

## COUNCIL ASSESSMENT REPORT

<b>Panel Reference</b>	2018CC1029
<b>DA Number</b>	968/2019/JP
<b>LGA</b>	The Hills Shire Council
<b>Proposed Development</b>	Expansion of the Rouse Hill Town Centre.
<b>Street Address</b>	Lots 11, 13, 15 and 25 DP 270520 and Lot 16 DP 280013, Main Street, Civic Way, Tempus Street and Windsor Road, Rouse Hill
<b>Applicant</b>	GPT Funds Management 2 Pty Ltd C/- BBC Consulting Planners
<b>Consultant/s</b>	BBC Consulting Planners Arcadis Bylett & Associates JK Geotechnics Cox Architects Oculus Compass Project Management Aecom Great Forest Sustainability Acoustic Logic Steve Watson & Partners Morris Goding Access Consulting XEL Consulting Urbis The GPT Group
<b>Date of DA lodgement</b>	12 December 2018
<b>Number of Submissions</b>	Nil
<b>Recommendation</b>	Approval subject to conditions
<b>Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011</b>	CIV exceeding \$30 million (\$98,412,039)
<b>List of all relevant s4.15(1)(a) matters</b>	<ul style="list-style-type: none"> <li>• SEPP State and Regional Development 2011</li> <li>• SEPP 55 – Remediation of Land</li> <li>• SREP 20 – Hawkesbury Nepean River</li> <li>• LEP 2012</li> <li>• Draft LEP 2021</li> <li>• DCP Part D Section 6 – Rouse Hill Regional Centre</li> <li>• DCP Part B Section 6 – Business</li> </ul>
<b>List all documents submitted with this report for the Panel's consideration</b>	Nil
<b>Report prepared by</b>	Kristine McKenzie
<b>Report date</b>	Electronic Determination

<b>Summary of s4.15 matters</b> Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report?	<b>Yes</b>
<b>Legislative clauses requiring consent authority satisfaction</b> Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report? <i>e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP</i>	<b>Yes</b>
<b>Clause 4.6 Exceptions to development standards</b> If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?	<b>NA</b>
<b>Special Infrastructure Contributions</b> Does the DA require Special Infrastructure Contributions conditions (S94EF)? <i>Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions</i>	<b>NA</b>
<b>Conditions</b> Have draft conditions been provided to the applicant for comment?	<b>Yes</b>

## EXECUTIVE SUMMARY

The Development Application is for the construction of an expansion of the existing Rouse Hill Town Centre.

The key issues that need to be considered by the Panel in respect of this application are:

- The site is subject to the Rouse Hill Masterplan, Precinct Plan and supporting Built Form Guidelines. The proposal is consistent with these approvals with the exception of height and setbacks. There is currently no height limit in LEP 2012 however it is noted that Draft LEP 2021 seeks to introduce height limits which are consistent with the approved Masterplan.
- Variations are proposed to a number of controls within the DCP. These relate to building height plane, height, loading docks and parking. It is considered, notwithstanding these variations, the proposal provides for a reasonable expansion of the existing Town Centre within a B4 Mixed Use zone which meets the intent and desired future character for the site. The proposed variations are considered to be satisfactory having regard to the context of the expansion of the existing Town Centre and will not unreasonably impact on adjoining property owners, future tenants or residential property owners within the expansion area.
- The proposed development provides a consistent built form outcome with the existing Town Centre and will result in a walkable retail centre which provides a retail/commercial facility for residents of the immediate area and broader community. The site is highly serviced by public transport with the Sydney Metro and bus interchange located adjacent to the proposed works (at the front of the existing Town Centre).
- The application was notified for a period of 14 days on two occasions. There were no submissions received.

The application is recommended for approval subject to conditions.

## **BACKGROUND TO DEVELOPMENT OF THE ROUSE HILL REGIONAL CENTRE**

The development of the Rouse Hill Regional Centre has been undertaken as follows:

Level 1 DA – Masterplan for the entire Rouse Hill Regional Centre site which sets the framework and principles for future development.

Level 2 DA – Precinct Plan for each of the precincts providing greater detail for development of the Precinct.

Neither Level 1 or Level 2 DAs allow any physical works.

Level 3 DA – application for physical works.

In 2004 Council approved a Development Application for a Masterplan for the entire Rouse Hill Regional Centre site (DA 1604/2004/HB). The Masterplan approval anticipated a total of 200,000m<sup>2</sup> of retail and commercial floor space within the Town Centre and Northern Precinct and 1800 dwellings across the entire site comprising a mixture of housing types including apartments (515), terraces (391), warehouses (54) and villas / single dwellings (840). The Northern Precinct was identified as containing a total of 330 dwellings which represented a density of 41.1 dwellings per hectare.

The site is not currently subject to limitations under LEP 2012 in regard to height or floor space ratio. In this regard, during the preparation of LEP 2012, Council initially proposed to introduce planning controls across the site in relation to height and FSR however the applicant successfully sought to have these planning controls removed on the basis of flexibility for landowners and given that the established Masterplan provided adequate certainty for Council and the community in regard to a built form outcome. As such the development of the site was anticipated to be consistent with the approved Masterplan and subsequent Precinct Plan (DA 354/2013/HB) which limits height to a maximum of 32 metres and where a mixed use of retail, commercial and residential uses were anticipated.

The Precinct Plan area has been subject to a number of approvals over the recent years including civil, infrastructure and road works and basement style carparking which caters for both the Town Centre expansion and two apartment buildings which will be located in the expansion area. Most notable of these preceding approvals is Development Consent 1897/2016/HA which includes the closure of Rouse Hill Drive. Rouse Hill Drive is a private road and currently provides vehicle access to the parking area on the northern extent of the existing Town Centre. Rouse Hill Drive will be closed and will ultimately become the entry point to the approved basement style carpark which sits under the Town Centre expansion area. It may be noted that there is currently modification applications which are under assessment for the civil, infrastructure and road works and basement style carparking approvals. The subject application is consistent with the proposal modified applications. These preceding works will be undertaken in a phased construction arrangement.

An application is being reported concurrently to the Panel for determination for a proposed apartment building development within the Town Centre expansion area (1007/2019/JP).

Attachments 3, 4 and 5 show the subject site in context to the proposed Town Centre expansion.

## BACKGROUND

The site forms part of the Rouse Hill Regional Centre and is subject to an approved Masterplan which sets broad parameters for the development of the Regional Centre as a whole and is also subject to a Precinct Plan and supporting Design Guidelines which provide further detail regarding the development of the precinct. A site specific DCP is also in place.

The applicant lodged a previous Development Application (DA 1141/2017/JP) for an expansion of the Town Centre. This application was subsequently withdrawn with the applicant advising at that time that '*The reason for their withdrawal is the necessity for GPT to revisit the retail design for the northern expansion of the Town Centre in response to changing retail circumstances*'.

The subject application was lodged on 12 December 2018. Additional information has been requested from the applicant on a number of occasions. As a result of the assessment process, the applicant has reduced the floor area of the proposal from the original plans.

## DETAILS AND SUBMISSIONS

Owner:	GPT Funds Management 2 Pty Ltd
Zoning:	B4 Mixed Use
Area:	2.4 hectares
Existing Development:	Works which comprise the existing Town centre including retail, carparking and associated works
Section 7.12 Contribution	Yes, currently \$1,082,532.46
Exhibition:	Not required
Notice Adj Owners:	Yes, 14 days on two occasions.
Number Advised:	12
Submissions Received:	Nil

## PROPOSAL

The proposal is for the expansion of the Rouse Hill Town Centre. The proposal include 14,173m<sup>2</sup> of retail floor space, 2,324m<sup>2</sup> of leisure and entertainment space and 4,795m<sup>2</sup> of commercial floor space. In addition, the proposal includes the demolition and reconfiguration of existing retail tenancies in the interface zone which have an area of 3125m<sup>2</sup>.

The proposed works will be predominantly single storey in nature and are sited on a podium, however the commercial building will be a maximum four storey in height (comprising three commercial levels with a commercial lobby entrance at ground level) and 'The Pavilion' will be three storey in height. The maximum height of these structures is 24.8 metres from the natural ground level.

The retail component will comprise:

- 2 mini-major stores;
- around 50 speciality stores;
- a leisure and entertainment precinct; and
- commercial office space.

The proposal includes:-

- preparatory works associated with closing off the northern part of the Stage 1 Town Centre retail core to allow for the northerly expansion of the existing retail podium;
- demolition and/or reconfiguration of various existing retail tenancies adjoining the Interface Area;
- construction and operation of the new Stage 2 retail podium including The Pavilion and new commercial office space;
- use of the ground level of the new Stage 2 retail podium for “commercial premises” primarily in the form of “retail premises” including “food and drinks premises”, all as defined in The Hills LEP 2012;
- construction of the partial first floor of the new Stage 2 retail podium for leisure and entertainment facilities;
- trading hours to correspond with those of the Stage 1 Town Centre;
- extension of Civic Way to the north and south of Town Green; and
- landscaping, drainage and all related works including connection via lift and travelators to the basement car park.

The occupation and use of the leisure and entertainment facilities and the use of Town Green for event will be subject to separate Development Applications.

The proposed works will link to the existing Town Centre within the ‘interface area’. The works in this area will include the demolition of existing works and alterations to some of the existing tenancies. In effect, this reduces the existing floor area by 3125m<sup>2</sup>.

The proposal includes Town Green which is a park area and which will have an area of 1480m<sup>2</sup>. The use of the Town Green for events and signage will be subject to further Development Applications.

The new retail podium will, in part, extend over a Basement Level 1 retail carpark for shoppers. There will also be a Basement Level 2 car park containing resident and visitor spaces for two residential flat buildings, referred to as Buildings A and B, to be built over the retail podium to the east and west of Town Green, as well as parking spaces for commercial office tenants. The basement carpark is subject to a separate Development Application.

The existing Town Centre is subject to a Publicly Accessible Areas Management Plan (PAAMP). The existing PAAMP seeks to enable public access to a privately owned shopping centre with a clear set of guidelines and an appeals process for use, maintenance, activities and events and similar uses by the public. The existing PAAMP will be required to be updated in order to ensure that it extends over the expansion area. This process will be undertaken separately to the Development Application.

The Town Centre expansion area includes a number of ‘sleeve sites’ which surround the proposed works. These areas will be, in the interim, landscaped or used for open parking, and will be subject to later Development Applications for the areas surrounding the expansion area. This is the same process as was used in the original Town Centre area.

The applicant has confirmed that none of the roads within the area the subject of the application will be dedicated to Council. Within the broader area, only West Road and Orchard Road will be dedicated to Council.

There are current approvals in place for the construction of civil and infrastructure works and basement parking. A separate application has also been lodged for apartment buildings. The applicant has advised that the works the subject of this application and the previous applications will be constructed concurrently in a phased manner.

## **ISSUES FOR CONSIDERATION**

### **1. SEPP State and Regional Development 2011**

Clause 20 of SEPP (State and Regional Development) 2011 and the Schedule 4A of the Environmental Planning and Assessment Act, 1979 provides the following referral requirements to a Central Planning Panel:-

*Development that has a capital investment value of more than \$20 million.*

The proposed development has a capital investment value of \$98,412,039 thereby requiring referral to, and determination by, a Central Planning Panel.

### **2. SEPP 55 – Remediation of Land**

Clause 7 (Contamination and remediation to be considered in determining development application) of SEPP 55 – Remediation of Land states:

- (1) *A consent authority must not consent to the carrying out of any development on land unless:*
- (a) *it has considered whether the land is contaminated, and*
  - (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
  - (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A Stage 1 Preliminary Site Investigation report was undertaken by the then Department of Urban Affairs and Planning (DUAP) in 2000. A Stage 2 Environmental Site Assessment was subsequently undertaken which accompanied the Masterplan application. The report concluded that:

*Based on the work undertaken in the above-mentioned assessments, the land to which this SEE relates is considered to be suitable for retail and commercial land uses and thus for the retail podium which will accommodate these uses.*

The proposal is considered satisfactory in regard to the requirements of SEPP 55.

### **3. Compliance with LEP 2012**

#### **a. Clause 1.8A – Savings provision relating to development applications**

LEP 2019 came into force on 13 December 2019. Clause 1.8A(1) of LEP 2019 states the following:

- (1) *If a development application has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined*

*before that commencement, the application must be determined as if this Plan had not commenced.*

As the subject application was lodged on 12 December 2018 ie: prior to the gazettal of LEP 2019, the application shall be determined as if LEP 2019 had not commenced, and assessed under the provisions of LEP 2012.

## **b. Permissibility**

The site is zoned B4 Mixed Use under LEP 2012. The proposed works are defined as:

**commercial premises** means any of the following:

- (a) business premises,*
- (b) office premises,*
- (c) retail premises.*

And

**food and drink premises** means premises that are used for the preparation and retail sale of food or

drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- (a) a restaurant or cafe,*
- (b) take away food and drink premises*
- (c) a pub*
- (d) a small bar.*

**Note.** Food and drink premises are a type of **retail premises**—see the definition of that term in this Dictionary.

And

**recreation facility (indoor)** means a building or place used predominantly for indoor recreation, whether or not operated for the purposes of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, health studio, bowling alley, ice rink or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club.

The above uses are permissible within the B4 Mixed Use zone.

## **c. Objectives of the Zone**

The objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening.*
- *To provide for high density housing that is integrated with civic spaces.*

The proposal will provide a variety of compatible land uses which are consistent with the existing Town Centre and will result in a mixed use centre which provides a wide range of retail and commercial uses.

The site has a high level of access to public transport, with the existing bus T-Way and the rail link adjoining the site along Windsor Road. In addition, the site is linked to surrounding suburbs by cycle paths which increase pedestrian activity and encourage a lower level of car access.

The proposal also includes indoor recreation uses and entertainment uses. These uses will complement the ground floor retail uses, however are subject to further Development Application/s for occupation of the tenancy areas.

In addition, two apartment buildings have been proposed within the Town Centre expansion area which are subject to a separate Development Application which is currently under assessment (DA 1007/2019/JP).

The proposal is considered satisfactory in regard to the objectives of the zone.

**d. Development Standards**

The proposal has been assessed against the LEP 2012 Map Sheets as follows:-

<b>LEP 2012 MAPPING - DEVELOPMENT STANDARDS</b>			
<b>STANDARD</b>	<b>REQUIRED</b>	<b>PROPOSED</b>	<b>COMPLIANCE</b>
Floor Space Ratio	NA	NA	NA
Allotment Size	600m <sup>2</sup>	NA – there is no subdivision proposed.	NA
Building Height	NA	NA	NA

The proposal is considered satisfactory in regard to the LEP development standards.

**e. Draft LEP 2021 (Formerly Draft LEP 2019)**

Council's Draft LEP 2021 intends to establish a clear and transparent framework that provides further certainty that the outcomes anticipated under the approved Master Plan and Precinct Plan would be delivered. In regard to the site, Draft LEP 2021 seeks to introduce maximum height of building controls ranging between 12m and 32m and apply a maximum dwelling cap of 375 dwellings. These planning controls reflect the outcomes approved through the existing Masterplan. These controls will act as a "baseline", pending further amendments to the LEP arising from either site specific planning proposals or Council-led precinct planning. Draft LEP 2021 also includes a sunset provision to enable flexibility for these planning controls to be revised once Council completes precinct planning for the Rouse Hill Strategic Centre.

Draft LEP 2021 seeks to include a savings provision that will apply to a development application made but not finally determined before the commencement of the LEP provision. However this is subject to the Department of Planning, Industry and Environment's consideration and pending Parliamentary Councils legal drafting of the instrument.

