse Hill
- 9 minutes to Norwest
- 13 minutes to Castle Hill
- 22 minutes to Epping Station
- 26 minutes to Macquarie University Station
- 37 minutes to Chatswood
- 57 minutes to Wynyard (via Chatswood).

#### FROM 2024 ONWARDS:

- 41 minutes to Crows Nest
- 43 minutes to Victoria Cross Station
- 46 minutes to Barangaroo
- 48 minutes to Martin Place
- 50 minutes to Pitt Street
- 52 minutes to Central
- 54 minutes to Waterloo
- 59 minutes to Sydneyham.


#### Outcome and deliverables

- To create a mixed use local centre that showcases design excellence and high sustainability standards.
- To deliver best practice transit-oriented development with excellent walkability to make it easy for people to walk, cycle and use public transport, including new metro services.
- To deliver affordable housing for very low, low, and moderate income earners.
- To deliver housing diversity, affordability and innovation to provide greater housing choice for the local community, now and in the future.
- To create active and vibrant public spaces around the new metro station.

landcom.com.au



# Appendix H: Landcom Facebook Event



**Landcom Places**  
@LandcomPlaces

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...

Amanda Kelshaw, Ahma Diljoy and 2 others like this.




**Landcom Places** added an event.

4 March at 19:54 · 🌐

Great places close to the new Sydney Metro Northwest stations are coming. Landcom and Sydney Metro are planning for diverse, mixed use places around the new stations: Sydney Metro Northwest Places.

Learn more about the Concept Proposal for the land south of Cudgegong Road Station at our community information session. ... See more



MAR 17


**Cudgegong Road Station: Community Information Se...**

Sat 14:00 UTC+11 · Rouse Hill Town Centre · Rouse Hill

Like

Comment

Kevin Lam, Huy Le, Rachel Pulicino and 5 others like this.



**William Wells Kelly Beesley Page**

Like · 3w



# Appendix I: Landcom Twitter feed

**Landcom** @landcomplaces · Mar 4

[#SMNWPlaces](#) | Landcom & Sydney Metro are planning for diverse, mixed use places around the new stations. Learn about the Concept Proposal for land south of Cudgegong Rd Station at our community information session, Sat 17 March at Rouse Hill Town Centre from 2pm - 4pm.



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# Appendix J: Website update



## More about Cudgegong

### Concept proposal

To learn more about planning for Cudgegong Road Station South [download the concept proposal](#) that was displayed at the community information session on 17th March, 2018.

### Call for Expression of Interest

The Call for Expressions of Interest Information Memorandum was released in March 2018 and contains information about the sale of proposed sites at Cudgegong Road Station South.

Through a two-stage process, we are seeking responses from suitably qualified developers to purchase two parcels of land south of Cudgegong Road station and manage detail design, approvals and construction of new buildings, roads and the central park on the sites.

[Download the Information Memorandum](#)

**Cudgegong factsheet**