

PCU043697

Strategic Assessments  
Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001

18 April, 2013  
116 Cudgegong Road  
Rouse Hill 2155

Submission Area 20 - Proposed Cudgegong Road Draft Structure Plan

We are the owners of 116 Cudgegong Road, Rouse Hill (Lot 112 - DP.208203). Presently it is zoned as very low residential.

We are in agreement with any proposed changes to increased zoning densities within the Cudgegong Road Precinct. I base my submission on the following points.

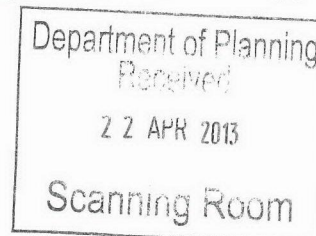
1. Under the governments own guidelines all land within 800metres of the station should be zoned medium density. According to the map that I picked up at one of the Northwest Rail Link talks and using the scale on that map, our block falls totally within the 800metre area (see attached map). I have checked this against other maps and they all show our block within the 800metre range.
2. This would enable all blocks developed on my land to be within walking distance of the station.
3. All blocks would be within a short distance of proposed employment centres along Schofields & Annangrove Roads (via Regional Park).
4. Any development would have access to Rouse Hill Village shops and Rouse Hill Town Centre.
5. The land that backs on to 116 Cudgegong and faces Worcester Road is already zoned low rise residential and yet is further removed from the new rail network.
6. Any development of our land will not affect the vista from Rouse House. The Water Tower (and any future developments on the Water Board Land) block out any view, as does the contour lines sloping in a southerly direction away from the ridge. I have advice from an Australasian Heritage Consultant that this is the case (who incidentally was involved in setting up the Rouse Hill House Precinct).
7. 98% of all trees on my block are less than 40yrs old. The scrub has been cleared and the rest is regrowth.
8. Any bushfire risk was removed when the Water Board totally cleared their block.

To maximise the use of expensive infrastructure (rail link, highways etc) to capitalise on existing shopping centres, proposed industrial areas, road upgrades etc it would appear that all land in Area 20 and surrounding Precincts has to be zoned accordingly.

We would therefore look favourably upon any changes from the existing plan (very low density) to better utilisation of the land.

Yours faithfully,

*[Signature]*  
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# Cudgegong Road



xxx 116 Cudgegong.

--- 800m boundary using scale on your map.  
Verified on other maps.



# Cudgegong Road

The Cudgegong Road precinct will be a major residential area in the future.

A local centre will provide for the daily needs of residents and workers.

Higher density housing is suggested around the station with low density housing replacing rural residential in other areas of the precinct.

The new station will be connected to the residential areas by new pedestrian, cycle and vehicle links.

Substantial open spaces will provide for recreation and wildlife habitat.

Small areas of higher density housing of 7–12 storeys will be located near the train station and the T-Way stop on Windsor Road.

Other areas within walking distance of the station and T-Way will contain 2–6 storey townhouses and apartments.

A depot, west of the station, will be used for storage and maintenance of trains.

## Vision for the study area

The Cudgegong Road Study Area will play an important role in the NWRL corridor, as a local village centre. The introduction of the NWRL has the potential to transform the Cudgegong Road Study Area by providing a new focal point for the community centred around the station. This is proposed to include a mix of local shops and services to provide for the daily needs of the local community.

The NWRL will also provide the opportunity to create a new transit oriented neighbourhood focused around a rail station and village centre. This will increase residential densities within walking distance of the station and involve a variety of housing types to ensure there is affordable and appropriate housing for all members of the community.

The Study Area will provide opportunities for increased employment and housing capacities within walking/cycling distance of the station, while ensuring the local heritage, open space network and natural environment are protected. Development opportunities for higher densities have been identified at locations which will benefit from good access to the rail transport infrastructure and the mix of uses and facilities in the Cudgegong Local Centre and Rouse Hill Centre.

# North West Rail Link

More information: [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)