



25 Macquarie Road & 114 Tallawong Road Rouse Hill

Draft Cudgegong Station Structure Plan - Submission

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Contents

1.0	INTRODUCTION	1
2.0	DETAILS OF SUBJECT LOTS.....	2
3.0	ISSUES AND OPPORTUNITIES	4
3.1	Density Inconsistencies	4
3.2	Suitable Densities and Uses	6
3.2.1	The Site.....	6
4.0	CONCLUSION	9

Figures

Figure 2-1 Subject lots.....	2
Figure 2-2 Tallawong Road looking south-east.....	3
Figure 2-3 Tallawong Road looking north-west.....	3
Figure 2-4 Macquarie Road looking south-west.....	3
Figure 3-1 Draft Structure Plan for the Cudgegong Road Study Area	4
Figure 3-2 Density mapping from section 3.5 of Draft Structure Plan.....	5

Appendix

Appendix 1: Cudgegong Road Study Area Marked Up Structure Plan

I.0 Introduction

This submission on the North West Rail Link Corridor Strategy has been prepared by RPS Australia East (RPS) on behalf of Joseph and Elizabeth Russo, owners of 25 Macquarie Road (Lot 61 DP 30186), Rouse Hill and John and Frances Todkill, owners of adjacent lot, 114 Tallawong Road (Lot 60 DP 30186), Rouse Hill. These properties will be collectively referred to as “the site” for the purpose of this submission.

The submission specifically considers the Cudgegong Road Draft Structure Plan which proposes low rise residential for the site. The owners in collaboration seek to express their overall support for the Structure Plan, however provide comments to clarify and outline the most suitable density for the site.

It is understood that the state government as a matter of policy is seeking more and meaningful community engagement at the strategic planning phase of planning and development and the owners welcome the opportunity to inform the structure plan in this way.

This submission provides a brief description of the site, outlines the matters for clarification in the Draft Structure Plan and confirms the most suitable density. Whilst it addresses the Structure Plan as a whole and recognises opportunities for similar neighbouring properties, it focuses on the site.

Core message

The core message for our submission is:

- The site is suitable for medium density townhouse development. It therefore should be nominated for low/medium density town house living on the Structure Plan mapping and future zoning. It is noted that child care centres are permissible in all current residential zones within Blacktown LGA as the owners intend to provide a child care centre as part of any development of the site.

Support for our submission is based on the following evidence:

- The Mckell Institute reported that since the beginning of the Metropolitan Plan for Sydney (1 July 2006 to 30 March 2012), the North West sector of Sydney has fallen short in its housing provision targets by 53% of what was required. It is imperative to make the best use of the land located so close to transport and amenities and ensure higher density housing can be supported where the site is physically capable of:
 - » sustaining the housing,
 - » servicing can be achieved,
 - » the area is accessible and owners are prepared to develop.

The site meets all these requirements.

Our submission is physically justified from a strategic planning point of view because:

- Of its proximity to the proposed train station, schools, business and employment zones
- It is adjacent to land mooted for apartment living and will provide a transition between higher density and low density housing further north which is more remote from services and facilities
- The land is relatively flat and unencumbered and the route to facilities is also relatively flat.

2.0 Details of Subject Lots

This submission has been made on behalf of the owners of two lots subject of this application including:

- 25 Macquarie Road, Rouse Hill, legally known as Lot 61 in DP 30186
- 114 Tallawong Road, Rouse Hill, legally known as Lot 60 in DP 30186

The site has a dual street frontage to Macquarie Road on the southern side and Tallawong on the western side as shown in **Figure 2-1**. The site is approximately 4ha.



Figure 2-1 Subject lots

The lots are occupied by single dwellings and eucalyptus regrowth with no undergrowth. They do not benefit from any views. Both lots have been shown for low rise residential in the Draft Structure Plan. Images of the streetscape of both sites are provided in **Figures 2-2 to 2-4** below.



