



*Planning Direction Pty. Ltd.*  
*Town Planning & Development Services*

The General Manager  
Department of Planning and Infrastructure  
1 Fitzwilliam Street  
Parramatta NSW 2150

18<sup>th</sup> December 2014

**Re: SEPP to Amend the Growth Centres SEPP - Part Area 20 Precinct Plan**

Dear Sir/Madam,

I refer to the proposed SEPP amendment to the Growth Centres SEPP - Part 20 Precinct Plan relating to 59 Cudgegong Road Rouse Hill - subject site. Planning Direction P/L has been commissioned to assist the land owner make a submission seeking a further plan amendment relating specifically to the subject site.

Of particular interest to my client is the proposed up-zoning of the site to south of the subject being bounded by the future railway line/station - North-West Rail Link - Cudgegong Railway Station, Cudgegong Road to the east and my client's site to the north. It is understood that the Department proposes to up-zone this land by increasing the height limit from 16m to 26m and the floor space ratio (FSR) from 1.75:1 to 2.75: 1. It is further understood that these controls applied to the corresponding land to the south of the railway line.

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My client has no issues with the proposed up-zoning of the land to the south. However given my client's land is attached to this site and my client's land is within 170m walking distance to the future railway station and future town centre along the future road called Main Street, a strong case exists for similar building height and FSR controls on my client's land to achieve a better transition in built form.

Accordingly, my client wishes to make submission seeking further amendments to the SEPP relating to the subject site as follows:

**Building height:** The subject site to have an increase in building height from 16m to 26m as currently proposed.

**Floor space ratio:** The subject site have a maximum FSR increasing from 1.75:1 to 2.5:1. Currently there was no proposed increase in FSR despite an increase in building height.

The reasons for the proposed increase in density on the subject site are listed below:

- 1 The provision to allow transition between zone boundaries in the SEPP may not appropriately achieve the transition desired with the floor space and building height controls currently proposed. Particularly when 16m is lost already to create a separating roadway and one factors in a 6m front setback.
- 2 The transition envisaged is also compromised by the potential zero setback allowed to the B4 Mixed Use zoning on the adjoining southern land for the first two levels. Having set planning controls for the subject site is a better tool to achieve the transition in building form as potentially a greater southern setback is desirable.
3. The existing terrain is unique in that the centre of the subject site has a high point with land falling by up to 2-3m along the depth (north-south) of the subject site and experiences up to 2m cross fall. Such topography will influence a design and necessitate exposure of a parking level to the extent that part of the parking level will technically be counted as a storey and/or floor space. Greater flexibility will be provided in design to negotiate the topographical challenges with an increased FSR.
4. The subject site and adjoining properties are affected to a significant extent by transmission easements across the frontage. About 1,350sqm of the subject land is burdened by the easement and compromises density opportunities.
5. The subject land is fully directly adjacent to the town centre and the future station. The adoption therefore of an appropriate FSR for the subject

site needs to be optimised to negate lost opportunity in the future. Furthermore there is only one block of land to the north of the subject site. The subject land is exceptionally well located to justify an increased FSR and building height.

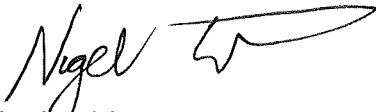
6. An increased FSR and building height will also provide greater incentive to provide a quality development with higher end finishes. Such is important near a major transport and shopping node. The higher FSR will also enable full utilisation of basement parking.

7. The subject site will be well serviced by all necessary utility services and future bus services.

In view of the above and considering the broader objectives for the precinct, the proposed increase in building height and FSR is important and beneficial.

Should you require any further information please contact the undersigned.

Yours Faithfully

A handwritten signature in black ink, appearing to read 'Nigel' followed by a stylized surname.

Nigel White

Bachelor of Applied Science (Environmental Planning)