Draft LEP 2021 was publicly exhibited from 10 July 2021 to 7 August 2020 and at its meeting on 25 August 2020, Council resolved to progress the planning proposal for draft LEP 2021 to finalisation. The Department has not made a decision on this matter to date.

In regard to height, the proposed heights under LEP 2021 are consistent with the approved Precinct Plan. As outlined in Section 8, of the pavilion building exceeds the Precinct Plan height limit. There are no dwellings in the subject application.



#### 4. Compliance with DCP Part D Section 6 – Rouse Hill Regional Centre

The DCP contains a number of objectives, principles and development outcomes, which relate to the Town Centre expansion area. The vision for the Regional Centre as a whole is:

*A regional scale, multi-functional centre will be developed that provides employment opportunities, shopping, commercial services, leisure activities, community facilities and open space. A 'living' Centre will be created by incorporating medium density housing within and adjoining the Centre. This will ensure activity within the Centre continues into the evening. As a result, amenity and safety will be enhanced, and the viability of business activity and public transport use will be improved.*

The proposal is considered to be consistent with the vision in that the proposal will allow an expansion of the existing retail, business/office uses and services provided within the centre which will increase employment opportunities within the area. The site has a high level of access to existing and future public transport. In addition, apartment development (subject to a separate Development Application) is also proposed in the expansion area which will increase activation and passive surveillance.

The Development Outcomes of the DCP refer specifically to the 'Northern Frame' area as follows:

*...the Northern Frame, which is primarily intended for a mix of land uses. It is to accommodate long-term change; and intensification and mix of use including bulky goods, and a range of innovative commercial, retail and residential typologies. The area will evolve over time and allow for expansion and support the core area.*

The proposal is considered to be satisfactory with regard to the outcome, noting that the current application is predominantly for retail use, and that further Development Applications will be submitted for the remainder of the sites within the Northern Precinct area.

In addition, it is noted that the Development Outcomes of the DCP state as follows:

*It is expected that the Centre could grow to encompass at least 130,000m<sup>2</sup> of retail floor space and 70,000m<sup>2</sup> of commercial/mixed use floor space, with flexibility to respond to changes in the staging and market needs.*

The above floor areas were revised with the Northern Precinct Plan and this matter is detailed below.

The proposal is generally consistent with the aims and objectives of the Northern Precinct area.

The proposal is considered satisfactory in regard to the provisions of DCP Part D Section 6 – Rouse Hill Regional Centre and can be supported.

#### 5. Compliance with DCP Part B Section 6 - Business

The following table indicates the proposal's compliance with the DCP requirements:

CLAUSE	DCP STANDARD	REQUIRED	PROPOSED	COMPLIANCE
2.1	Precinct Plans	Refer to Appendix A – Precinct Plan Maps Sheets 1 – 15.	There is no precinct plan applicable to the site.	NA

2.2	Site Analysis	<p>Land with a slope greater than 20% is not suitable for development.</p> <p>Development applications for proposals on land with a slope of between 15-20% must be accompanied by a geotechnical report.</p> <p>Disturbance to existing natural features is to be minimised.</p> <p>Development on land adjoining bushland reserves should incorporate measures (such as greater setback buffers) to prevent any impacts.</p>	The site has a slope of less than 20%. A geotechnical report was submitted to accompany the application which indicates that the site is appropriate for this form of development.	Yes
2.3	Development Sites	<p>The minimum site frontage requirement is 18 metres except Balmoral Road Release Area where the minimum is 60m.</p> <p>Consent may not be granted to an application that isolates an area of land that does not meet the minimum site area requirements.</p> <p>Ensure adequate provision of services has been made (water, sewer, energy, telecommunications and drainage).</p>	The site has a frontage which exceeds 18 metres. Appropriate services are available to the site.	Yes
2.4	Floor Space Ratio	Refer to Clauses 4.4 and 4.5 of LEP 2012 and Floor Space Ratio Maps.	There is no FSR applicable to the site under LEP 2012.	NA
2.5	Setbacks	Single and two storey retail / commercial development located along a public road may utilise a zero setback, other than in those site specific areas specified on the precinct plan maps.	The proposed works are in close proximity to Orchard Road (to be dedicated to Council) however the setback is approximately 15 metres from the boundary.	Yes
		For buildings greater than two storeys or 8 metres in height, the remaining storeys are to be set back within a building height plane of 45° starting from a height of 8 metres.	The proposed works currently sit within a large development site however upon development of the remainder of the site the proposed building will not be set back from the boundary.	No – see comments below.
		6m setback if opposite or adjacent to Residential, Special Uses or Open Space zones or as specified on the precinct plan maps in Appendix A.	The works are no opposite or adjacent to a Residential, Special	NA

		This area can only be used for landscaping and screening purposes or protection of ecological communities.	Uses or Open Space zone.	
		Redevelopment of any commercial / retail development, operating under existing use rights in a residential zone shall comply with the residential setback applying to the locality.	NA	NA
		Written consent is required from Integral Energy for developments proposed within an electricity easement.	There are no works proposed within an electricity easement.	NA
		Minimum 40m from the top of the bank of the creek or otherwise to the requirements of the relevant concurrence authority.	There are no works proposed within 4m of a creek.	NA
		For development affected by a road widening proposal, the minimum setback is measured from the new alignment.	NA	NA
2.6	Building Height	Refer to Clause 4.3 and 5.6 of Local Environmental Plan 2012 and Building Height Mapping Sheets for maximum building height requirements.	There is no height limit applicable to the site under LEP 2012.	NA
		The maximum height of buildings within the B2 Local Centre zone shall be 3 storeys or as specified on the precinct plan maps contained in Appendix A to this Section of the DCP.	The site is not zoned B2 Local Centre.	NA
		For development not in the B2 Local Centre zone, the maximum height of buildings shall be 2 storeys.	The pavilion building is three storey in height.	No – see comments below.
		For development within the B7 Business Park zone, located in Coonara Avenue, West Pennant Hills, identified on Sheet 4 of the precinct plan maps, no building shall have more than 4 floors.	NA	NA
2.7	Building Design & Materials	<p>All external walls of buildings shall be constructed of brick, glass, pre-cast exposed aggregate panels of similar material. However, use of new materials that generate a lower environmental cost will be considered on their merits.</p> <p>Under no circumstances will masonry block work be permitted on external</p>	The proposed external materials are appropriate for a retail/commercial development, will complement the existing town centre and are in keeping with the modern character	Yes

		<p>walls.</p> <p>Balconies/terraced areas adjacent to residential zones shall be suitably screened to prevent overlooking and privacy impacts on adjoining properties.</p> <p>All roof ventilators, exhaust towers and plant equipment is not to be visible from the public domain or residential area.</p> <p>Materials:</p> <ul style="list-style-type: none"> <li>• Use low reflectivity materials on facades.</li> <li>• Avoid materials that contribute to poor internal air quality.</li> <li>• Preference should be given to materials derived from renewable sources or those that are sustainable and generate a lower environmental cost, recycled material or materials with low embodied energy, better lifecycle costs and durability.</li> <li>• Designed in accordance with "Designing Safer Communities Guidelines" with visible entrances, no entrapment spaces and utilise anti-graffiti surfaces. Lighting should be unobstructed, appropriate and vandal proof.</li> <li>• Schedule of external finishes, perspective and landscaping details to be submitted with the DA.</li> </ul>	<p>of the area.</p> <p>Roof top plant will be screened.</p>	
2.8	Signage	Refer to Part C Section 2 – Signage of The Hills DCP 2012.	There is no signage proposed.	NA
2.9	Hours of Operation	Assessed on merit but must take into account the operation of loading docks, waste collection services and the use of cleaning/maintenance vehicles, out of hours.	The hours of operation are proposed to be consistent with the existing Town Centre.	Yes
2.10	Energy Efficiency	<p>The design of all buildings shall demonstrate passive solar design principles:-</p> <ul style="list-style-type: none"> <li>• Window placement;</li> <li>• Building orientation;</li> <li>• Shading;</li> <li>• Insulation;</li> <li>• Thermal mass;</li> <li>• Ventilation; and</li> <li>• Incorporation of suitable landscaping.</li> </ul>	The proposal includes solar design principles including window locations, shading devices, natural ventilation and high efficiency water fittings.	Yes

		Min 4 star greenhouse rating		
2.11	Biodiversity	Refer to Clause 7.4 – Biodiversity (Terrestrial) of LEP 2012.	The site is not identified as containing any threatened species.	NA
2.12	Erosion and Sediment Control	Erosion and Sedimentation Control Plans / measures to be considered.  The DA is to be accompanied with an Erosion and Sediment Control Plan (ESCP) prepared in accordance with “Managing Urban Stormwater – Soils and Construction” produced by the NSW Department of Housing.	Appropriate information has been provided. In addition, conditions have been recommended.	NA
2.13	Fencing	No fencing other than low ornamental type may be erected.  Fencing along rear boundaries adjacent to drainage or open space shall be integrated with the landscaping.  All chain-wire fencing is to be black or dark green.  Pre-painted solid metal fencing is not acceptable.  Fencing immediately adjacent to Bella Vista Farm Park conservation area shall be simple, low level, rural type timber construction.	There is no fencing proposed.	NA
	Landscaping and Tree Preservation	Existing trees, shrubs and groundcovers to be preserved where possible.  Landscaping is to harmonise with building designs and consist of trees, shrubs, ground covers and grass (Kikuyu is prohibited in landscaped or lawn area).  Landscaping is to be provided in accordance with Part C, Section 3 – Landscaping.  Grassed embankments are not to exceed 1:6.  All landscaped areas are to have a minimum width of 2.0m.  Endangered ecological communities to be preserved and maintained in accordance with a Vegetation Management Plan.	A landscape plan was provided which provides appropriate landscape works.	Yes

2.14	Clause Repealed			
2.15	Vehicular Access	<p>Access to a main road is not permitted where alternative access is available or can be acquired.</p> <p>Entry and exit in a forward direction</p> <p>Design to comply with Council's Work Specifications, BHDCP Part C, Section 1 - Parking and the Australian Standards.</p> <p>Driveways from public roads are to be:</p> <ul style="list-style-type: none"> <li>perpendicular to the road within the building setback;</li> <li>separated or divided at the property boundary for ingress and egress movements;</li> <li>sight distances are to be in accordance with Part D, Section 1 – Parking and Council's Design Guidelines for Subdivisions / Developments.</li> </ul>	<p>Vehicle access to the basement carpark has been approved under DA 1009/2017/JP and general civil works were approved under 1897/2016/HA.</p> <p>The proposal includes an extension of Civic Way which is considered to provide a safe vehicle access point through the site.</p>	Yes
		<p><u>Post Office Road, Glenorie</u> Located on the western side of Post Office Road, Glenorie, vehicular access shall be restricted and future access roads provided, as specified on Map Sheet No.5.</p>	NA	NA
		<p><u>Windsor Road, Kellyville</u> Located on the northern side of Windsor Road, Kellyville provision shall be made for rights of carriageway as specified on the Map Sheet No.6.</p>	NA	NA
		<p><u>Wrights Road, Kellyville</u> Located on the northern side of Wrights Road, Kellyville vehicular access shall be provided as specified on the development control map, Map Sheet No.12 to align with entry/exit from Wrights Road Reserve.</p>	NA	NA
2.16	Car Parking	<p>Address THDCP Part C, Section 1 – Parking.</p> <p>All driveway and parking areas to be screened by a minimum 2m wide landscaped strip.</p> <p>Parking areas are to have 2m wide</p>	Refer to comments in Section 6 below.	Refer to comments in Section 6 below.

		<p>landscaping strips at a rate of 1 for every 10 car parking spaces and between parking aisles.</p> <p>Stacked car parking will not be included in the assessment of the number of car parking spaces.</p> <p>Parking provision for parents with prams is to be provided in accordance with the requirements of THDCP Part C Section 1 – Parking.</p> <p>Disabled parking provision is to be provided in accordance with the requirements of Part D Section 1 – Parking and Council policy entitled “Making Access for All 2002”.</p>		
2.17	Bicycle Parking	<p>Bicycle: 2 spaces plus 5% of total spaces where the development exceeds 5,000m<sup>2</sup> (either new development or alterations and additions).</p> <p>Bicycle parking should be located in close proximity to the building’s entrance and clustered in lots not exceeding 16 spaces.</p> <p>Each bicycle parking space shall be not less than 1.8 metres in length and 600mm in width and shall have a bicycle rack system.</p> <p>Bicycle parking facilities within car parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops or other similar features.</p> <p>Consideration should be given to providing staff change rooms and washing facilities.</p>	A total of 51 bicycle spaces are required, with 58 bicycle spaces provided.	Yes
2.18	Loading Docks	<p>Not visible from public domain and must provide buffer landscaping treatments.</p> <p>Not visible from adjoining residential areas.</p> <p>Loading docks are not to transmit excessive noise.</p> <p>The number of required loading docks for certain development types is outlined within THDCP Part C, Section 1 – Parking. For all other development, a minimum of 1 loading dock space is required.</p>	<p>The proposal includes the expansion of existing loading docks to service the site.</p> <p>Based on the DCP and using the ‘mixed small shops’ and office criteria, a total of 27 docks are required for the retail component and 2 docks for the commercial</p>	No – see comments below.

