

Our Ref: 888815lt1

18 September 2015

The Department of Planning and Environment
Attention: Housing Land Release
GPO Box 39
SYDNEY NSW 2001

Delivered by email to community@planning.nsw.gov.au

Dear Sir/Madam,

**SUBMISSION TO DRAFT RIVERSTONE EAST PRECINCT
SPECIFIC TO No.87 TALLAWONG ROAD, ROUSE HILL**

We refer to the *Draft Riverstone East Precinct Plan* which is currently on public exhibition until 18 September 2015. We act on behalf of the owners of No.87 Tallawong Road, Rouse Hill, Mr. and Mrs. Concato in making this submission in relation to the Draft Precinct Plan.

In summary, this submission and supporting documents outline the features of the site and surrounds and its context with regard to the draft Indicative Layout Plan. The submission demonstrates that, although part of the site is identified for future public recreation use, there are alternative sites more appropriate for the provision of public open space. These alternative sites have features which confer a potentially greater community and environmental benefit than the subject site as future public open space. In addition the site has attributes which make it highly suited for medium density residential development. Considering both the superior features of alternative sportsfield locations and the suitability of the site to accommodate medium density residential development, it is clear that adjustments to the Indicative Plan Layout will result in a better planning outcome.

The environmental planning and urban design grounds supporting this request are detailed in this submission. This submission draws on issues of acoustics, natural site features and open space site selection to demonstrate that there are more appropriate alternatives for sportsfields than the subject site and adjoining land.

The following documents and information sources have been used in the preparation of this submission:

- Review of Acoustic Planning Issues Sydney Metro North West Rapid Transit Rail Facility – Atkins Acoustics (Attachment 1);
- Land Zone Suitability Advice – Barker Ryan Stewart September 2015 (Attachment 2);
- Open Space Planning Report – Clouston and Associates September 2015 (Attachment 3); and
- Exhibition Material on Riverstone East Precinct Plan – Department of Planning and Environment.

Subject site and surrounds

The subject site to which this submission relates is No.87 Tallawong Road, Rouse Hill with legal description Lot 33 in Deposited Plan 30186. An aerial photo of the site is included in Figure 1 and Figure 2 is the draft Indicative Layout Plan (ILP). The site is outlined in red in both Figures 1 and 2.



Figure 1: Aerial photo of No.87 Tallawong Road (Source www.maps.six.nsw.gov.au)