Figure 2-2 Tallawong Road looking south-east



Figure 2-3 Tallawong Road looking north-west



Figure 2-4 Macquarie Road looking south-west

3.0 Issues and Opportunities

While we widely support the proposed Draft Structure Plan, the proposed future densities and terminology used in the Structure Plan document are inconsistent and lacking clarity. There are also opportunities in providing a transition of medium density townhouses extending from the proposed apartments to the north of the site. Through this submission we seek clarity in what densities are proposed through the structure plan and outline why the site should be included for medium density townhouses.

3.1 Density Inconsistencies

The Draft Structure Plan for the Cudgegong Road Study Area map breaks the proposed densities down into only two categories: low rise residential and medium density residential as shown in Figure 3-1 below.

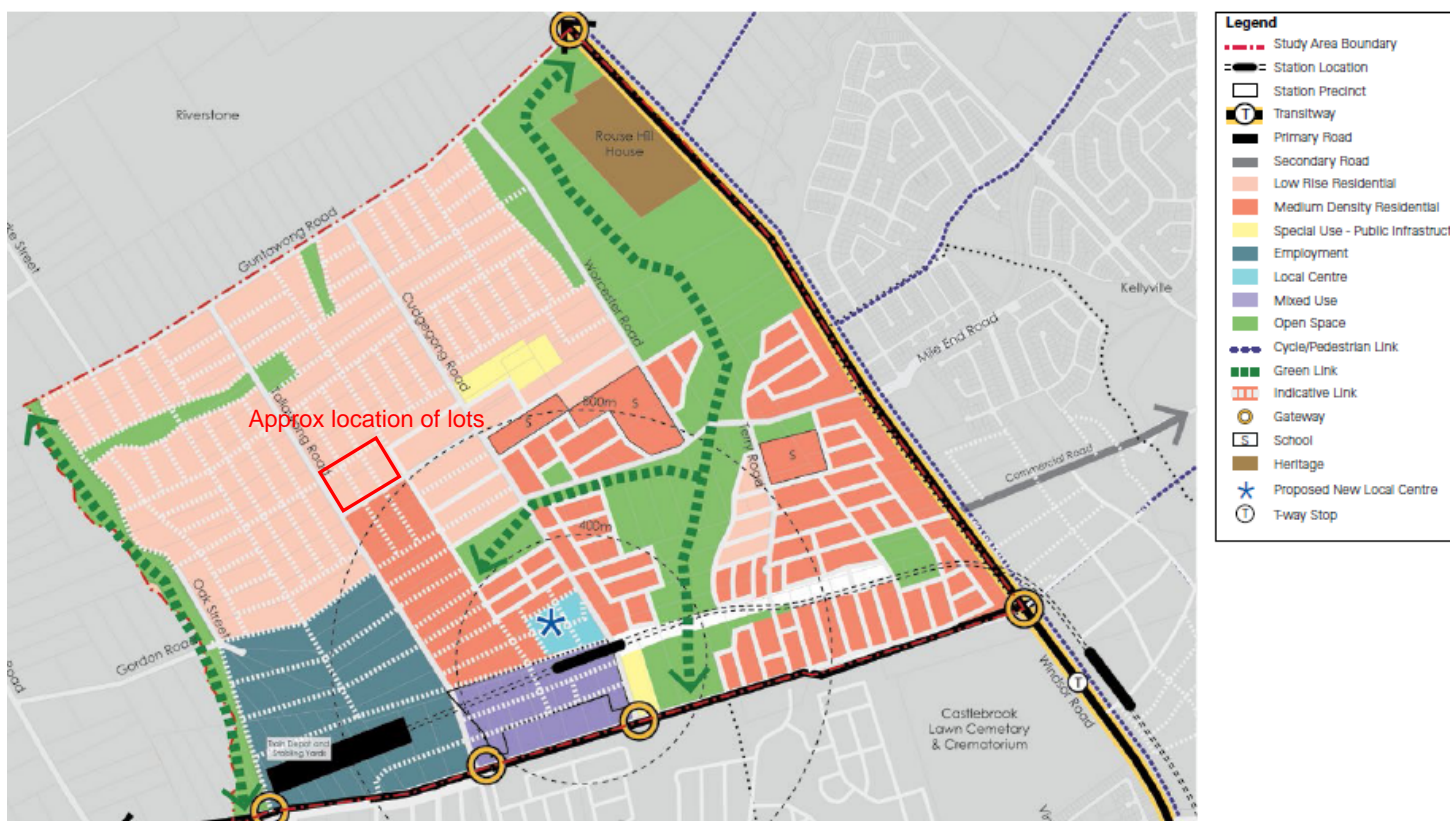


Figure 3-1 Draft Structure Plan for the Cudgegong Road Study Area

Further mapping under section 5.3 Future Precinct Character, breaks down the desired future character for each of the land uses. It includes three density categories including: low density detached house living, low/medium density townhouse living and medium density apartment living. These maps are provided at Figure 3-2.

Both sites are shown as being low density detached living in Figure 3-2. The description next to this map in the Draft Structure Plan is:

Low Density Detached House Living

Objectives: To provide for the housing needs of a growing community and to provide a variety of housing types within close proximity of the station and associated uses.

Character: It is proposed that under the vision and draft structure plan that this precinct will evolve to become a mixture of single detached dwellings and medium density townhouses. This precinct will serve as a transition between the lower density residential areas beyond the Study Area and the station precinct.



Figure 25: Proposed Location of Low Density Living



Figure 26: Proposed Location of Townhouses



Figure 27: Proposed Location of Medium Density Apartment Living



Figure 28: Areas Expected to Remain Unchanged

Figure 3-2 Density mapping from section 3.5 of Draft Structure Plan

Although the area is for low density 'detached' housing as emphasised through the heading, the description includes medium density townhouses. An almost identical description is provided for Low/Medium Density Townhouse Living, paired with a map showing the proposed location of townhouses (see Figure 3-2 above).

Low/Medium Density Townhouse Living

Objectives: To provide for the housing needs of a growing community and to provide a variety of housing types within close proximity of the station and associated uses.