			<p>component, being a total of 29 docks.</p> <p>Hours of operation for the loading docks will remain the same as currently approved.</p>	
2.19	Pedestrian Access and Movement	<p>Pathways and ramps to conform to AS 1428 – 1 – 1998 Design for Access and Mobility.</p> <p>All surfaces should be stable, even and non-slip.</p> <p>Street furniture and obstructions should be kept clear of pathways, while overhanging objects should not be lower than 2100mm above pathways.</p>	The proposal will comply with the BCA requirements and adequate circulation space is proposed within the centre.	Yes
2.20	Parenting Facilities	Parenting rooms are required for new retail developments or extensions of existing retail developments which exceed 3,000m <sup>2</sup> in gross floor area.	Parent facilities will be provided in accordance with the DCP.	Yes
2.21	Stormwater Management	<p>Two WSUD principles must be implemented into the development. These measures are:-</p> <ul style="list-style-type: none"> <li>• M1 Low Impact Building Design</li> <li>• M2 Low Impact Landscape Design</li> <li>• M3 Porous Paving</li> <li>• M4 Rainwater Utilisation – toilet, hot water</li> <li>• M5 Grey Water Utilisation – toilet</li> <li>• M6 On-site Infiltration System</li> <li>• M7 Stormwater Treatment System</li> <li>• M8 Infiltration or Retention Basin</li> <li>• M9 Stormwater Utilisation – irrigation</li> <li>• M10 Grey Water Utilisation – irrigation</li> </ul> <p>Details on the actions required to implement these measures are included in Appendix B – Water Sensitive Urban Design of the DCP.</p> <p>Consider satisfactory stormwater collection, discharge and drainage system design against Council's Work Specifications.</p> <p>Development proposals should not result in the filling of flood liable land or the erection of buildings on flood liable land.</p>	The proposal includes a number of WSUD measures including treatment of stormwater prior to discharge into Caddies Creek, use of two bio-retention basins and re-use of stormwater and rainwater.	Yes



		Reference should be made to the Restriction As to User on the title of the land, or the development consent to which the development is proposed in relation to requirements for on-site detention.		
2.22	Waste Management – Storage and Facilities	<p>All waste areas to be screened from the street and adjoining properties.</p> <p>Adequate storage for waste materials must be provided on site and are not to restrict access to parking spaces.</p> <p>Waste storage areas to be kept clean and tidy.</p>	Adequate arrangements are provided for waste management within the centre.	Yes
2.23	Waste Management	WMP required to be submitted and address demolition, construction and ongoing use requirements.	A waste management plan was provided and it considered satisfactory.	Yes
2.24	Heritage	All development should be in accordance with Part C Section 4 – Heritage and Clause 5.10 <i>Heritage Conservation</i> of The Hills LEP 2012.	The site is not heritage listed and does not adjoin a heritage listed property.	Yes
2.25	Development Contributions	Address Council's Section 94 Contributions Plans.	There are no contributions applicable to the development.	NA
2.26	Site Investigation	<p>A contamination assessment report is to be submitted with any Development Application for the Wrights Road Precinct as referred to on Sheet 12 in Appendix A 1.to this Section of the DCP.</p> <p>A validation report will be required at the completion of works to ensure the remediation is sufficient to enable appropriate use of the site.</p>	NA	NA
2.27	Pollution Control	<p>The use of mechanical plant and equipment may be restricted where sites are located near existing and proposed residential areas.</p> <p>Any machinery or activity considered to create a noise nuisance must be adequately soundproofed in accordance with the provisions of the Protection of the Environment Operations Act 1997.</p> <p>Incinerators are not permitted for waste disposal.</p>	The potential for impact to residential or adjoining property has been reviewed and is considered satisfactory.	Yes

**a. Height**

The Business DCP states that for buildings greater than two storeys or 8 metres in height, the remaining storeys are to be set back within a building height plane of 45o starting from a height of 8 metres. In addition, for development not in the B2 Local Centre zone, the maximum height of buildings shall be 2 storeys. Further, the Precinct Plan identifies varying heights across the site from 6 metres to 32 metres. The proposed pavilion building exceeds the Precinct Plan height. The Precinct Plan has an approved height of 12 metres while the proposed pavilion building has a height of 17 metres. Attachment 9 shows the Precinct Plan height. The applicant has submitted the following justification:

The applicant has submitted the following as justification:

*The maximum height of the proposed retail podium is 24.8m, which is generally consistent with the Level 2 Precinct Plan height controls. To limit the maximum building height of the retail podium to 2 storeys would be unreasonable for the purposes of a town centre and would not be consistent with the objectives of the approved Level 1 Masterplan or the Level 1 Precinct Plan. The proposed building height will not give rise to any adverse amenity impacts such as overshadowing or privacy.*

*In relation to the proposed height of the commercial office building (24.8m above existing ground; and 20.8m above finished podium level), this closely aligns with the height limits on the Maximum Building Heights Map (Sheet DA 011) as referred to in the Level 2 Precinct Plan DA approval. This part of the Interface Area/Northern Precinct is subject to a maximum building height above podium level of 20m, except adjacent to Civic Way where the height limit increases to 25m.*

**Comment:**

LEP 2012 does not contain any height limit for the site. The proposed built form outcome is considered to be satisfactory in regard to its relationship to the existing Town Centre and given the proposed heights of the two apartment buildings (not yet approved) which are 45.1 metres and 23.5 metres respectively.

The built form of the Town Centre expansion is considered to be satisfactory in regard to the setbacks from Windsor Road and Caddies Boulevard, with the works primarily sitting within the established Town Centre boundaries.

The proposed heights will be consistent with the existing Town Centre and will provide a uniform height across the site.

The proposed height is considered satisfactory.

**b. Loading Docks**

The DCP states that the number of required loading docks for certain development types is outlined within THDCP Part C, Section 1 – Parking. For all other development, a minimum of 1 loading dock space is required. Based on the DCP and using the ‘mixed small shops’ and office criteria, a total of 27 docks are required for the retail component and 2 docks for the commercial component, being a total of 29 docks. The proposal includes the expansion and reconfiguration of existing loading docks adjacent to Target and Big W to service the site.

The applicant has submitted the following as justification:

*The DCP Part C Section 1 – 2.9(i) states as follows:-*

*(i) Council may consider variations to the standards required by Table 5 in circumstances where the applicant is able to demonstrate compliance with the objectives of this Section of the DCP by alternate means.*

*In this regard, the mixed use nature of the proposed retail podium in a town centre allows for the DCP loading bay requirements to be flexibly applied. The design of the two loading docks fulfil the objectives of Section 2.9 of the DCP by:-*

- *the on-site access for service vehicles is appropriate for the proposed retail uses;*
- *the proposed loading and delivery areas will be suitable for the use of the retail podium;*
- *the two loading docks have been designed to meet the needs of the development; and*
- *safety and amenity has been well-considered (a CPTED report is provided).*

**Comment:**

The objectives of the DCP are as follows:

- (i) *To provide suitable access on-site for service vehicles, for the purpose of loading and/or delivering goods.*
- (ii) *To ensure that types of loading and delivery areas are suited to the needs of the development.*
- (iii) *To ensure that adequate numbers of loading and delivery areas are allocated for appropriate types of service vehicles.*
- (iv) *To protect neighbourhood amenity and safety in the design and construction and operation of loading and service areas in accordance with Council's ESD objective 7.*

The proposed reconfigured and expanded loading docks are considered to be adequate to cater for the development. The loading docks are located to service the entire expansion area with service passages provided behind shops to increase the serviced area. The applicant has identified that the proposed loading docks will be adequate for the additional retail area.

## **6. Parking Assessment**

The below parking assessment has been undertaken as a combined assessment for both the Town Centre expansion and apartment development.

### **a. Parking Requirements for the Existing Town Centre**

The current approval for the Town Centre (DA 1824/2006/HB) requires the provision of the following:

*The provision and maintenance thereafter of 3,317 carparking spaces. These spaces comprise:-*

- a) *Basement Carpark containing 2,482 spaces;*
- b) *Permanent on-grade parking adjacent to Schofields Road containing 175 spaces;*
- c) *Temporary on-grade parking on rail corridor containing 103 spaces;*
- d) *On-street parking containing 157 spaces. This includes three (3) x five (5) minute drop off spaces that are required to be provided on Civic Way immediately outside the library; and*
- e) *Temporary on-grade parking on the rail corridor containing 400 spaces.*

*The development provides a total floor area of 68,141m<sup>2</sup> comprising 63,720m<sup>2</sup> of retail area (gross leaseable floor area) and 5,607m<sup>2</sup> (gross floor area) of commercial area (which includes 2265m<sup>2</sup> of learning space and 3342m<sup>2</sup> of customer service and commercial space in Quadrant B). The above carparking spaces include a provision of 140 spaces (comprising 86 spaces associated with Council's library and community centre and 54 spaces associated with the commercial floor space) for the library and community centre building which is the subject of a separate Development Application.*

**b. Parking Required under DA 1009/2017/JP**

The current approval for the basement parking (DA 1009/2017/JP) requires the provision of the following:

**2. Number of Parking Spaces**

- a. *The provision and maintenance of the following permanent parking spaces:*

*Basement Level 1 – 1050 spaces - general parking for the retail and entertainment uses.*

*Basement Level 2 – 112 spaces, of which 89 spaces will be for the future residential apartments and 23 spaces for commercial tenants.*

*The parking includes 28 accessible parking spaces, comprising 23 spaces on Basement Level 1 and 5 spaces on Basement Level 2.*

*In addition, 22 motorcycle spaces also required to be provided within the basement parking area.*

*A total of 58 bicycle spaces are to be provided either within the basement parking area or at ground/podium level.*

- b. *Overall, within the existing Town Centre and Town Centre expansion area, the following permanent spaces are to be provided:*

*3649 spaces for retail, commercial and entertainment uses; and  
100 on-street spaces.*

- c. *In addition to the above, a temporary car parking area is provided which contains 150 spaces (approved under DA 1897/2016/HA).*

In regard to the above consent, the applicant has submitted Modification Application 1009/2017/JP/A which sought to amend parking numbers. The proposal seeks to reduce the parking via a modification to Condition 2 as follows:

**2. Number of Parking Spaces**

- a. *The provision and maintenance of the following permanent parking spaces:*

*Basement Level 1 – 908 spaces - general parking for the retail, commercial and entertainment uses.*

*Basement Level 2 – 170 spaces.*

*The parking includes 27 accessible parking spaces, comprising 19 spaces on Basement Level 1 and 8 spaces on Basement Level 2.*

In addition, 22 motorcycle spaces also required to be provided within the basement parking area.

A total of 58 bicycle spaces are to be provided either within the basement parking area or at ground/podium level.

- b. Overall, within the existing Town Centre and Town Centre expansion area, the following permanent spaces are to be provided:

3451 spaces for retail, commercial and entertainment uses; and  
110 on-street spaces.

- c. In addition to the above, a temporary car parking area is provided which contains 150 spaces (approved under DA 1897/2016/HA).

The above modification has not yet been approved however no objection is raised in principle to the modified parking numbers.

**c. DCP and Precinct Plan Parking Rates**

The DCP requires parking to be provided at a rate of 1 space per 18.5m<sup>2</sup> of gross leasable floor area (GLFA) for retail shops and 1 space per 25m<sup>2</sup> for commercial premises (building and office premises).

It is noted that Condition 23 of the Town Centre Precinct Plan (1581/2005/HB) allowed parking in the Town Centre core to be provided at a rate of 1 space per 23m<sup>2</sup>.

**d. Proposed Works**

The existing Town Centre parking includes 27 spaces on Rouse Hill Drive and 171 spaces within the open air parking area adjoining Rouse Hill Drive (interface area) which will be lost due to the proposed works under DA 1897/2016/HA for the civil and infrastructure works and the current applications.

The original approval for the basement parking (DA 1009/2017/JP) required a total of 1162 permanent spaces and 150 temporary spaces within the expanded carpark.

The proposed modified carpark (Modification Application 1009/2017/JP/A) provides 1078 permanent spaces and 150 temporary spaces (which were originally approved under DA 1897/2016/HA but which were subsequently amended and approved under DA 1595/2020/HA).

In terms of approved total parking numbers for the existing Town Centre and approved carparking, the approval requires 3649 parking spaces provided for the retail, commercial and entertainment uses and 100 on-street parking spaces.

**Parking Assessment for DA 1007/2019/JP**

The DCP requires parking to be provided as follows for an apartment development:

**DCP Parking Rate:**

1 bedroom – 32 units @ 1 space/ dwelling = 32

2 bedroom – 106 units @ 1.5 space / dwelling = 159

3 bedroom units – 16 units @ 2 spaces/ dwelling = 32

Visitor parking – 1 space per 5 dwellings = 31 spaces (30.8).

Total spaces required = 254 (253.8) spaces

The Apartment Design Guide (ADG) requires parking to be provided at the RMS rate as follows

RMS Parking Rate (under ADG):

1 bedroom – 32 units @ 0.6 spaces per 1 bedroom unit = 19.2

2 bedroom – 106 units @ 0.9 spaces per 2 bedroom unit = 95.4

3 bedroom units – 16 units @ 1.40 spaces per 3 bedroom unit = 22.4

Visitor parking – 1 space per 5 dwellings = 31 spaces (30.8).

Total spaces required = 168 (167.8) spaces

As the ADG states that the prevailing rate for parking is the RMS rate, the proposed apartment development requires a total of 168 spaces.

**Parking Assessment for 968/2019/JP**

The proposed floor areas for the proposed Town Centre expansion comprise:

14,173m<sup>2</sup> of retail floor space;  
2,324m<sup>2</sup> of leisure and entertainment space; and  
4,795m<sup>2</sup> of commercial floor space.

As there is no specific end user of the leisure and entertainment space proposed at this time and given the Town centre location, it is considered reasonable to consider the leisure and entertainment floor area at a retail rate.

DCP retail rate of 1 space per 18.5m<sup>2</sup> GLFA @ 16,497m<sup>2</sup> = 892 (891.7) spaces  
Previously agreed parking rate for retail use of 1 space per 23m<sup>2</sup> GFA @ 16,497m<sup>2</sup> = 718 (717.3) spaces

DCP commercial rate of 1 space per 40m<sup>2</sup> GFA (commercial centre parking rate) @ 4795m<sup>2</sup> = 120 (119.8)

Based on the use of the reduced retail rate for Rouse Hill of 1 space per 23m<sup>2</sup> GLFA, the proposed expansion works require the provision of 838 spaces for the retail, entertainment and commercial uses.

**e. Request for Reduction in the ADG Visitor Parking Rate Provision of the Residential Visitor Spaces within the Retail Carpark**

The ADG requires visitor parking to be provided as follows:

Visitor parking @ 1 space per 5 dwellings (154 units) = 31 spaces (30.8).

The applicant has proposed to provide visitor parking at a rate of 1 space per 10 dwellings which requires 16 (15.4) spaces.

In addition, the applicant has proposed that the visitor parking for the apartments be provided on general retail parking level. The applicant has provided a Traffic Impact Assessment to support the proposal which identifies peak times for parking

The applicant has submitted the following as justification:

*There is a reference to the non-compliance with the visitor parking requirements in the DCP (i.e. 154 apartments divided by 5 = 31 spaces) in the compliance table. That mirrors the commentary of the Traffic and Transport Report prepared by Aecom where they calculate the total parking requirements against the DCP and RMS requirements in both of which the rate is the same (i.e. one visitor space per 5 units).*

*In the Aecom report they refer to the rate of 1 visitor space per 10 units as part of the overall proposed parking supply for the residential buildings of 185 spaces. This rate of 1 per 10 units is the same rate as was approved for one of two 'sleeve sites' residential flat buildings fronting Caddies Boulevard (DA's 906/2015/JP and 965/2015/JP). That rate was approved having regard to the proximity of the two buildings to the town centre, the Metro station and the basement parking for the Town Centre. Buildings A and B are similar in all respects, hence the appropriateness of the 1 visitor space per 10 apartments rate.*

*In the case of DA 965/2015/JP, the rate of visitor parking approved (7 for 94 units) was actually one visitor space per 13.4 units. This was though in part due to the highly constrained configuration of the site. If it hadn't been so constrained a rate of 1 visitor space per 10 units would have applied, the same as for DA 905/2015/JP.*

*In the case of DA 905/2015/JP, the rate of visitor parking approval (6 for 60 units) is one visitor space per 10 units, which is the same rate adopted for Buildings A and B. For the above two approvals for the sleeve sites, consideration was given to the close physical proximity of the buildings to high frequency public transport and the Town Centre basement car park. Additionally, it was noted that the DCP visitor parking rate is the same for a building in the Rouse Hill Town Centre within each walking distance of the Metro as for a residential flat building not in the Town Centre and not within walking distance of a Metro station.*

*In summary, a rate of 1 visitor space per 10 apartments is justified having regard to the Town Centre location of Buildings A and B, the high level of accessibility via public transport, and the application of the same rate to a residential flat building elsewhere in the Town Centre.*

In regard to the strategy to manage the operation of the visitor parking on the retail level, the applicant has advised as follows:

- *Generally residential visitors will have access to the carpark as follows:*
  - *3 hours free parking until 6pm*
  - *Free parking after 6pm*
- *The carpark access system will be used to provide access for up to 15 spaces with no time limit to be accessed by residential visitors on a daily basis.*
- *This will be reset on a daily basis to ensure that visitor spaces in the retail carpark aren't abused.*
- *It is not proposed to provide a specific area for residential visitor car parking due to the quantum of car parking that are forecast to be unoccupied in the B1 car park. The park assist system will direct Residential Visitors to free car parking spaces within the car park, and therefore a dedicated area is not considered necessary.*

**Comment:**

The proposal requires the provision of 31 visitor spaces, with the applicant proposing to provide 15 spaces.