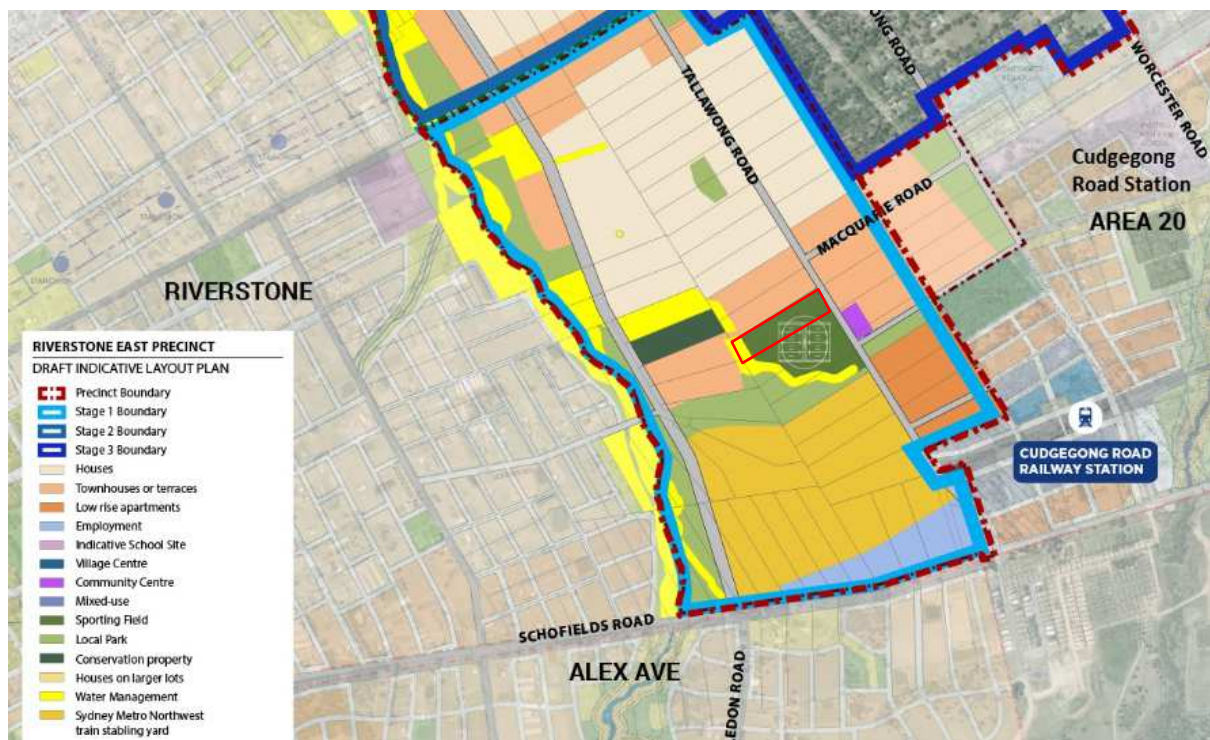


Figure 2: Draft Indicative Layout Plan

The site contains a two storey dwelling, a large shed and an earth dam. The site is cleared with scattered mature trees. The total area of the site is approximately 2.02 hectares being 70m wide and 290m deep. The land is currently within Zone RU4 in accordance with Blacktown Local Environmental Plan 2015. The site generally slopes from the north east corner to the south west and drains to First Ponds Creek which is identified as a 'Water Management Area' in Figure 2.

The site is within Stage 1 of the Riverstone East precinct. The site and adjoining land to the south east being Lots 30, 31 and 32 are identified for a future sportsfield, public open space and water management as shown in Figure 2. Tallawong Road is proposed to become a new sub-arterial road along with Oak Street which is to be extended north-south to link with Clark Road.

The future sportsfield and public open space area (which is to contain the subject site) is to the north of the approved North West Train Stabling Yard. This Stabling Yard is a maintenance and storage facility for new rolling stock and includes a large electricity substation, maintenance facilities and rail sidings and will operate 24 hours x 7 days. A community facility is proposed to the east of the site separated by Tallawong Road. Land to the north and west is identified as suitable for medium density housing.

Acoustic Issues

The Noise and Odour Assessment prepared by Renzo Tonin and Associates and Todoroski Air Sciences dated 24 March 2015 forms part of the exhibition material for the Precinct. It recommends land uses less sensitive to noise (such as commercial and industrial uses) be located adjacent to the North West Train Stabling Yard. Employment lands have been planned for land to the south of the Stabling Yard and open space (extending into the subject site) is proposed for land to the north of the Stabling Yard.

The Review of Acoustic Planning Issues for the Sydney Metro North West Rapid Transit Rail Facility by Atkins Acoustics dated September 2015 is Attachment 1 to this submission. This Report reviews the acoustic assessments undertaken for the North West Train Stabling Yard. It concludes that the noise environment within the subject site would be compatible with future residential development as land in closer proximity to the Stabling Yard (to the east of Tallawong Road) has been identified as suitable for residential development of up to 45 dwellings per hectare. The report also states that the subject site is not required for a noise buffer for the same reasons.

This report demonstrates that the future acoustic environment of the subject site would be compatible with medium density residential development.

Site Suitability for Sportsfields

The *Land Zoning Suitability Advice* by Barker Ryan Stewart dated September 2015 is Attachment 2 to this submission. This report examines whether the site and the adjoining Lots 30, 31 and 32 are suitable for the construction and maintenance of sportsfield in terms of land capability.