Character: Under the vision and structure plan it is anticipated this precinct will evolve to become a mixture of single detached dwellings and townhouses. This precinct will serve as a transition between the lower density residential areas beyond the Study Area and the station precinct.

We support the notion of the 3 densities however they lack distinctiveness and clarity of what will be permitted spatially and therefore will be open for misinterpretation by the community and Council when the land is rezoned in the future.

The next section will justify the inclusion of the site to provide a transition from the proposed adjacent apartment living precinct.

3.2 Suitable Densities and Uses

3.2.1 The Site

The site is most suitable for medium density townhouses and should be identified for such in the final Structure Plan (on map 26 as shown in Figure 3-2 in the section above). Reasons why the site is most suitable for this density and uses under the Structure Plan are provided below. A map has also been provided showing the proposal and associated travel distances at Appendix 1.

Transition zone

Medium density townhouses at the site will serve as a transition between the lower density residential areas to the north and higher density apartment living currently nominated by the draft structure plan to the south. The current draft structure plan shows low density detached dwellings density on the site against apartment density on the opposite side of Macquarie Street. Ensuring transition between the densities would provide better cohesion between the differing developments and improved streetscape consistency.

Urban Design and Walkability Principles

The pedestrian/cycling route to the employment area, local centre and train station from the subject site is direct and mostly flat and would be an easy route for persons of varied fitness levels.

The site is more proximate to the nearby existing school, proposed employment and business zone and the train station than some of the land already nominated for townhouses to the east of the study area.

The Draft Structure Plan shows both a 400m and 800m radius from Cudgegong Station. This appears to have been used as a guide to locate the higher density development near transport. The NSW Planning Guidelines for Walking and Cycling outlines that potential walkability is defined by a circle of radius 400m or 5 mins walk around a centre and 800m or 10 minutes walk around a centre. The proposed local centre of the Cudgegong Road Area is to the north of the station. If the radii were centred at the local centre, the 800m radius would encompass the site and if it were centred around the employment zone or nearby school our site sits well within walking distance of these important nodes. Proximity and access is further discussed below.