The principle of the Rouse Hill DCP is:

*Provide carparking for multi dwelling housing and residential flat buildings at rates which recognise the close proximity of public transport, shops and other facilities and that the rear loading will facilitate greater on street parking for visitors.*

The proposal has been considered having regard to the location of the site within a Town Centre location and the proximity to the existing bus transit centre and the rail line. Given the high level of accessibility to existing public transport and the location which is serviced by a variety of retail and business uses, the reduced level of visitor parking is considered satisfactory.

The high level of accessibility to existing public transport will promote a reduction in car dependency and encourage walking, cycling and use of public transport. The existing bus transitway and rail link are convenient in terms of location and accessibility and are likely to be highly utilised.

In regard to the provision of visitor parking on the B1 retail level, no objection is raised to this arrangement subject to the provision of a minimum of 16 visitor spaces which represents 1 space per 10 units. In addition all visitor parking spaces are required to be provided as free parking spaces for an unlimited time period (See Condition 3).

On the basis of the location in proximity to the Town Centre and existing public transport, the reduced visitor parking rate is considered satisfactory and is supported.

#### **f. Combined Parking for Proposed Works**

The parking provided under DA 1009/2017/JP/A (as modified) will provide a total of 1078 spaces within the basement levels comprising:

Basement Level 1 – 908 spaces - general parking for the retail, commercial and entertainment uses.

Basement Level 2 – 170 spaces.

Basement Level 1 will contain 908 spaces for the retail, commercial, entertainment uses and visitor parking for the residential apartments.

Based on the use of the reduced retail rate for Rouse Hill of 1 space per 23m<sup>2</sup> GLFA, the proposed expansion works require the provision of 838 spaces for the retail, entertainment and commercial uses.

In addition, 16 spaces are required for the residential visitor parking. As such an overall total of 854 spaces are required.

Basement Level 2 will contain 170 spaces for residential use. Based on the ADG requirements, the proposed apartment development requires a total of 168 spaces.

#### **g. Overall Parking for Proposed Works**

As the proposed retail and commercial works effectively provide an extension of the existing Town Centre, with the carparking linked and factoring in the loss of existing at-grade parking



located on the interface area, an assessment of the overall parking for retail and commercial uses has been undertaken.

Overall, within the existing Town Centre and Town Centre expansion area, the following permanent spaces are to be provided:

3451 spaces for retail, commercial and entertainment uses; and  
110 on-street spaces.

Whilst the car parking rates differ for the varying uses, the following parking assessment has been undertaken:

63,720m<sup>2</sup> GLFA retail @ 1 space per 23m<sup>2</sup> (under DA 1824/2004/HB) = 2771 (2770.4) spaces  
5,607m<sup>2</sup> GFA of commercial area @ 1 space per 25m<sup>2</sup> (under DA 1824/2004/HB) = 225 (224.3) spaces

16,497m<sup>2</sup> GLFA retail @ 1 space per 23m<sup>2</sup> (proposed under 968/2019/JP) = 718 (717.3) spaces

4795m<sup>2</sup> GFA commercial @ of 1 space per 40m<sup>2</sup> GFA (commercial centre parking rate) @ = 120 (119.8)

Combined retail and commercial parking required: 3834 spaces.

Proposed retail and commercial parking: 3561 spaces (shortfall of 273 spaces)

In addition 170 spaces are provided in Basement Level 2 for the residential units. The proposed parking numbers factor in the loss of existing parking in the interface areas.

The applicant has submitted the following to justify the proposed parking:

- *the existing RHTC (i.e. Stage 1) currently provides 2,694 on-site car parking spaces and 127 on-street spaces, giving a total of 2,821 spaces;*
- *with an approved retail GLFA in Stage 1 of approximately 63,700m<sup>2</sup> this total supply equates to a rate of approximately 1 on-site space per 23.6m<sup>2</sup> of retail GLFA and 1 space per 22.6m<sup>2</sup> of retail GLFA when the on-street spaces are taken into consideration. The approved commercial GLFA in Stage 1 is 5,607m<sup>2</sup> of which 2,265m<sup>2</sup> is referred to as "learning space" which we believe to be the library (which is 2,263m<sup>2</sup>). When the Stage 1 consent was granted, 140 spaces were required for the non-retail component, of which 86 were for the library and 54 were for the commercial space, which equates to 1 space per 43.4m<sup>2</sup> of commercial space (2,344 ÷ 54 = 43.4).*
- *of the 127 on-street spaces, 27 are on Rouse Hill Drive;*
- *as part of the approved civil and infrastructure works proposed in DA 1897/2016/HA, 198 spaces will be "lost" (i.e. 171 spaces in the two surface car parks in the interface area and 27 spaces on Rouse Hill Drive), but a temporary car park will be provided with access off Caddies Boulevard which will contain 150 spaces;*
- *additionally, when the new basement car park, once approved, is under construction and demolition occurs in the interface area, there will be a temporary "loss" of 3,125m<sup>2</sup> of existing retail GLFA which will temporarily reduce parking demand by 134 (at a rate of 1 space per 23.25m<sup>2</sup> of retail GLFA) spaces;*
- *the approved basement car park, once complete and if amended in line with the current Section 4.55 application, will provide 908 shopper spaces in addition to the*

2,496 non-residential on-site spaces in the existing Town Centre, giving a total of 3,404 on-site spaces, plus 100 residual on-street spaces;

- the net additional retail GLFA which is proposed is 14,173m<sup>2</sup> plus 2,324m<sup>2</sup> of entertainment and leisure floor space on Level 1 of the proposed podium equating to a total net additional retail and leisure/entertainment floor space of 16,497m<sup>2</sup>;
- applying the Stage 1 rate of 1 space per 23m<sup>2</sup>, the additional space equates to a demand for 717 spaces whereas 908 shopper spaces are proposed;
- additionally, 4,795.2m<sup>2</sup> of commercial office GFA is proposed which at a rate of 1 space per 40m<sup>2</sup> equates to a demand for 120 spaces;
- these 120 spaces will be provided in the Basement Level 1 carpark.
- all past surveys of the existing parking supply for Stage 1 of the RHTC undertaken by GTA on behalf of GPT and by Fred Gennoui on behalf of Council have demonstrated that the available supply satisfies normal peak demand, therefore the additional basement parking to be provided in approved DA 1009/2017/JP will be more than sufficient to meet the needs of the proposed Stage 2 town centre expansion.

The provisions in Part D, Section 6 of the DCP provide the following parking requirements:-

Use	Yield	Parking rate	Parking requirements
<b>Residential</b>			
1-bed apartments	32	0.6 per unit	19 spaces
2-bed apartments	106	0.9 per unit	95 spaces
3-bed apartments	16	1.4 per unit	22 spaces
Visitors	-	1 per 10 units	15 spaces
<b>Total</b>	<b>154</b>		<b>151 spaces +</b>
<b>Retail</b>	16,497m <sup>2</sup>	4.3 spaces per 100m <sup>2</sup>	<b>709 spaces +</b>
<b>Commercial</b>	4,795m <sup>2</sup>	1 space per 40m <sup>2</sup>	<b>120 spaces +</b>
<b>Total</b>			<b>= 980 spaces</b>

The proposed provision of car parking is as follows:-

Use	Proposed quantum
Residential use in Basement Level 2	<b>170 spaces +</b>
Retail, commercial, and residential visitors ("blended arrangement") in Basement Level 1	<b>908 spaces +</b>
General centre use on-street parking spaces located along Civic Way	<b>10 spaces +</b>
<b>Total</b>	<b>= 1,088 spaces</b>

The proposed provision of a total of 1,088 parking spaces is therefore adequate for the parking uses proposed in the Rouse Hill Town Centre.

In relation to the blended parking arrangement on Basement Level 1, car parking demand within mixed use developments generally varies, with different land uses experiencing peak car parking demand during different times of the day / week. This is the case for the peak

*retail and commercial car parking demand occurring during different times. Therefore, there are opportunities to provide a blended car parking strategy for retail and commercial car parking within the Basement 1 car parking level.*

*Furthermore, the introduction of the Sydney Metro Northwest station at Rouse Hill was expected to alter travel mode patterns in the area with an aim to increase public transport usage to and from the centre as stated in the principles of the RHTC DCP and reducing the car parking spaces is an effective way to encourage public transport patronage. Furthermore, the RHTC management team may also consider ways to maximise the car park capacity for short stay customers of the centre through consultation with the retail and commercial tenancies to possibly reduce staff car parking on the site.*

**Comment:**

The applicant has submitted a detailed traffic and parking report which has considered the existing road network, traffic generation, including traffic modelling, consideration of other similar centres, required road upgrade works, public transport, parking surveys for the centre and related considerations. The report has concluded that adequate parking will be available to cater for customers to the centre.

The objectives of the DCP are:

- (i) To ensure the safety of all road users in commercial/retail areas.*
- (ii) To ensure that all carparking demands generated by the development are accommodated on the development site.*
- (iii) To ensure the free flow of traffic into and out of the development and the surrounding street network.*
- (iv) To ensure that the provision of off-street parking facilities does not detract from the overall visual amenity and character of the neighbourhood in relation to streetscape in accordance with Council's ESD objective 7.*

The proposal has been reviewed by both the RMS and Council's Manager Infrastructure and Transport Planning. The RMS comments are included below. Council's Manager Infrastructure and Transport Planning has advised that the anticipated signals at the intersection of Commercial Road, Caddies Boulevard and the Green Hills Drive extension. A condition has been recommended which requires the installation of signals at the existing T-junction of Commercial Road and Caddies Boulevard. The condition also makes provision for the potential development of Lot 5 DP 30916 Commercial Road which is the subject of a Development Application for a subdivision creating one residential lot and one open space lot including new road (Green Hills Drive extension) (DA 1552/2020/ZA).

The proposed works to the road network will ensure that road users within the Town Centre have a safe and direct route through and within the Town Centre.

The applicant has installed a dynamic parking system within the existing centre and this system will be installed within the new parking areas. The dynamic parking system includes signage on the surrounding roads to identify areas where parking is available and the number of spaces available, and within the carparking area identifies available spaces. This system will ensure that customers are able to identify areas of available parking either at street level or within the carparking areas, can locate a space, park quickly and conveniently and will assist in minimising congestion on local roads and within the carparking areas. The dynamic system will be installed as part of the preceding Development Application 1009/2017/JP for the basement which serves the Town Centre expansion.

The Town Centre expansion and apartment developments are also serviced by the existing Sydney Metro and bus transit system which provides an alternate transport to key centres such as Castle Hill, Chatswood and the City. The available public transport provides a transport option for visitors to the centre and will assist in reducing reliance on private vehicles.

On the basis of the above the proposed parking variation is considered satisfactory

#### **h. Design of Parking**

The proposed carparking will link to the existing Town Centre parking and access will be available between the parking areas.

The design of the basement parking is similar to the existing parking. The pay parking scheme which is currently used in the existing Town Centre parking will be extended to the proposed parking. This system includes dynamic signage which confirms the number of available parking spaces in certain locations and bay sensors to indicate available and occupied spaces.

The parking area has been designed to be consistent with the existing centre in terms of its design and levels. The proposed basement parking will align with the existing parking to ensure that customers can travel between the parking areas to ensure ease of access.

The vehicle entry and exit points will be sign posted in order to provide clear access points for visitors to the centre.

The parking area includes a travelator, lifts and staircase to provide access to/from the carpark and retail podium level. In addition, two separate lift lobbies are provided for access to the future residential apartments within the Town centre expansion area.

The design of the parking is considered satisfactory.

#### **7. Compliance with the Masterplan**

Development Consent 1604/2004/HB for the Masterplan was approved by Council on 26 March 2004. The Masterplan comprised both conditions of consent and a series of plans. The approved Masterplan contains a number of conditions of consent which apply to the site, however there are no specific conditions which directly relate upon the site. The proposal is generally in accordance with the conditions of consent.

The following comments relate specifically to the Northern Precinct Plan. The approved land use plans identify the site as being used as the 'town centre core' which was described in the Masterplan as:

*The Town Centre is comprised of two distinct components - a Town Centre Core area and the Town Centre Frame area. The following is a summary of the key principles developed to guide both the Masterplan and the future detail design of the Town Centre:*

- *Create mixed use as a driver for development and point of difference;*
- *Provide a diversity and variety of special gathering spaces;*
- *Ensure pedestrian connectivity and permeability;*
- *Express strong presence for civic / community uses;*
- *Create a fine grain, permeable and connected public realm;*
- *Achieve integrated land use and transport;*
- *Create a robust structure;*
- *Ensure a convenient access experience for all;*

- *Create strongly defined public spaces where buildings relate to the street, public realm or pedestrian areas;*
- *Provide comfort in public spaces;*
- *Create an authentic architectural diversity.*
- *Ensure a vibrant animated public realm;*
- *Create an activated and safe centre; and*
- *Create predominantly underground parking as a key driver in the Town Centre core so that there is no impact on the public realm.*

The application meets the key principles of the Masterplan as the proposal will provide a mixed use environment which provides opportunities for new retail uses, gathering places and a high level of pedestrian connectivity to both the existing Town Centre and the existing public transport links. The design of the buildings provides a modern character which is in keeping with the existing Town Centre but still provides an updated external façade and materials which allows a link between the existing and proposed works.

It may be noted that the Precinct Plan approved a number of variations to the approved Masterplan plans, some of which relate to the subject application. The variations were in regard to open space location, road location, residential density and height. These matters were addressed at that time and were considered satisfactory.

The proposal is considered to be satisfactory in regard to the Masterplan.

## **8. Compliance with the Northern Precinct Plan and Built Form Guidelines**

Development Application 354/2013/HB for the Town Centre Precinct Plan was approved by Council at its Ordinary Meeting on 09 December 2014. The Precinct Plan approval included conditions of consent, approved plans and Design Guidelines. The following addresses the proposal's compliance with these provisions.

### **a. Compliance with Conditions of Consent**

The following conditions of consent are relevant to the current proposal.