In summary, works proposed for stormwater management affecting the subject site and the future sportsfields include installation of stormwater management devices and construction of Channel CF49. These works require regrading and changes to finished ground levels throughout the subject site and Lots 30, 31 and 32 which are not compatible with the ground surface levels required for sportsfields of the scale proposed in the ILP. The Land Zone Suitability Advice demonstrates the construction of sportsfield and associated car parking would require excavation and terracing with retaining walls to achieve a level (flat) sportsfield surface. The report also shows that the ground surface levels are not compatible with works for Channel CF49.

Such extensive earthworks are not consistent with the provisions of draft Schedule 7 Riverstone East Precinct to Blacktown City Council Growth Centres Precincts Development Control Plan (the DCP). The DCP recommends minimal disturbance of the natural soil profile and groundwater, the retention of mature native trees and vegetation and retention of the natural drainage and infiltration regime. The construction and maintenance of sportsfields on the subject land is contrary to the provisions of the DCP.

The subject site and adjoining Lots 30, 31 and 32 are currently affected by flooding as is nearby land at Nos. 14, 18, 26 and 34 Oak Street and Lot F DP 407863. The proposed stormwater management works have been designed to reduce the flood affectation on this land. However, in contrast to the

subject site, the land at Nos. 14, 18, 26 and 34 Oak Street and Lot F DP 407863 have been identified as suitable for Medium and Low Density Housing respectively. The *Land Zoning Suitability Advice* demonstrates that the land at Nos. 14, 18 and 26 Oak Street and Lot F DP 407863 have topographic and drainage features which make either of these sites more suited to the construction and maintenance of sportsfields than the subject site and adjoining Lots 30, 31 and 32.

Open Space Planning

The *Open Space Planning Report* (OSPR) by Clouston and Associates September 2015 is included as Attachment 3 to this submission. The OSPR identifies strengths and short-comings of the specialist studies which informed the selection of areas for future public open space. The shortcomings are summarised as follows:

- Proposed open space is distributed around the edges of the precinct with collector and sub-arterial roads creating barriers to pedestrian movement and access particularly for young children and pedestrians;
- Location of the Tallawong Road sportsfields adjacent to the Rail Stabling yards reduces the opportunity for casual surveillance and is contrary to the principles of Crime Prevention Through Environmental Design (CPTED);
- Channelling the watercourse within the sportsfields is contrary to the principles of Water Sensitive Urban Design and Best Practice concepts for design of public open space areas by reducing the multi-use opportunities provided by the aesthetic and recreational opportunities of natural watercourses integrated with public open space areas; and
- Open space proposed between Oak Street and Tallawong Road (including the subject site) is poorly integrated with the adjoining urban structure. In addition to the lack of casual surveillance from the Rail Stabling Yard, the proposed community centre is separated from the proposed open space by the new sub-arterial road of Tallawong Road. The Riverstone East Land Use and Infrastructure Delivery Program (August 2015) aims to deliver 'social hubs' with schools, community facilities and public open space clustered together. The ILP for the subject site and its immediate surrounds falls short of delivering this aim.

The OSPR includes the map as shown in Figure 3 which indicates the areas which are within 1km distance to planned active open space (not including the sportsfields planned for the subject site). The majority of future residents in Area 20 will live within 1km of planned active sportsfields to be located mainly between Rouse Road and Second Ponds Creek. Figure 3 shows that there is an area in the centre of the Riverstone East Precinct (outlined dashed red) which will not be within 1km of planned active sportsfields. There is an opportunity to address this deficit for future residents of the Riverstone precinct by the appropriate siting of new sportsfields with amendments to the ILP. The OSPR identifies alternative sites within this area which are more suited to the provision of sportsfields than the subject site and adjoining lots 30, 31 and 32.