Proximity to key land uses & transport

The site is located in close proximity to key land uses including the local centre, employment area, school and proposed train station. As shown on the marked up plan in Appendix 1, the distances include:

- 500m to the nearest school,
- 1km to the Station, local centre and mixed use area,
- 180m to the employment area.

In addition the site is within 1.8km of Rouse Hill Centre, 2.5km of the New Rouse Hill Centre and 3km of Schofields Station which provides access to a different rail line and associated transport to other destination alternatives.

It is centrally located within the Cudgegong road study area and would be a suitable location for townhouse style residential development as well as a childcare centre to service the larger densities to the south and surrounding lower density community to the north.

Suitability of site & impacts

The site is highly suitable for townhouses. It has been identified in the Draft Structure Plan as an unconstrained site with opportunity for renewal. The major qualities of the site and situation that will positively contribute to its orderly development includes:

- the site's size
- the fact that the land is not heavily capitalised on, and
- the ownership's intention to cooperate and develop.

The vacant land on the site includes some eucalyptus trees with no undergrowth. Due to the tall, narrow and vertical nature of these trees and the separation between their canopies many could be easily integrated into landscaping elements of a proposal.

Views to the heritage item, Rouse Hill House will not be affected by townhouses on the site. There are no views due to the ridge directly to the east of the site as well as neighbourhood vegetation.

Due to the size and orientation of the site on a street corner, the site will not be impacted on by shadows from the proposed apartments to the south and shadows within the site will be minimal due to the low density two storey nature of townhouse development.

Offset densities

It is noted that full opportunity to uptake increased densities has not occurred within the 800m sphere nominated in the structure plan. There are areas proposed for lower density within the area identified as walkable. This includes an area directly south-east of the site. Nominating the site for low/medium density townhouse living would provide an offset density area in a suitable location to counteract some of the lost opportunity within the 800m radius identified on the structure plan.

Achievement of housing targets

State and local strategies outline the need to significantly increase the number of homes in metropolitan Sydney over the next few decades. This is particularly focused on the North West with a target of 169,000 new dwellings by 2036 under the Metropolitan Plan for Sydney 2036. Notwithstanding this, there has been evidence that this target is not being met. The Mckell Institute reported that since the beginning of the Metropolitan Plan for Sydney (1 July 2006 to 30 March 2012), 133,975 homes should have been delivered to be on track to achieve the housing targets whilst only 80,466 homes were delivered. This is a shortfall of 53,509 homes or 40%. Specific to the North West subregion, there have been 17,268 fewer homes built in this period than what was required, 53% less than the target.

Opportunities should therefore be supported to provide additional densities in good locations where there are acceptable impacts in order to work towards better meeting these strategic targets. Our site not only meets the physical and strategic requirements but it owned by cooperating parties prepared to develop.

Child Care Centre

Child care will be much needed for the area as it undergoes significant population growth. Sydney has a significant childcare service shortage and is a major consideration for areas experiencing increases in population.