<b>Condition</b>	<b>Comment</b>	<b>Satisfactory</b>
<b><u>1. Development in Accordance with Submitted Plans</u></b> The development being carried out in accordance with the following approved plans and details, stamped and returned with this consent except where amended by other conditions of consent (list of plans).	The proposal is generally consistent with the approved plans with the exception of height – see comments below.	Yes
<b><u>4. Level 3 Development Applications for Construction Works</u></b> Separate Development Applications (known as Level 3 DAs) are to be submitted for any construction works within the Northern Precinct and are to be generally in accordance with the approved Masterplan and as modified by 1604/2004/HB/A and Northern Precinct Plan. All Level 3 Development Applications are to be in accordance with the final endorsed Design Guidelines.	The subject application is a level 3 Development Application.	Yes

<p><b><u>6. Limit on Floor Space</u></b>  Approval is granted to a total allocation of 191,400m<sup>2</sup> of retail and commercial floorspace, comprising 130,000m<sup>2</sup> of retail floorspace and 61,400m<sup>2</sup> of commercial floorspace, to be distributed across the Northern Precinct, Interface Area and the Town Centre.</p> <p>A reconciliation schedule shall be created and maintained to the satisfaction of Council's Group Manager – Environment and Planning with new details submitted with each Level 3 DA involving retail and commercial floor space additions within the Northern Precinct, Interface Area or the Town Centre Core Precinct.</p>	<p>A reconciliation schedule will be provided for all relevant applications as required.</p>	<p>Yes</p>
<p><b><u>8. Works within a Public Road</u></b>  Any works within a public road including a pedestrian bridge, traffic bridge or retail/commercial floor area is subject to the further approval of Council. The proposal will have regard to impacts on traffic flow, pedestrian access and safety.</p>	<p>There are no works proposed within a public road.</p>	<p>Yes</p>
<p><b><u>10. Publicly Accessible Areas Management Plan</u></b>  Prior to the issue of the first Occupation Certificate for any buildings within the Northern Precinct, a separate plan of management for public areas is to be submitted to and endorsed by Council based on the principles of the existing Publicly Accessible Areas Management Plan (PAAMP) for the Rouse Hill Town Centre, or, the areas included within the Northern Precinct be included within the existing PAAMP which is to be endorsed by Council.</p>	<p>The applicant has commenced preliminary discussions regarding the provisions of an updated PAAMP. This matter will be reported separately to Council.</p>	<p>Yes</p>
<p><b><u>14. Acoustic report</u></b>  a. An acoustic report is required to be submitted to assess the impact of any activity which may acoustically impact other uses (both within and external to the Rouse Hill Regional Centre). Such noise generating activities may include loading docks, outdoor seating, outdoor markets, late trading premises, and premises where alcohol is sold.  b. An acoustic report is required to be submitted for all proposed residential buildings within the Precinct.</p>	<p>The proposal has been accompanied by an acoustic report.</p>	<p>Yes</p>

<p>The acoustic report shall assess acoustical impacts of:</p> <ul style="list-style-type: none"> <li>Existing and proposed adjoining land uses within and external to the Precinct (Criteria: NSW Industrial Noise Policy);</li> <li>Road traffic noise (Criteria: Clause 102 of State Environmental Planning Policy (Infrastructure) 2007);</li> <li>Rail noise and vibration (Criteria: Cause 87 of State Environmental Planning Policy (Infrastructure) 2007).</li> </ul>		
<p><b><u>18. Transport for NSW and RMS Requirements</u></b>  The following is required by Transport for NSW and RMS:  (Detailed list of requirements)</p>	<p>Transport for NSW (RMS) have reviewed the proposal and raise no objection – see comments below.</p>	<p>Yes</p>
<p><b><u>20. RailCorp Requirements</u></b>  In accordance with the letter dated 12 December 2012, all future Level 3 Development Applications requiring concurrence from RailCorp (or any subsequent relevant authority) are required to comply with any requirements from that Authority.</p>	<p>Sydney Metro (formerly known as RailCorp) have reviewed the proposal and raise no objection – see comments below.</p>	<p>Yes</p>
<p><b><u>21. NSW Police Requirements</u></b>  All Level 3 Development Applications are required to have regard to the requirements of 'Safer by Design'.</p>	<p>The proposal has been referred to Castle Hill Police for review and comment.</p>	<p>Yes</p>

## **b. Compliance with Approved Plans**

Condition 1 states as follows:

### **1. Development in Accordance with Submitted Plans**

The development being carried out in accordance with the following approved plans and details, stamped and returned with this consent except where amended by other conditions of consent.

#### **REFERENCED PLANS AND DOCUMENTS**

DRAWING NO.	DESCRIPTION	DATE
DA 003	Land Use Plan – Ground Floor	August 15, 2014
DA 004	Land Use Plan – Level 1	August 15, 2014
DA 005	Land Use Plan – Level 2 and Above	August 15, 2014
DA 006	Land Use Plan – Basement Levels	August 15, 2014
DA 007	Public Realm Plan	August 15, 2014
DA 008	Pedestrian and Cyclist Circulation Plan	August 15, 2014
DA 009	Road Hierarchy Plan	August 15, 2014

DA 010	Loading and Carpark Access Plan	August 15, 2014
DA 011	Maximum Building Heights	August 15, 2014

Comments regarding compliance with the plans are as follows:

- (i) DA 003, Land Use Plan – Ground Floor - the plan identifies the site as being for retail and/or community and for mixed use commercial and/or residential and/or retail. The proposal is consistent.
- (ii) DA 004, Land Use Plan – Level 1 - the plan identifies the site as being for retail and/or community and for mixed use commercial and/or residential and/or retail. The proposal is consistent.
- (iii) DA 005, Land Use Plan – Level 2 and Above – the plan identifies the site as being for residential, mixed use commercial and /or residential and/or retail and commercial. The proposal is consistent.
- (iv) DA 006, Land Use Plan – Basement Levels – the plan identifies the site as being for commercial and retail carpark. The proposal is consistent.
- (v) DA 007, Public Realm Plan - the plan identifies areas of public realm and shows ‘Town Green’ as being a ‘major public gathering space’. The proposal is consistent.
- (vi) DA 008, Pedestrian and Cyclist Circulation Plan - the plan identifies areas of pedestrian and cyclist circulation. The proposal is consistent.
- (vii) DA 009, Road Hierarchy Plan - the plan identifies the road hierarchy. The proposal is consistent.
- (viii) DA 010, Loading and Carpark Access Plan - the plan identifies the loading and car park access points. The proposal requires reconfiguration of the existing Targets and Big W loading docks to cater for the proposed development. Carpark access was considered as part of the preceding basement car park Development Application. The proposal is consistent.
- (ix) DA 011, Maximum Building Heights – the plan identifies varying heights across the site from 6 metres to 32 metres. The proposed pavilion building exceeds the Precinct Plan height. See comments above.

### **c. Built Form Guidelines**

The approval for the Precinct Plan was accompanied by a detailed set of Built Form Guidelines as required by Condition 3 of the Masterplan which states as follows:

### **3. Precinct Plans**

*Detailed urban design guidelines are to be submitted for the Town Centre Core, Town Centre Frame, Central, South, East and Northern Precincts, with the first development application for each precinct.*



The Built Form Guidelines guide the development within the broader precinct area and support the DCP. The following details the proposal's compliance with the Precinct Plan which are relevant to the subject site or the form of development:

<b>Section</b>	<b>Required</b>	<b>Provided</b>	<b>Complies</b>
Section 3.3.3: Objectives and Strategies: Street Edge Alignment (Setbacks)	Setbacks vary from 0m, 0-1m, 1m, 3m and 5m.	The proposed works have a setback which varies along Civic Way from a nil setback.	No – see comments below.
Section 3.3.3: Objectives and Strategies: Building Access	Building entries should be appropriate to building use and should be defined and identifiable as distinct elements along the street.	The proposal provides direct entries from the street into the retail tenancies. The entry points will be identifiable within the street/lane frontages and will be distinct from residential entries.	Yes
Section 3.4: Strategic Sites	The site contains 'Gateway Sites' (at the entry points from Windsor Road and Caddies Boulevard which should contain an architecturally significant façade and/or corner treatment and 'Civic Way Active Edges' along Civic Way which are required to have an active fine grain building use at the ground floor to extend the mixed use experience on the streetscape.	The proposed design of the strategic sites will have a satisfactory architectural outcome. A variety of materials and façade treatments are proposed which will ensure that the external façade provides a modern external design. The precinct areas within the expansion area will have a varied material palette to differentiate between the precincts.	Yes
Section 4.1: Central District: Overall Structure	An expansion of the existing form of the Town Centre Core. A mixed use precinct with emphasis on retail and may also include residential, commercial, and community uses.	The proposal provides a variety of uses in the expansion area including retail, commercial and leisure activities.	Yes
Section 4.1: Central District: District Character	Elements defining the character of the Central District include: - Built form surrounding the Town Green to clearly define the central public space. - Cohesive building character to create a sense of a unified	The proposal includes an appropriate built form interface with the Town Green, a modern building character in keeping with the desired future development of the area, interface between uses which will promote street activation and a high level of	Yes

	<p>district and destination.</p> <ul style="list-style-type: none"> <li>-Comfortable and continuous interfaces between private realm and public realm (includes awnings, street trees, grade changes).</li> <li>-Streets have strong pedestrian-friendly character with traffic calming and clearly defined pedestrian crossings.</li> </ul>	walkability and accessibility through the street and laneways.	
Section 4.2: Central District Built Form: Street Edge Alignment	Continuous built form along Rouse Hill Way/West Gate and upper mixed uses levels to create a uniform entrance statement, colonnades, verandahs and balconies permitted to face Town Green, and works permitted to span Civic Way.	The proposed built form provides a continuous entry statement to the site from Windsor Road and allows easily identifiable access points for customers. Appropriate passive surveillance will be provided to Town Green and the adjoining built form will complement the open space area.	Yes
Section 4.2: Central District Built Form: Corner Treatments	Corner treatments are encouraged at both ends of Civic Way and both main entry point from Windsor Road and Caddies Boulevard. Corners can be expressed using techniques such as facade articulation, distinctive roof forms, materials, colours, and signage.	The corner treatments proposed include distinctive roof forms, green walls and landscape works, awnings and facade articulation. The proposed corner treatments are considered to be an appropriate built form outcome.	Yes
Section 4.2: Central District Built Form: Building Heights/Indicative	Varying heights across the site from 6 metres to 32 metres.	The area subject to the pavilion building has a height of 12m whilst the proposal is for a height of 17m for the pavilion.	No – see comments above.
Section 4.2: Central District Built Form: Public and Private Interface	Active edges on Town Green and Civic Way, weather protection, active edges at ground level, landscape treatments and screening both visually and acoustically of back-of-house and service areas.	Active edges and uses are promoted through the design with a variety of canopy designs proposed to allow weather protection. All service areas are appropriately screened to minimise and visual or acoustic impacts.	Yes
Section 4.2: Central	Building entrances are	The entry points to the	Yes

District Built Form: Building Access	to be clearly defined with weather protection provided.	retail tenancies will be clearly defined, with weather protection provided where necessary.	
Section 4.2.1: Pedestrian Streets	A network of connected, linear urban open spaces at ground level, level one, and/or spanning two levels, which integrate with and extend the character of the existing quadrant loops from the Town Centre.	The proposal provides a high level of pedestrian access and connectivity between spaces. The pedestrian walkways will directly link to the existing Town Centre.	Yes
Section 4.2.2: Pedestrian Bridges	The provision of bridges at upper levels to improve connectivity across laneways and between upper levels.	There are no pedestrian bridges proposed.	NA
Section 4.2.3: Sleeve Sites Built Form	Sets heights, alignments, interface and access for sleeve sites.	The sleeve sites are subject to later Development Applications.	NA

## (i) Setbacks

The Design Guidelines indicate setbacks which vary from 0m, 0-1m, 1m, 3m and 5m. The proposal includes a variation to the setback at the extension of Civic Way which provides a varying setback from 0-5 metres. The applicant has submitted the following justification:

*There is no setback plan in the set of drawings in the Precinct Plan, however, there is a setback diagram (Figure 3.5) which forms part of the Northern Precinct Built Form Guidelines.*

*The internal loop and Civic Way are shown on the plans as having either a nil setback or nil to 1m setback, so are consistent.*

As you will appreciate, the northward extent of the Stage 2 retail podium has been pulled back in the amended DA, relative to its northward extent in the Precinct Plan, however, the design intent remains the same which is to activate the frontages of the retail podium with a nil setback.

### Comment:

The proposed building design is in keeping with the desired character of the Town Centre expansion and will provide a reasonable streetscape outcome. It is also noted that the alignment of Civic Way has been revised from that shown in the Built Form Guidelines. Civic Way is a private road and as such the setback proposed is internal to the development site. The proposed interface to the street is considered appropriate in the urban context.

## 9. Economic Impact

The application was accompanied by an economic impact assessment prepared by Urbis. The assessment makes the following points:

- The RHTC trade area will benefit from strong population and spending growth resulting from the development of new residential precincts within the North West Growth Area. The RHTC trade area is extensive and includes primary, secondary and tertiary trade areas.

The retail spending market is forecast to grow strongly, driven by both population growth and per capita retail spending growth.

- By 2022, the expanded RHTC would achieve an overall market share of 8.7% within the trade area, and a resultant turnover of \$511.1 million (in constant \$2018 including GST). This turnover forecast compares to current retail turnover of \$395.1 million and forecast turnover in 2022 under a 'no-development' scenario of \$427.6 million. Overall the turnover of the centre would increase by \$83.5 million in 2022 as a result of the expansion, which represents an uplift of 19.5% relative to 'no-development' scenario.
- This level of spending growth demonstrates that:
  - Population and spending growth will generate demand for a major increase in retail floor space.
  - The growth will comfortably support the RHTC expansion whilst still allowing competing centres to increase their turnover both prior to and after the RHTC expansion.
  - RHTC's forecast market share of 8.7% across the trade area in 2022 means that the majority of residual spend in the trade area (some \$4.8 billion) will be directed to other centres.
- The expansion will generate 858 direct jobs (full-time, part-time and casual) during on-going operations. These direct jobs are estimated to induce a further 305 indirect jobs (full-time, part-time and casual) both within the local region and broader New South Wales economy as a result of flow-on effects.

#### **Comment:**

In June 2009 Council adopted the 'Centres Direction' which provides an overall strategic context for the planning and management of the Shire's centres and their development and growth to 2031. The proposed development is consistent with the proposed B4 Mixed Use zone and future role of Rouse Hill Proposed Major Centre as identified in the Urban Structure Plan.

In particular, the Centres Direction indicates that the demand for retail in the Release Area Sector (which includes Rouse Hill) by 2031 will be an additional six large supermarkets, one small supermarket, three additional department or discount department stores and an additional 518 specialty retail shops. According to the Direction there will be an undersupply of retail in the Release Area Sector in the future and as such the expansion will assist in meeting these retail demands.

Furthermore, the proposed development is considered consistent with the overall vision for a well-planned, vibrant, safe and attractive Centre that provides a range of living, shopping, working, transport and leisure activities. The proposed development assists this vision via a quality built form and private domain, improvements in road safety and pedestrian amenity.

The 'Draft West Central District Plan' (November 2016) sets a vision, priorities and actions for the future development of the West Central District. The Plan states:

*The work to support Our vision - Towards our Greater Sydney 2056 also identified that there were a range of centres (some of which had been classified as strategic centres in A Plan for Growing Sydney) that in fact play a significant district role due to the presence of one or more of the following characteristics:*

- *the scale of retail activity, generally over 50,000 square metres of floor space*
- *the presence of health and education facilities that serve the district and the local community*
- *the level of transport services*
- *generally between 5,000 to 10,000 jobs.*

*These centres have been identified as district centres.*

The Plan identifies Rouse Hill as a 'District' Centre Type and states:

*The district centres of Castle Hill, Rouse Hill, Mount Druitt and Marsden Park accommodate retail and local services for communities.*

The proposal is also consistent with 'Productivity Priority 3: Manage growth and change in strategic and district centre and, as relevant, local centres'. In this regard the proposal provides an opportunity for managed growth, encouraging a competitive market and design which satisfies the needs of the retailers and operators.

The proposal is consistent with the actions of the Plan to provide competitive growth and investment and manage long term growth.

The proposal is considered satisfactory in regard to economic impact.

## **10. A Metropolis of Three Cities – the Greater Sydney Region Plan**

The Central City District Plan contains 'Directions for Productivity' which include:

- A well-connected city – Planning Priority C7 - Growing a stronger and more competitive Greater Parramatta.
- Jobs and skills for the city – Planning Priority C10 - Growing investment, business opportunities and jobs in strategic centres.

The plan seeks to ensure that major projects such as the light rail will deliver faster links between business and improved connections for the workforce and visitors. The plan also acknowledges that strong road links and the ease of parking can reduce impacts on road congestion and improve accessibility for works and visitors, along with walking and cycling links.

The plan also seeks to encourage economic growth through retail expansion in key strategic centres which creates economic and employment growth and also results in places which are community gathering spaces, recreation spaces, cultural and leisure spaces.