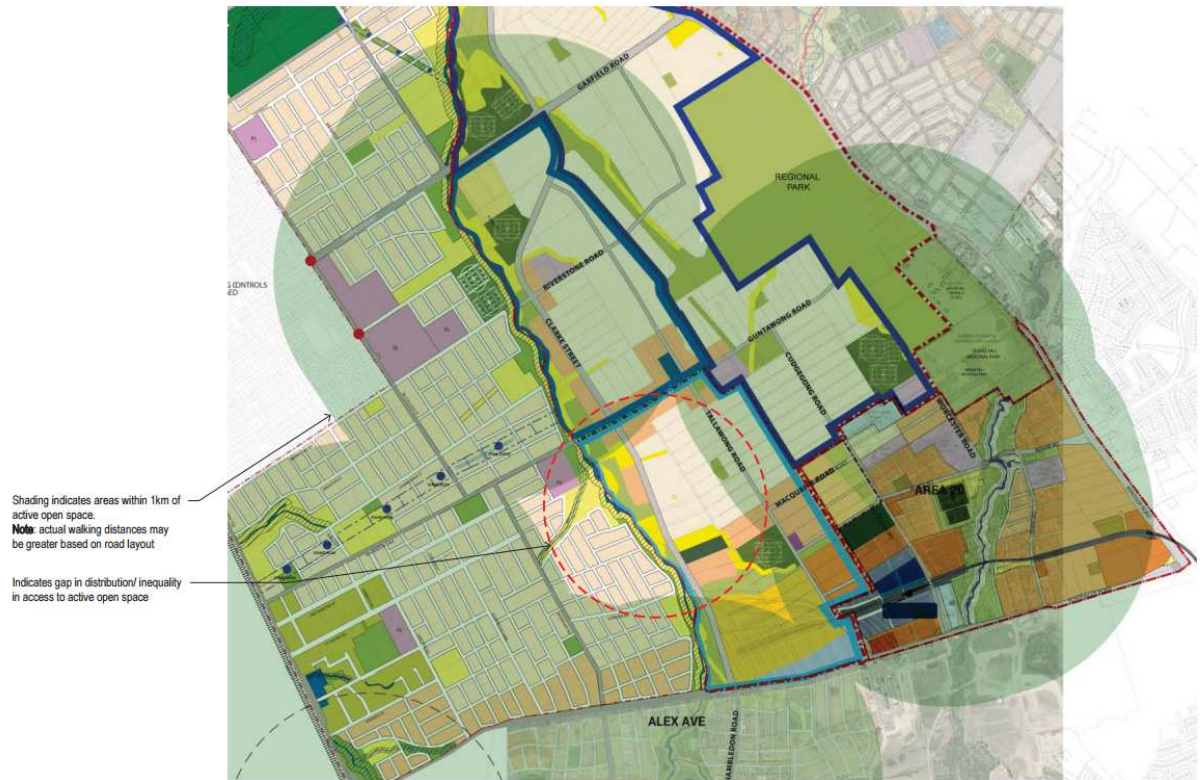


Figure 3: Proximity to active open space for Area 20 and Riverstone East Precinct (Source: Cloustons OSPR)



Figure 4: Alternative sites for sportsfields (Source: Cloustons OSPR)

The OSPR proposes an open space selection framework which demonstrates three (3) alternative sites are more suited to the proposed playing fields than the subject site and adjoining Lots 30, 31 and 32. These alternative sites are shown in Figure 4. All alternative sites have superior spatial distribution in terms of accessibility for future residents. Other superior qualities of the alternative sites are summarised as follows:

