



30 April 2013
Our Ref: 8348A.4 AC

Strategic Assessments
Department of Planning & Infrastructure
GPO BOX 39
Sydney 2001

By Email: plan_comment@planning.nsw.gov.au

Dear Sir/Madam,

DFP has been engaged to review the North West Rail Link Corridor Strategy and prepare a submission to DoPI. Our clients own four properties in Area 20 as described below;

- | | | |
|------------------------------|-------------------|---|
| • Winter Properties Pty Ltd: | Lot 209 DP 208203 | 9 Terry Road, corner of Rouse Road Rouse Hill |
| • Summer Holdings Pty Ltd: | Lot 129 208203 | 129 Rouse Road Rouse Hill |
| • Spring Properties Pty Ltd | Lot 5 DP 135883 | 812 Windsor Road Rouse Hill |
| • Autumn Properties Pty Ltd | lot 1 DP 1033570 | Lot 1 Windsor Road Rouse Hill |

Our assessment of the exhibition material is a positive one and we expressly write to support the increase in heights proposed by the plan and the potential to reduce car parking rates.

We note that the structure plan has almost identical land use zones to that of the recent rezoning of Area 20 under SEPP (Sydney Regional Growth Centres) 2006. There has been a slight increase in density around the proposed Cudgegong Railway Station, an increase in height affecting our client's site and its surrounds, and sites along Schofields Road. Apart from these slight alterations the structure plan generally keeps the height, zoning and FSR controls of the rest of the precinct.

1.0 Height

We note that there has been an increase in height in some areas to allow for a higher density around the proposed station which is supported. The areas which currently have a 12 metre height restriction have been increased to 16 metres within the Draft Structure Plan. The areas which currently have a 16 metre height limit have also been increased to have a 17 metre height limit.

DFP support this increase in height as it will allow sites to attain the development potential as provided by the FSR controls. The current controls result in development that reaches the 12 metre height limit not reaching the allowable FSR. Due to the close proximity of these sites to the proposed Cudgegong Station and the Rouse Hill Town Centre the proposed heights of the Structure Plan are appropriate as they maximise density in areas with good access to the future



railway station. The current height limits do not allow development to reach their full potential as they are restricted to 12 metres in height.

With particular regard to the Winter Properties Pty Ltd site, on the corner of Terry Road and Rouse Road Rouse Hill, the increase in height is appropriate due to the frontage of the site to the public open space to the north. This will allow for vegetation screening from Rouse Road to the medium density development, while providing amenity for the future residents of the site. This site sits between RL 40-50, while the ridgeline to the south sits at RL 70. Therefore the site sits significantly lower than the ridgeline to the south and lower than proposed future development to the south and accordingly the site can accommodate the additional height as proposed. Due to the topography of the area the site and large lot sizes, development on the site will allow adequate solar access to future development to the south.

2.0 Car Parking Rate

DFP notes that no car parking rate has been provided in this Structure Plan due to its preliminary nature. It is stated under point 6.1 of the Cudgegong Road Draft Structure Plan that “Current parking policies and minimum apartment sizes are constricting the type and variety of dwellings being offered within the study area”. DFP agrees with this statement and see that the parking rates that currently apply in the Blacktown City Council (BCC) Growth Centres Precincts DCP 2010 restrict the development potential of these sites as multiple basement parking areas would be required to facilitate the extra proposed density.

DFP has spoken to Ms Tricia Bancroft at the Department of Planning and Infrastructure with regard to parking rates. Ms Bancroft confirmed that a parking rate for these areas had not been confirmed however did state that the DoPI was looking at a lower parking rate for these precincts due to their close proximity to Railway Stations.

DFP supports the decrease in parking provisions for residential uses as this will allow for a higher development yield and encourage the use of the proposed railway. It is logical and sound planning to reduce the car parking provisions in areas that are readily accessible to the proposed railway station as it will encourage people to walk or cycle to the station. It is expected that many future residents will rely on the railway for commuting to work and for education. DFP supports a reduction in parking requirements for the Cudgegong Precinct.

3.0 Conclusion

On behalf of our clients, DFP is supportive of the concepts in the Northwest Rail Link - Cudgegong Road Station Draft Structure Plan, in particular, the increase in height for the site on the corner of Rouse and Terry Roads. We believe the increase in height is appropriate as the area will be well supported by the Cudgegong railway station and the Rouse Hill Town Centre. We also support a lower car parking rate due to the sites close proximity to the proposed station and Rouse Hill Town Centre. A reduced parking rate from the rates currently provided will encourage active transport and the use of the highly accessible public transport.



If you have any further questions regarding this submission please do not hesitate to contact Warwick on 9980 6933.

Yours faithfully
DON FOX PLANNING PTY LIMITED

A handwritten signature in black ink, appearing to read 'W Gosling', written in a cursive style.

WARWICK GOSLING
DIRECTOR

wgosling@donfoxplanning.com.au

A handwritten signature in black ink, appearing to be a stylized 'J' or 'M' followed by a flourish.

Reviewed: _____