Implementation and monitoring of the Plan and the potential indicators are as follows:

Direction 6: *A Metropolis of Three Cities* requires a well-connected Greater Sydney with new jobs, shops and services in well-located centres with efficient transport connections and safe and convenient walking and cycling routes. This creates a 30-minute city.

A well-connected city will be measured against the outcomes achieved by improved access to metropolitan, strategic and local centres.

Potential indicators: Percentage of dwellings located within 30 minutes by public transport of a metropolitan centre/cluster; Percentage of dwellings located within 30 minutes by public transport of a strategic centre.

Direction 7: Greater Sydney's population growth needs to be supported by economic growth that enhances its productivity, export sectors and global competitiveness.

Jobs and skills for the city will be measured against the outcomes achieved by increased business growth and investment, improved transport connections, economic agglomerations and target sectors.

Potential indicator: Increased jobs in metropolitan and strategic centres.

The proposed development meets the intent of the Plan as follows:

- The proposal will meet the demand for an increase in retail and complementary uses within an established strategic centre;
- The proposal will result in increased local employment opportunities during both the construction and operation of the development;
- The proposal has a high level of accessibility given the existing bus interchange and rail link and existing and proposed local roads.

The proposal is considered satisfactory in regard to the Central City District Plan.

## **11. External Referrals**

The application was referred to the following external authorities:

### **a. Transport for NSW (RMS)**

The proposal was referred to RMS under the provisions of SEPP Infrastructure as the proposal exceeds a commercial floor area of 10,000m<sup>2</sup>. RMS have raised no objection to the proposal subject to a conditions (See Condition 25).

### **b. Sydney Metro**

The proposal was referred to Sydney Metro given the location of the works and Sydney Metro involvement in the Rouse Hill Regional Centre site. Sydney Metro have advised that as there is no concurrence role triggered under Clause 86 of SEPP Infrastructure, no comments have been provided.

### **c. NSW Police**

The proposal was referred to the NSW Police. No objections were raised to the proposal. A number of Crime Prevention Through Environmental Design (CPTED) conditions of consent have been recommended to ensure that the site is appropriately protected (See Condition 26).

**d. Endeavour Energy**

The proposal was referred to Endeavour Energy. No objections were raised to the proposal. (See Condition 27).

**e. Sydney Water**

The proposal was referred to Sydney Water. No objections were raised to the proposal (See Conditions 30 and 42).

**12. Internal Referrals**

The application was referred to the following sections of Council:

- Subdivision Engineers
- Fire Safety
- Environmental Health
- Resource Recovery
- Tree Management
- Traffic
- Contributions

No objections to the proposal subject to conditions.

**CONCLUSION**

The proposal has been assessed having regard to Section 79C of the Environmental Planning and Assessment Act, 1979 and is considered satisfactory. The development includes variations to the DCP in respect to height, building height plane, loading docks and parking and to the Precinct Plan in regard to setbacks and height. There were no submissions from adjoining property owners.

The proposal is satisfactory and is recommended for approval.

**IMPACTS:**

**Financial**

This matter has no direct financial impact upon Council's adopted budget or forward estimates.

**The Hills Future - Community Strategic Plan**

The proposal is considered satisfactory in regard to The Hills Future Community Strategic plan and will provide additional retail and commercial opportunities in a Town Centre location.

**RECOMMENDATION**

The Development Application be approved subject to the following conditions.

**GENERAL MATTERS**

**1. Development in Accordance with Submitted Plans**

The development being carried out in accordance with the following approved plans and details, stamped and returned with this consent except where amended by other conditions of consent.

#### REFERENCED PLANS AND DOCUMENTS

DRAWING NO.	DESCRIPTION	DATE
AR-DA4-0101	Cover Sheet	10/10/2019 Rev. B
AR-DA4-1101	Site Plan Podium Level	03/10/2019 Rev. A
AR-DA4-1300	Detailed Interface Plan	03/10/2019 Rev. A
AR-DA4-1600	Demolition Plan – Podium Level	03/10/2019 Rev. A
AR-DA4-1601	Demolition Plan – Retail Roof	03/10/2019 Rev. A
AR-DA4-2100	Floor Plan Podium Level	15/10/2020 Rev. E
AR-DA4-2101	Floor Plan Level 1	03/10/2020 Rev. E
AR-DA4-2102	Floor Plan Level 2	15/10/2020 Rev. E
AR-DA4-2103	Floor Plan Level 3	15/10/2020 Rev. E
AR-DA4-2104	Roof Level	03/10/2019 Rev. E
AR-DA4-2105	Maximum Building Height Plan	10/10/2019 Rev. B
AR-DA4-2106	Building Setbacks and Build To Lines	03/10/2019 Rev. A
AR-DA4-3000	General Elevations	23/09/2020 Rev. B
AR-DA4-3004	General Elevations - Colour	03/10/2019 Rev. A
AR-DA4-3005	East & West Gate Elevations – Colour	03/10/2019 Rev. A
AR-DA4-3006	Civic Way East Elevations – Colour	03/10/2019 Rev. A
AR-DA4-3007	Civic Way West Elevations - Colour	03/10/2019 Rev. A
AR-DA4-3010	General Elevations – Height Overlay Diagram	03/10/2019 Rev. A
AR-DA4-3011	East & West Gate Elevations – Height Overlay Diagram	03/10/2019 Rev. A
AR-DA4-3012	Civic Way East Elevations – Height Overlay Diagram	03/10/2019 Rev. A
AR-DA4-3013	Civic Way West Elevations – Height Overlay Diagram	03/10/2019 Rev. A
AR-DA4-3100	Internal Elevations – Sheet 1	03/10/2019 Rev. A
AR-DA4-3101	Internal Elevations – Sheet 2	03/10/2019 Rev. A
AR-DA4-4000	General Podium Sections – Sheet 1	03/10/2019 Rev. C
AR-DA4-4001	General Podium Sections – Sheet 2	23/09/2020 Rev. D
AR-DA4-5500	Canopy Types Diagram	03/10/2019 Rev. A
AR-DA4-5501	Canopy Sections – Sheet 1	03/10/2019 Rev. A
AR-DA4-5502	Canopy Sections – Sheet 2	03/10/2019 Rev. A



AR-DA4-8300	Shadow Study – Overall	03/10/2019 Rev. A
AR-DA4-8301	Shadow Study – Town Green	03/10/2019 Rev. A
AR-DA4-9700	Public Realm Plan	03/10/2019 Rev. A
AR-DA4-9710	Site Analysis	03/10/2019 Rev. A
AR-DA4-E-2100	Quadrant E – Floor Plan Level Podium	03/10/2019 Rev. B
AR-DA4-E-2101	Quadrant E – Floor Plan Level 1	03/10/2019 Rev. B
AR-DA4-E-2102	Quadrant E – Roof Plan	03/10/2019 Rev. B
AR-DA4-F-2100	Quadrant F – Floor Plan Level Podium	03/10/2019 Rev. B
AR-DA4-F-2101	Quadrant F – Floor Plan Level 1	03/10/2019 Rev. B
AR-DA4-F-2102	Quadrant F – Roof Plan	03/10/2019 Rev. B
AR-DA4-G-2100	Quadrant G – Floor Plan Level Podium	10/10/2019 Rev. D
AR-DA4-G-2101	Quadrant G – Floor Plan Level 1	03/10/2019 Rev. B
AR-DA4-G-2102	Quadrant G – Floor Plan Level 2	03/10/2019 Rev. B
AR-DA4-G-2103	Quadrant G – Floor Plan Level 3	03/10/2019 Rev. B
AR-DA4-G-2104	Quadrant G – Roof Plan	03/10/2019 Rev. B
AR-DA4-H-2100	Quadrant H – Floor Plan Level Podium	10/10/2019 Rev. D
AR-DA4-H-2101	Quadrant H – Floor Plan Level 1	10/10/2019 Rev. B
AR-DA4-H-2102	Quadrant H – Floor Plan Level 2	10/10/2019 Rev. B
AR-DA4-H-2103	Quadrant H – Roof Plan	03/10/2019 Rev. B
---	Aerial View of Town Green Looking South	---
---	Aerial View of Town Green Looking North	---
---	Civic Way and East/West Laneway (Pavilion Building)	---

---	Minor Laneway from Town Green	---
---	Aerial View of Kiosks and Pavilion	---
---	View from Civic Way Across Town Green to Pavilion	---
---	West Gate Entry	---
---	Commercial Building at Civic Way	---
---	Western Loop	---
---	Eastern Loop	---
---	Oculus	---
---	Temporary Carpark View – day time visualisation	---
L000	Landscape Cover Sheet	09.10.19 Issue 05
L001	Legends	11.05.20 Issue 06
L002	Materials and Finishes Schedule	09.10.19 Issue 05
L003	Master Plant Schedule	26.10.20 Issue 09
L200	Site Plan	26.10.20 Issue 08
L201	Surface Finishes and Materials	26.10.20 Issue 08
L202	Surface Finishes and Materials	26.10.20 Issue 08
L203	Surface Finishes and Materials	26.10.20 Issue 05
L301	Planting Plan	26.10.20 Issue 07
L302	Planting Plan	11.06.20 Issue 06
L303	Planting Plan	26.10.20 Issue 07
L304	Planting Plan	11.05.20 Issue 06
L305	Planting Plan	26.10.20 Issue 05
L400	Sections & Elevations Town Green	09.10.19 Issue 04
L401	Sections & Elevations Town Green	09.10.19 Issue 05
L402	Sections & Elevations	09.10.19 Issue 05
L500	Landscape Details Hardscape and Walls	09.10.19 Issue 04
L501	Landscape Details Furniture	09.10.19 Issue 04
L502	Landscape Details Furniture and Water Feature	09.10.19 Issue 04
L503	Landscape Details Furniture	09.10.19 Issue 04
L504	Landscape Details Furniture	09.10.19 Issue 04
L505	Landscape Details Softscape	09.10.19 Issue 04
L506	Landscape Details Softscape	09.10.19 Issue 04
L507	Landscape Details Stairs and Handrails	09.10.19 Issue 01

L508	Landscape Details Others	09.10.19 Issue 01
L509	Landscape Details Softscape	25.09.20 Issue 1

No work (including excavation, land fill or earth reshaping) shall be undertaken prior to the issue of the Construction Certificate, where a Construction Certificate is required.

## **2. Limits on Floor Area**

The following limits on floor area apply:

14,173m<sup>2</sup> of gross leasable floor area (GLFA) retail floor space;

2,324m<sup>2</sup> of gross leasable floor area (GLFA) leisure and entertainment space; and

4,795m<sup>2</sup> of gross floor area (GFA) commercial floor space.

Overall, the proposed works and the approved works under DA 1824/2006/HB allow the following:

77,893m<sup>2</sup> of gross leasable floor area (GLFA) retail floor space;

2,324m<sup>2</sup> of gross leasable floor area (GLFA) leisure and entertainment space;

10,402m<sup>2</sup> of gross floor area (GFA) commercial floor space.

## **3. Provision of Parking Spaces, Motorcycle and Bicycle Spaces**

a. The provision and maintenance of the following permanent parking spaces:

Basement Level 1 – 908 spaces - general parking for the retail, commercial and entertainment uses. These spaces include 16 visitor parking spaces for the residential apartments proposed under DA 1007/2019/JP.

Basement Level 2 – 171 spaces – residential parking.

The parking includes 27 accessible parking spaces, comprising 19 spaces on Basement Level 1 and 8 spaces on Basement Level 2.

In addition, 22 motorcycle spaces also required to be provided within the basement parking area.

A total of 58 bicycle spaces are to be provided either within the basement parking area or at ground/podium level.

b. Overall, within the existing Town Centre and Town Centre expansion area, the following permanent spaces are to be provided:

3451 spaces for retail, commercial, entertainment uses; and

110 on-street spaces.

c. In addition to the above, a temporary car parking area is provided which contains 150 spaces (approved under DA 1595/2020/HA).

The Basement Level 1 and Basement Level 2 parking is provided under DA 1009/2017/JP (as amended).

## **4. Pay Parking**

Pay parking is permitted within the retail/commercial basement parking area and the on-grade parking areas. Pay parking is not permitted on either the private roads, public roads, within Basement Level 2 (residential parking) or the visitor parking area on Basement Level 1 (approved under DA 1007/2019/JP). The pricing strategy is to be consistent with the existing Town Centre.

## **5. Parking Assist System**

The existing parking assist system is to be installed within the Basement Level 1 carparking (approved under DA 1009/2017/JP (as amended)).

#### **6. Traffic Signals – Commercial Road/ Caddies Boulevard**

The installation of traffic signals at the existing T junction of Commercial Road with Caddies Boulevard is required prior to any Occupation Certificate being issued for Town Centre expansion works. The Transport for NSW warrants for these traffic signals will be met by that development. The design of these traffic signals and the associated intersection configuration will accommodate the provision of two through traffic lanes in each direction of Commercial Road, the future right turn lane in Commercial Road for entry into Green Hills Drive opposite, the existing right turn lane into Caddies Boulevard, median island construction, utility relocations, street lighting, footpath/ cycleway construction and landscaping in accordance with the detailed concept plan provided by Council (which includes the Green Hills Drive extension).

The detailed design for these traffic lights must be accepted by Transport for NSW and a copy of the accepted design provided to Council prior to any Construction Certificate is issued for any part of the Northern Precinct development site for residential, retail or commercial development.

Should Lot 5 DP 30916 Commercial Road opposite be developed and that fourth leg of this intersection (Green Hills Drive extension) be delivered at the same time as these works, the applicant must coordinate the design and construction of these traffic signals with that adjoining developer based on the detailed concept plan for the traffic signals provided by Council (which includes the Green Hills Drive extension). That developer/ development opposite has their own obligations relating to these intersection works.

#### **7. External Finishes**

External finishes and colours shall be in accordance with the details submitted with the development application and approved with this consent.

#### **8. Further Development Applications Required**

Further Development Applications are required for:

- a. The occupation and fit-out of the first floor leisure and entertainment uses;
- b. For the use of the Town Green for events.

#### **9. Outdoor Dining – Separate development applications required**

A separate development application is required for any outdoor dining. Each outdoor dining application is to be submitted to Council with a detailed noise management plan, details of the exact number of seats and a site plan showing the location of all tables and chairs.

#### **10. Plan of Management for Public Areas**

Prior to the issue of the first Occupation Certificate for any buildings within the Town Centre expansion area, the Rouse Hill Town Centre Publicly Accessible Areas Management Plan is to be updated, submitted to and endorsed by Council.

#### **11. Separate application for signs**

A separate application is to be submitted to, and approved by, Council prior to the erection of any advertisements or advertising structures.

#### **12. Management of Construction and/or Demolition Waste**

Waste materials must be appropriately stored and secured within a designated waste area onsite at all times, prior to its reuse onsite or being sent offsite. This includes waste materials such as paper and containers which must not litter the site or leave the site onto neighbouring public or private property. A separate dedicated bin must be provided onsite by the builder for

the disposal of waste materials such as paper, containers and food scraps generated by all workers. Building waste containers are not permitted to be placed on public property at any time unless a separate application is approved by Council to locate a building waste container in a public place.

Any material moved offsite is to be transported in accordance with the requirements of the Protection of the Environment Operations Act 1997 and only to a place that can lawfully be used as a waste facility. The separation and recycling of the following waste materials is required: metals, timber, masonry products and clean waste plasterboard. This can be achieved by source separation onsite, that is, a bin for metal waste, a bin for timber, a bin for bricks and so on. Alternatively, mixed waste may be stored in one or more bins and sent to a waste contractor or transfer/sorting station that will sort the waste on their premises for recycling. Receipts of all waste/recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool [www.wastelocate.epa.nsw.gov.au](http://www.wastelocate.epa.nsw.gov.au).