- Sites 1a and 1b are contained within Government-owned land, are flatter, closer to the proposed Village centre and closer to the proposed school site. Use of these sites for sportsfields will enhance asset protection for adjoining residential land. The sites are co-located with land reserved for riparian and vegetation management and can enhance the potential for protection of sites with archaeological sensitivity. These sites are already in public ownership which means that acquisition is not dependent upon (or delayed by) pooled Section 94 Contributions.
- Site 2 extends a proposed area of passive public open space, is flatter and located in an elevated position. A larger area of consolidated open space has the potential to accommodate a variety of activities and features in a shared area. The site is centrally located within the area outlined dashed red in Figure 3 and is therefore highly accessible to the surrounding neighbourhood. The site overlaps with areas identified for protection of vegetation of high conservation value which will enhance the setting of a future sportsfield. Site 2 is also consistent with the aims of the Riverstone East Land Use and Infrastructure Delivery Program which include the following *“Local and neighbourhood parks take advantage of and retain the key environmental features of the Precinct, including high points, views to surrounding areas, creeks and areas of existing vegetation.”* Site 2 is an elevated location and not vulnerable to potential salinity.
- Site 3 is flatter and contains remnant vegetation and opportunities for protection of places of archaeological sensitivity. This site overlaps with land identified for vegetation conservation and archaeological sensitivity.

Site Suitability for Medium Density Residential Development

The subject site has attributes similar to nearby land which has been identified for medium density residential development and there are no constraints to the land which would preclude medium density residential use.

As stated above and demonstrated in Attachment 1 the acoustic environment and proximity to the Rail Stabling Yard does not impose constraints to future residential use of the land. By comparison, land to the eastern side of Tallawong Road has been nominated for medium density residential use despite being closer to the Rail Stabling Yard and potentially exposed to greater noise than the subject site.

As outlined above and in Attachment 2 the stormwater management outcomes to be implemented will remove flooding constraints from the majority of the site by containing stormwater runoff and floodwaters to the constructed Channel CF49 which will run along the rear boundary of the site (see Figure 5). This will ensure that the majority of the site is above the 1% AEP and suitable for residential use. The area of future flood affected land overlaps with the area nominated for protection of native vegetation (see Figure 6) and for riparian area protection (see Figure 7). These constraints only affect a narrow strip of land adjacent to the rear boundary and can be effectively protected and enhanced as part of residential redevelopment of the site.

As shown in Figure 8, adjoining land and land to the eastern side of Tallawong Road has been identified as suitable for residential densities of 25 dwellings per hectare and 45 dwellings per hectare. Better planning outcomes can be achieved by selecting a superior site for new sportsfields and to utilise

the subject site to accommodate medium density housing. The land is within 800m radius of employment lands, the proposed railway station and the new town centre (all located within Area 20) as shown in Figure 9. For these reasons the future use of the site for medium density housing is a more efficient and environmentally sound planning outcome.