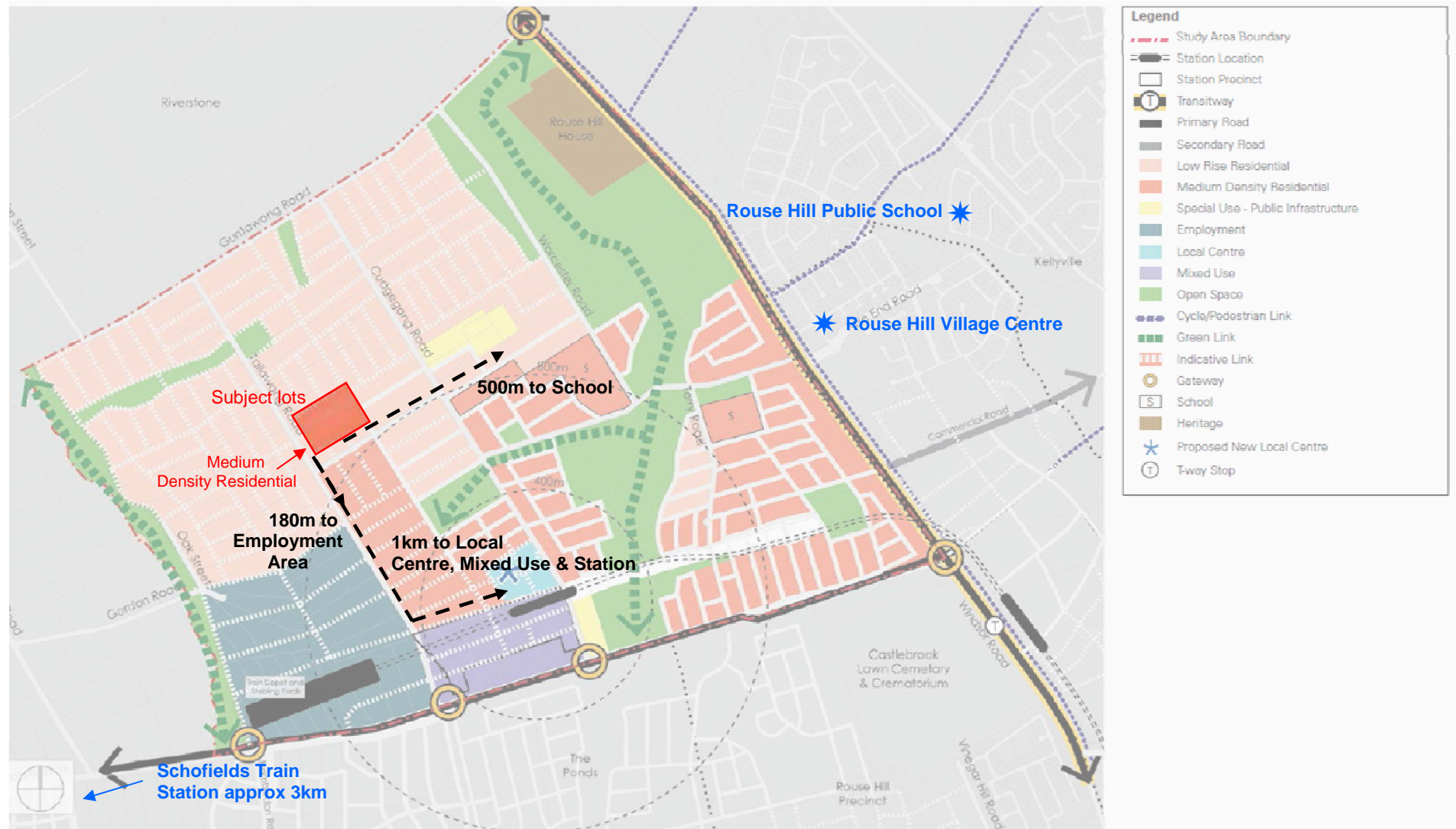
The owners intend on providing a high quality childcare centre on the site as part of the Cudgegong Road Study Area redevelopments in the future. It is noted and supported that the Draft Blacktown Local Environmental Plan 2013 permits child care centres in all three residential zones.

4.0 Conclusion

This submission provides ample justification for the site being classified in the structure plan as land to be developed for low/ medium density townhouse living. The site is well located and has the physical conformation to be developed for this purpose. The owners are prepared to develop and are collaborating to develop the 4 ha together and the outcome will be the timely release of housing to the market that will meet demand and assist with achieving the supply targets set by the government.

Appendix I

Cudgegong Road Study Area Marked Up Structure Plan



Marked Up Cudgong Road Study Area Structure Plan