### **13. Tree Removal**

Approval is granted for the removal of all trees that will be impacted by works associated with the development.

Replacement trees as located on approved Landscape Plans are to be planted upon completion of construction.

### **14. Irrigation**

Automatic watering systems are to be installed as a minimum to all mass planted areas at ground, and on slab gardens areas, and raised planters. Details including backflow prevention device, location of irrigation lines and sprinklers, and control details are to be communicated to Council or Private Certifier prior to issue of the construction certificate.

### **15. Planting Requirements**

All trees, shrubs, and ground covers as part of the approved landscape plan are to be installed in pot sizes as indicated in Master Plant Schedule in drawing L003.

Depth of soil for on slab Street Tree planting is to be a minimum of 1.2m.

For all planting on slab and planter boxes throughout the development, the following minimum soil depths are to be achieved:

- 1.2m for large trees or 800mm for small trees;
- 650mm for shrubs;
- 300-450mm for groundcover; and
- 200mm for turf.

Note: this is the soil depth alone and not the overall depth of the planter.

### **16. Vehicular Access and Parking**

The formation, surfacing and drainage of all driveways, parking modules, circulation roadways and ramps are required, with their design and construction complying with:

- AS/ NZS 2890.1
- AS/ NZS 2890.6
- AS/ NZS 2890.5
- AS 2890.2
- DCP Part C Section 1 – Parking

- Council's Driveway Specifications

Where conflict exists the Australian Standard must be used.

The following must be provided:

- All driveways and car parking areas must be prominently and permanently line marked, signposted and maintained to ensure entry and exit is in a forward direction at all times and that parking and traffic circulation is appropriately controlled.
- All driveways and car parking areas must be separated from landscaped areas by a low level concrete kerb or wall.
- All driveways and car parking areas must be concrete or bitumen. The design must consider the largest design service vehicle expected to enter the site. In rural areas, all driveways and car parking areas must provide for a formed all weather finish.
- All driveways and car parking areas must be graded, collected and drained by pits and pipes to a suitable point of legal discharge.

### **17. Construction Certificate**

Prior to construction of the approved development, it is necessary to obtain a Construction Certificate. A Construction Certificate may be issued by Council or a Registered Certifier. Plans submitted with the Construction Certificate are to be amended to incorporate the conditions of the Development Consent.

### **18. Building Work to be in Accordance with BCA**

All building work must be carried out in accordance with the provisions of the Building Code of Australia.

### **19. Clause 94 Upgrade**

Under clause 94 of the Environmental Planning & Assessment Regulation, the following fire safety/Building Code of Australia (BCA) works are to be undertaken with the construction certificate works and are to be completed prior to the issue of the occupation certificate:

- i. The existing hydrant system is to be upgraded to comply with the current BCA and relevant Australian Standard, appropriate to EP1.3 of the BCA.
- ii. The existing hose reel system is to be upgraded to comply with the current BCA and relevant Australian Standard, appropriate to EP1.1 of the BCA.
- iii. The existing automatic smoke detection & alarm system is to be upgraded to comply with the current BCA and relevant Australian Standard, appropriate to EP2.2 of the BCA.
- iv. A review of existing fire isolated exits in the commercial buildings is to be undertaken to ensure that:
  - a. Shafts have an adequate roof, appropriate to CP1 of the BCA.
  - b. Unprotected steel beams have adequate resistance to maintain structural stability during a fire appropriate to CP1 of the BCA
  - c. Steel beams passing through fire rated construction in the shafts are provided with elements to avoid fire spread appropriate to CP2 of the BCA.
  - d. Bounding construction in the shaft is provided with elements to resist fire spread from service penetrations, appropriate to CP8 of the BCA.
- v. A review of egress is to be undertaken to ensure that occupants discharging from buildings are provided with direct egress to a public road, appropriate to DP4 of the BCA.

- vi. A review of exit signage in the carpark and retail areas is to be undertaken. Exit signage is to be upgraded to identify all available exits and the direction to all exits in order to facilitate evacuation appropriate to EP4.2 of the BCA.
- vii. A review of existing wall wetting drenchers to glazed walls is to be undertaken to ensure spray patterns on glass are sufficient and transom bars or mullions do not obstruct or interfere with the coverage, appropriate to CP2 of the BCA.
- viii. A review of existing load bearing columns immediately below the roof throughout the whole development is to be undertaken to ensure the columns have sufficient elements to maintain structural stability during a fire in accordance with CP1 of the BCA.
- ix. A review of existing load bearing columns supporting stairways in commercial building lobbies is to be undertaken to ensure the columns have sufficient elements to maintain structural stability during a fire in accordance with CP1 of the BCA.
- x. All existing external combustible cladding, as defined under Clause 2 of the Environmental Planning & Assessment Regulation 2000 (including any cladding or cladding systems comprising of metal composite panels and any insulated cladding system) must be reviewed by a C10 Accredited Certifier – Fire Safety Engineering Compliance and must be upgraded to comply with CP1 & CP2 and of the BCA.

## **20. Litter Control**

A sufficient number of litter bins must be provided on the premises for litter disposal.

## **21. Acoustic Requirements**

The recommendations of the Acoustic Assessment and Report prepared by Acoustic Logic Pty Ltd, referenced as Rouse Hill Town Centre Stage 2 Noise Impact Assessment, dated 11th October 2019 and submitted as part of the Development Application are to be implemented as part of this approval. In particular:

- All garbage removal to occur between the hours of 7am – 6pm;
- Between 6pm – 10pm only up to 3 large vehicles and 4 car/van deliveries can enter the loading dock in any given 15 minute period;
- An absorptive lining is to be incorporated to the ceiling of the loading docks, covering 75% of the total surface area with a minimum NRC of 0.8;
- Neoprene rubber buffers should be installed on the vertical face of the loading dock, where vehicles park to absorb impacts;
- A detailed assessment of noise emissions from plant and equipment associated with the loading dock is required to be conducted prior to installation in conjunction with Council requirements;
- Vehicle engines are to be switched off during loading and unloading within the dock.

## **22. Adherence to Operational Waste Management Plan**

All commitments of the Operational Waste Management Plan submitted as part of the Development Application must be implemented and complied with at all times. The information submitted can change provided that the same or greater level of reuse and recycling is achieved as detailed in the plan. Any materials moved offsite is to be transported in accordance with the requirements of the Protection of the Environment Operations Act 1997 and only to a place that can lawfully be used as a waste facility. Receipts of all waste/recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool [www.wastelocate.epa.nsw.gov.au](http://www.wastelocate.epa.nsw.gov.au).

### **23. Waste and Recycling Collection Contract**

There must be a contract(s) with a licensed contractor(s) for the removal of all waste generated on site. Written evidence of a valid and current collection contract(s) must be held on site at all times and produced in a legible form to any authorised officer of the Council who asks to see it.

### **24. Disposal of Surplus Excavated Material**

The disposal of surplus excavated material, other than to a licenced waste facility, is not permitted without the previous written approval of Council prior to works commencing on site. Any unauthorized disposal of waste, which includes excavated material, is a breach of the Protection of the Environment Operations Act 1997 and subject to substantial penalties. Receipts of all waste/ recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

### **25. Transport for NSW (RMS) Requirements**

- a. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control is required to be submitted to Council for endorsement prior to the issue of a Construction Certificate.
- b. The proponent is to consult with TfNSW and Sydney Metro with regard to the proposed development and comply with their requirements. The construction works should be scheduled not to conflict with any Sydney Metro activities.
- c. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Windsor Road.
- d. A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on traffic flows on Windsor Road during construction activities.
- e. All works/regulatory signposting associated with the proposed development are to be at no cost to Roads and Maritime.

### **26. Police Requirements**

- a. Police suggest that every retail store that is set up in the centre has working CCTV to monitor their stores within the department store, mini-major stores and the speciality stores. CCTV should also be installed in common open spaces throughout the development, especially if no access control to the area is provided. This includes entrances, exits and loading docks etc.
- b. Police suggest the implementation of height indicator stickers on the entrance/exit doors.
- c. All lighting is to meet the Australian Standards.
- d. Police recommend the use of private security patrols within the expanded Town centre area.

### **27. Endeavour Energy Requirements**

The applicant is required to liaise with Endeavour Energy regarding the provision of services to the site.

### **28. Section 7.12 Contribution**

Pursuant to section 4.17 (1) of the Environmental Planning and Assessment Act 1979, and The Hills Section 7.12 Contributions Plan, a contribution of **\$1,082,532.46** shall be paid to Council. This amount is to be adjusted at the time of the actual payment in accordance with the provisions of the Hills Section 7.12 Contributions Plan.



In accordance with the Environmental Planning and Assessment (Local Infrastructure Contributions – Timing of Payments) Direction 2020, the contribution is to be paid before the issue of the first Occupation Certificate in respect of any building work to which this consent relates. However, if no Construction Certificate in respect of the erection of a building to which the consent relates has been issued on or before 25 September 2022, the contribution is to be paid before the issue of the first Construction Certificate after that date for any such building.

You are advised that the maximum percentage of the levy for development under section 7.12 of the Act having a proposed construction cost is within the range specified in the table below;

Proposed cost of the development	Maximum percentage of the levy
Up to \$100,000	Nil
\$100,001 - \$200,000	0.5 %
More than \$200,000	1%

## **PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE**

### **29. Parenting Facility**

A minimum of one parenting facility is to be provided within the expansion area. The parenting facility is to be in accordance with the requirements of the Development Control Plan Part B Section 6 – Business. Details are to be approved by the PCA prior to issue of the Construction Certificate.

### **30. Building Plan Approval**

The approved plans must be submitted to the Sydney Water **Tap in™** online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

*The Sydney Water **Tap in™** online self-service replaces our Quick Check Agents as of 30 November 2015.*

The **Tap in™** service provides 24/7 access to a range of services, including:

building plan approvals

connection and disconnection approvals

diagrams

trade waste approvals

pressure information

water meter installations

pressure boosting and pump approvals

changes to an existing service or asset, e.g. relocating or moving an asset.

Sydney Water's **Tap in™** online service is available at:

<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

### **31. Construction Noise Management Plan**

Prior to the issue of the construction certificate a site specific construction noise management plan is to be submitted to Council. The construction noise management plan is to be kept on site at all times during construction.

### **32. Acoustic – Mechanical plant**

Prior to the issue of any Construction Certificate a suitably qualified acoustic consultant is to provide advice on the final mechanical plant selection/s to ensure that it meets the noise target not exceeding the below mentioned criteria;

<b>Receiver Location</b>	<b>Day (7:00am – 6:00pm)</b>	<b>Evening (6:00pm – 10:00pm)</b>	<b>Night (10:00pm – 7:00am)</b>
<b>At the property boundary of any residential premises</b>	58dB(A)Leq (15min)	48dB(A)Leq (15min)	43dB(A)Leq (15min)

at any residential boundary as per the acoustic assessment for prepared by Acoustic Logic Pty Ltd referenced as Rouse Hill Town Centre Retail Stage 2 – Noise Impact Assessment and dated 11<sup>th</sup> October 2019. Evidence of this is to be provided to Council's Manager – Environment and Health for review and if satisfactory, written support will be provided prior to any Construction Certificate being issued.

### **33. Engineering Works**

The design and construction of the engineering works listed below must be provided for in accordance with Council's Design Guidelines Subdivisions/ Developments and Works Specifications Subdivisions/ Developments.

Engineering works can be classified as either “subdivision works” or “building works”.

Works within an existing or proposed public road, or works within an existing or proposed public reserve can only be approved, inspected and certified by Council.

Depending on the development type and nature and location of the work the required certificate or approval type will differ. The application form covering these certificates or approvals is available on Council's website and the application fees payable are included in Council's Schedule of Fees and Charges.

The concept engineering plan prepared by ARCADIS Dated 13/10/2020 is for development application purposes only and is not to be used for construction. The design and construction of the engineering works listed below must reflect the concept engineering plan and the conditions of consent.

#### **a) Full Width Road Construction**

The full width construction of the roads listed below is required, including footpath paving and other ancillary work to make this construction effective:

Road Name:	Formation: (Footpath/ Carriageway/ Footpath) (m)
Civic Way	Road Type: Private (not for future dedication)

	As per NPRETE041 Dated 13/10/2020 Pavement Design: Pavement Type 1 (Civic Way) (Ref NPRETE251)

Consideration needs to be given to safety requirements (fencing, etc) for Ch 110 through to Ch180 being the elevated component of Civic Way.

#### **b) Stormwater Drainage**

Stormwater discharge from this site must be collected (up to and included the 1%AEP) and directed into WSUD basin as approved under 1009/2017/JP

#### **34. Erosion and Sediment Control/ Soil and Water Management Plan**

The detailed design must be accompanied by an Erosion and Sediment Control Plan (ESCP) or a Soil and Water Management Plan (SWMP) prepared in accordance with the Blue Book and Council's Works Specification Subdivision/ Developments.

A SWMP is required where the overall extent of disturbed area is greater than 2,500 square metres, otherwise an ESCP is required.

An ESCP must include the following standard measures along with notes relating to stabilisation and maintenance:

- Sediment fencing.
- Barrier fencing and no-go zones.
- Stabilised access.
- Waste receptacles.
- Stockpile site/s.

A SWMP requires both drawings and accompanying commentary (including calculations) addressing erosion controls, sediment controls, maintenance notes, stabilisation requirements and standard drawings from the Blue Book.

An SWMP is required for this development.

#### **PRIOR TO WORK COMMENCING ON THE SITE**

#### **35. Demolition Works and Asbestos Management**

The demolition of any structure is to be carried out in accordance with the Work Health and Safety Act 2011. All vehicles transporting demolition materials offsite are to have covered loads and are not to track any soil or waste materials on the road. Should demolition works obstruct or inconvenience pedestrian or vehicular traffic on adjoining public road or reserve, a separate application is to be made to Council to enclose the public place with a hoard or fence. All demolition works involving the removal and disposal of asbestos must only be undertaken by a licenced asbestos removalist who is licenced to carry out the work. Asbestos removal must be carried out in accordance with the SafeWork NSW, Environment Protection Authority and Office of Environment and Heritage requirements. Asbestos to be disposed of must only be transported to waste facilities licenced to accept asbestos. No asbestos products are to be reused on the site.

#### **36. Waste Management Details Required**

Prior to the commencement of works, the location of waste disposal and recycling for all construction and demolition waste materials (bricks, concrete, timber and so on) must be submitted to and approved by the Principal Certifying Authority. Alternatively, details of an appropriately licensed skip bin hire company or site clean company can be provided where the company is engaged to undertake all works during construction of the development (collection, transportation and disposal).

## **DURING CONSTRUCTION**

### **37. Hours of Work**

Work on the project to be limited to the following hours: -

**Monday to Saturday - 7.00am to 5.00pm;**

No work to be carried out on Sunday or Public Holidays.

The builder/contractor shall be responsible to instruct and control sub-contractors regarding the hours of work.

### **38. Stockpiles**

Stockpiles of topsoil, sand, aggregate or other material capable of being moved by water shall be stored clear of any drainage line, easement, natural watercourse, footpath, kerb or roadside.

### **39. Construction Noise**

The emission of noise from the construction of the development shall comply with the *Interim Construction Noise Guideline published by the Department of Environment and Climate Change (July 2009)*.