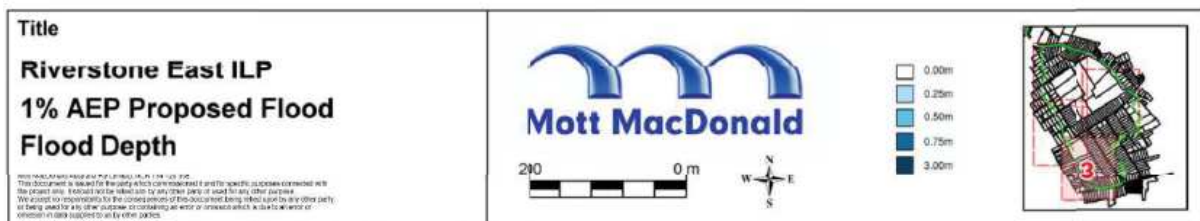
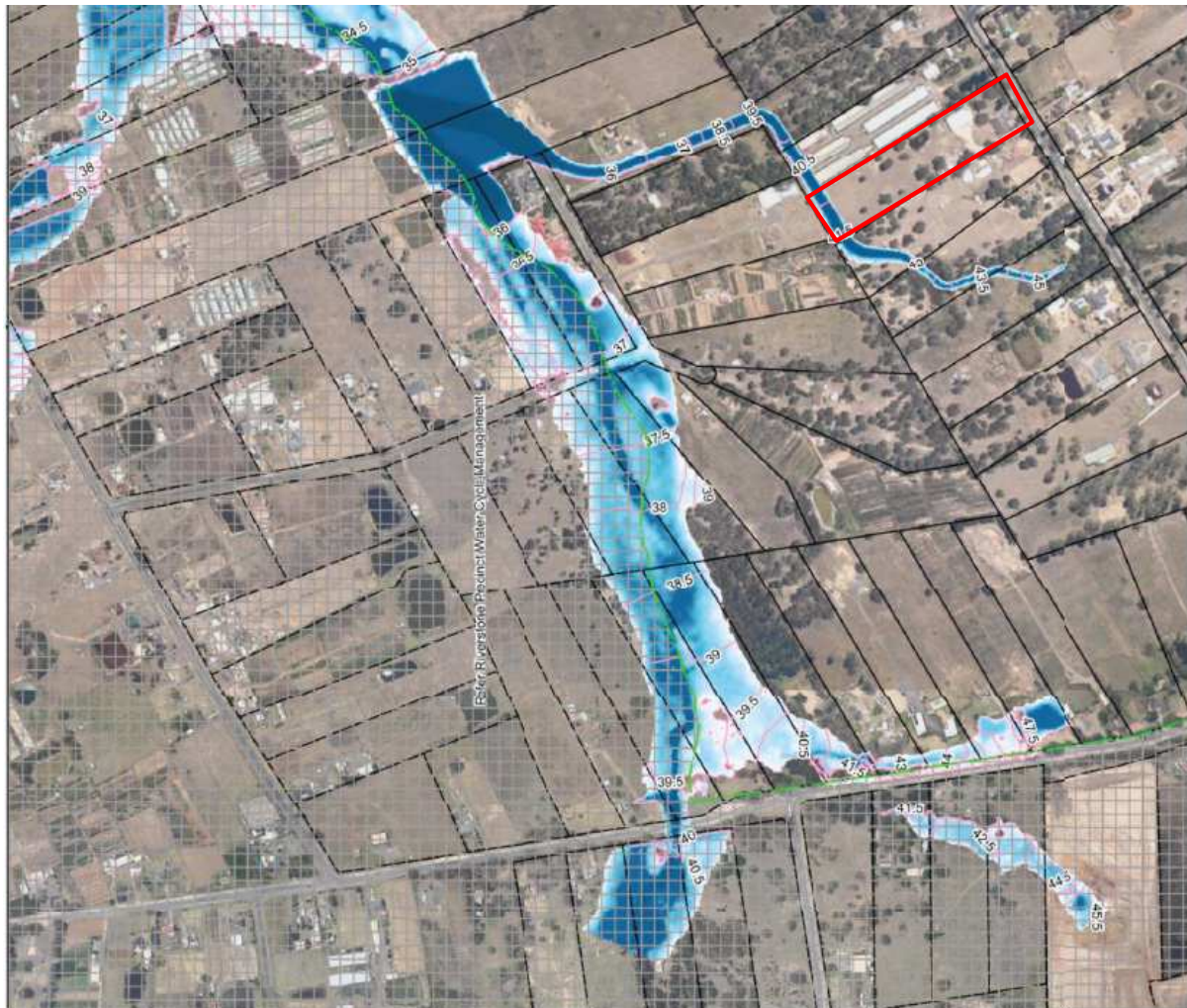


Figure 5: Extract from Post-Stormwater Works showing future flood affectation



Figure 6: Extract from Native Vegetation Protection Map from public exhibition material



Figure 7: Extract from Riparian Vegetation Protection Map public exhibition material



Figure 8: Extract from Residential Density Map Public Exhibition Material

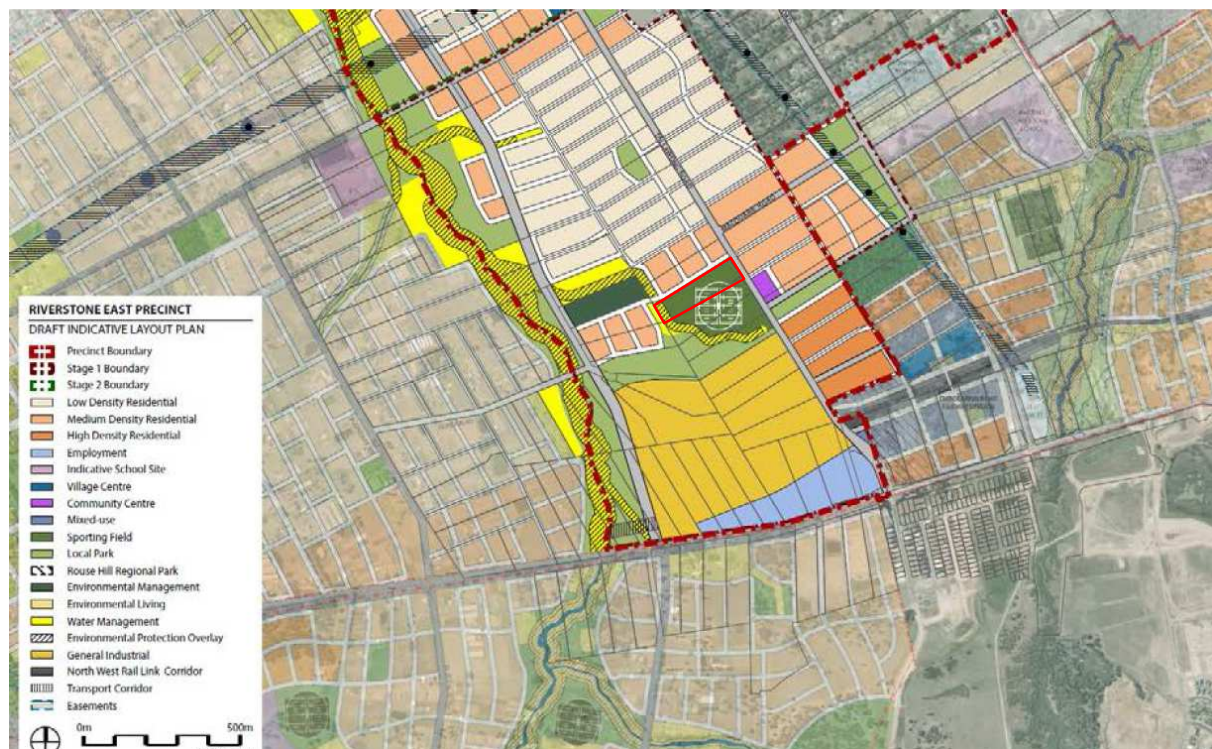


Figure 9: Extract from the Indicative Layout Map in Schedule 7 of the Draft DCP

Acquisition

The OSPR reiterates the point made by the SIAR that there are limitations on the timing and resources available for acquisition of public open space due to the need for adoption of a Section 94 Plan by Blacktown Council and approval of the plan by IPART. The draft Section 94 Plan is yet to be publicly exhibited. Landowners potentially affected by future acquisition have not been provided with sufficient information with regard to the acquisition process nor have these landowners been provided with a timeframe for future acquisition processes. This information is absolutely critical for landowners to have a full understanding and appreciation of the Precinct Planning process.

Conclusion

In summary, the site and adjoining land is not the most appropriate location for sportsfields. The acoustic environment created by the Train Stabling Yards is not incompatible with residential land uses on the subject site. The topography and proposed stormwater management works are not compatible with the construction and maintenance of sportsfields on the site as proposed in the ILP. There are several sites with features that make them superior for sportsfields than the subject site in terms of physical capacity, better performance under a range of selection criteria and with respect to potential accessibility for future residents of Area 20 as well as the Riverstone East Precinct. The future use of the site for medium density residential development and the relocation of the sportsfields to an alternative site represents a better land use planning and environmental outcome.

We would appreciate the opportunity to discuss this submission further with Department staff. Should you require any further clarification, please do not hesitate to contact our office.

Yours faithfully,

Planning Ingenuity Pty Ltd



Jeff Mead
DIRECTOR