## **PRIOR TO ISSUE OF AN OCCUPATION CERTIFICATE**

### **40. Landscaping Prior to Issue of any Occupation Certificate**

Landscaping of the site shall be carried out prior to issue of an Occupation Certificate. The Landscaping shall be either certified to be in accordance with the approved plan by an Accredited Landscape Architect or be to the satisfaction of Council's Manager Environment and Health. All landscaping is to be maintained at all times in accordance with THDCP Part C, Section 3 – Landscaping and the approved landscape plan.

### **41. Installation of Traffic Signals**

The installation of traffic signals at the existing T junction of Commercial Road with Caddies Boulevard is required prior to any Occupation Certificate.

### **42. Section 73 Certificate**

A Section 73 Compliance Certificate under the *Sydney Water Act 1994* must be obtained from Sydney Water.

It is recommended that the applicant applies early for the certificate, as there may be water, sewer, and recycled water pipes (if applicable) that need to be amplified or built to service this development. This can also impact on other services and building, driveway or landscape design.

The application may be made through an authorised Water Servicing Coordinator or through Sydney Water Developer Direct™. For help either visit [www.sydneywater.com.au](http://www.sydneywater.com.au) > Plumbing, building and developing > Developing > Section 73 Compliance Certificates or telephone 13 20 92.

### **43. Completion of Works**

All works approved under Development Consents 882/2015/HA, 1897/2016/HA and 1007/2019/JP are required to be completed prior to the issue of any Occupation Certificate.

#### **44. Completion of Engineering Works**

An Occupation Certificate must not be issued prior to the completion of all engineering works covered by this consent, in accordance with this consent.

#### **45. Regulated Systems**

To ensure that adequate provision is made for ventilation of the building all mechanical and/or natural ventilation systems shall be designed, constructed and installed in accordance with the provisions of:

- a) Australian/New Zealand Standard AS/NZS 1668.1:1998 – The use of ventilation and air conditioning in buildings – fire and smoke control in multi-compartment buildings;
- b) Australian Standard AS 1668.2 – 2002 - The use of ventilation and air conditioning in buildings – ventilation design for indoor air contaminant control;
- c) Australian/New Zealand Standard AS/NZS 3666.1:2011 – Air handling and water systems of buildings – Microbial control – Design, installation and commissioning;
- d) Australian/New Zealand Standard AS/NZS 3666.2:2011 – Air handling and water systems of buildings - Microbial Control - Operation and maintenance;
- e) Australian/New Zealand Standard AS/NZS 3666.2:2011 – Air handling and water systems of buildings - Microbial Control – Performance based maintenance of cooling water systems; and
- f) Public Health Regulation 2012.

The regulated system is to be registered with Council by submitting an Application for Registration of Regulated Water Cooling/Warm Water Systems, available on Council's website [www.thehills.nsw.gov.au](http://www.thehills.nsw.gov.au) prior to commissioning.

#### **46. Acoustic Compliance Report**

The acoustic consultant shall progressively inspect the installation of the required noise suppressant components as recommended in report titled Rouse Hill Town Centre Retail Stage 2 – Noise Impact Assessment prepared by Acoustic Logic Pty Ltd and dated 11<sup>th</sup> October 2019. Certification is to be provided.

#### **47. Loading Dock Stormwater and Wastewater Compliance Report**

A detailed report confirming the location of all stormwater drains, wastewater drains and all associated pipework within the loading docks within the footprint of works covered by this development consent is to be submitted to Council's Manager - Environment and Health prior to the issue of an Occupation Certificate. This report shall include a clear site plan of each loading dock showing all drains that discharge to stormwater and all drains that discharge to the reticulated sewerage system of Sydney Water. The report shall also include confirmation by an appropriately qualified person that all drains within the loading docks are connected to the appropriate water disposal mechanism.

#### **48. Mechanical Ventilation**

The mechanical ventilation for the food premises, that is being installed as part of Development Application 1007/2019/JP is to be installed and in operation prior to any occupation certificates being issued for any food premises.

#### **49. Release of Occupation Certificate**

Prior to the release of an occupation certificate for this consent, works under DA 1897/2016/HA/A must be completed and relevant roads dedicated to Council so as to ensure sufficient traffic circulation at the end of Civic Way as included within this consent

### **THE USE OF THE SITE**

#### **50. Hours of Operation**

The following hours of operation are required to be complied with at all times:

- (i) shops and commercial premises – 7am – 10pm, seven days per week;
- (ii) supermarkets and discount department stores – 24 hours, seven days per week;
- (iii) restaurants and cafes – 7am – midnight, seven days per week;
- (iv) carparks – 24 hours, seven days per week;
- (v) extended Christmas retail trading for all retail and commercial premises – 24 hours per day, on a total of 6 days during the period 10<sup>th</sup> - 24<sup>th</sup> December. The extended trading hours does not include restaurants/cafes;
- (vi) outdoor seating areas associated with café/restaurants – 7am – 10pm, seven days per week

Any alteration to the approved hours of operation will require the further approval of Council.

### **51. Outdoor Seating**

The outdoor seating associated with any restaurants/cafes/pavilion is limited to 160 seats. Any increase to the seating numbers beyond 160 seats is subject to a further Development Application which is required to be accompanied by a Parking Report which assesses existing parking on site, including parking counts within the parking areas, peak use of parking spaces and dual use of parking and include an assessment of whether any additional seating would generate demand for additional car parking spaces.

Any proposal for outdoor seating requires a Development Application and must include the exact number of seats. An updated seating schedule must be submitted with each successive Development Application to monitor compliance with this condition.

The location of any seating areas and placement of seats must have regard to pedestrian circulation, use by those with trolleys and prams, access for the mobility impaired, safe egress during emergencies and not impact upon on-street parking. Furthermore, a minimum 2 metre wide corridor is to be kept clear on all streets in order to allow the flow of pedestrian traffic.

### **52. Offensive Noise**

The use of the premises, building services, equipment, machinery and ancillary fittings shall not give rise to “offensive noise” as defined under the provisions of the *Protection of the Environment Operation Act 1997*.

### **53. Lighting**

Any lighting on the site shall be designed so as not to cause a nuisance to other residences in the area or to motorists on nearby roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with the *Australian Standard AS 4282:1997 Control of Obtrusive Effects of Outdoor Lighting*.

### **54. Final Acoustic Report**

Within three months from the issue of an Occupation Certificate, an acoustical compliance assessment is to be carried out by an appropriately qualified person, in accordance with the NSW EPA's - Industrial Noise Policy and submitted to Council's Manager - Environment and Health for consideration.

This report should include but not be limited to, details verifying that the noise control measures as recommended in the acoustic report submitted with the application are effective in attenuating noise to an acceptable noise level and that the activities does not give rise to “offensive noise” as defined under the *Protection of the Environment Operation Act 1997* and that the operational noise level limits as detailed in the table below have been complied with.

Receiver Location	Day (7:00am – 6:00pm)	Evening (6:00pm – 10:00pm)	Night (10:00pm – 7:00am)
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<b>At the property boundary of any residential premises</b>	58dB(A)Leq (15min)	48dB(A)Leq (15min)	43dB(A)Leq (15min)
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#### **55. Hours of operation for loading docks, waste collection, delivery / dispatch of goods**

Loading dock use including waste collection and delivery / dispatch of goods shall be restricted to the following times;

- Monday to Saturday – 7.00am to 10.00pm
- Sunday and public holidays – 8.00am – 10.00pm

#### **56. Offensive Noise - Acoustic Report**

The use of the premises and/or machinery equipment installed must not create offensive noise so as to interfere with the amenity of the neighbouring properties.

Should an offensive noise complaint be received and verified by Council staff, an acoustic assessment is to be undertaken (by an appropriately qualified consultant) and an acoustic report is to be submitted to Council's Manager – Environment and Health for review. Any noise attenuation measures directed by Council's Manager - Environment and Health must be implemented.

#### **57. Waste and Recycling Management**

To ensure the adequate storage and collection of waste from the use of the expansion, all garbage and recyclable materials emanating from the premises must be stored in the designated waste storage area, which includes provision for the storage of all waste generated on the premises between collections. Arrangement must be in place in all areas of the development for the separation of recyclable materials from garbage. All waste storage areas must be screened from view from any adjoining residential property or public place.

#### **58. Waste and Recycling Collection**

All waste generated onsite must be removed at regular intervals. The collection of waste and recycling must not cause nuisance or interfere with the amenity of the surrounding area. Garbage and recycling must not be placed on public property for collection without the previous written approval of Council. Waste collection vehicles servicing the development are not permitted to reverse in or out of the site.

#### **59. Operational Noise Level Limits**

The Operational Noise Limits for the Development shall be in accordance with the noise limits as outlined in the Acoustic Report, prepared by Acoustic Logic Pty Ltd, report titled Rouse Hill Town Centre Retail Stage 2 - Noise Impact Assessment and dated 11<sup>th</sup> October 2019. These noise limits are;

<b>Receiver Location</b>	<b>Day (7:00am – 6:00pm)</b>	<b>Evening (6:00pm – 10:00pm)</b>	<b>Night (10:00pm – 7:00am)</b>
<b>At the property boundary of any residential premises</b>	58dB(A)Leq (15min)	48dB(A)Leq (15min)	43dB(A)Leq (15min)

#### **60. Signage for loading dock stormwater drains**

Signs shall be displayed and maintained adjacent to all stormwater drains within the loading dock, clearly indicating "Clean Water Only – NO wastewater or rubbish."

#### **61. Maintenance of Car Park Stormwater Treatment Device**

All wastewater and stormwater treatment devices (including drainage systems, sumps and traps), shall be regularly maintained in order to remain effective.

All solid and liquid waste is to be collected and removed by a licenced contractor

#### **62. Loading dock access restriction**

Access way to the loading docks is to be blocked by way of a boom gate, steel gate, chain or bollards, outside of the approved hours of operation to ensure that vehicles cannot access the dock outside of the approved hours.

#### **63. Loading Dock Signage**

Signage is to be provided at each loading dock stating the approved hours of operation for the loading dock. The sign must also state a contact number for the after-hours security and statement for customers that they should call the number should there be a delivery outside of the approved hours.

#### **64. Garbage Storage – Odour Control**

A waste contractor shall be engaged to remove all waste from the garbage storage area on a regular basis so that no overflow of rubbish will occur. Practical measures are also to be taken to ensure that odour emission from the garbage storage area does not cause offensive odour.

### **ATTACHMENTS**

1. Locality Plan
2. Aerial Photograph
3. Context Plan showing the Location of Proposed Works
4. Context Plan Overlaid over Aerial Photograph
5. Context Plan
6. Podium Level Plan
7. Level 1 Plan
8. Level 2 Plan
9. Level 3 Plan
10. Elevations
11. Precinct Plan Height
12. Perspectives



## ATTACHMENT 1 – LOCALITY PLAN



### SUBJECT SITE



### PROPERTIES NOTIFIED

**BLACKTOWN CITY COUNCIL ALSO NOTIFIED**

**THE HILLS**  
Sydney's Garden Shire


THE HILLS SHIRE COUNCIL

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BASE CADASTRE COPYRIGHT LAND & PROPERTY INFORMATION NSW (LPI) CADASTRE UPDATE INCLUDING COUNCIL GENERATED DATA IS SUBJECT TO THIS COPYRIGHT

## ATTACHMENT 2 – AERIAL PHOTOGRAPH



 SUBJECT SITE

**THE HILLS**  
Sydney's Garden Shire

### THE HILLS SHIRE COUNCIL

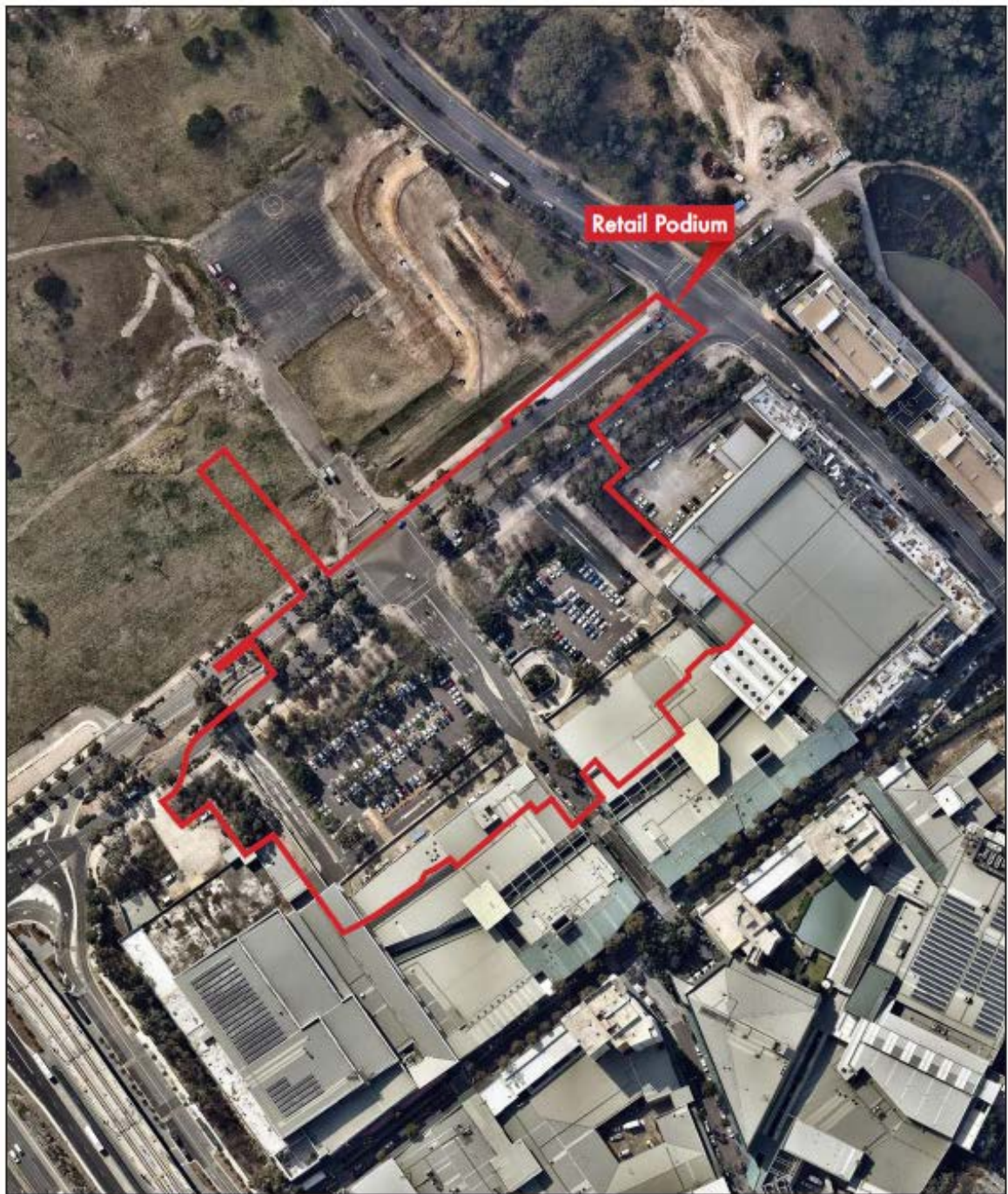
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### ATTACHMENT 3 – CONTEXT PLAN SHOWING LOCATION OF THE PROPOSED WORKS





**ATTACHMENT 4 – CONTEXT PLAN OVERLAID OVER AERIAL PHOTOGRAPH**



## ATTACHMENT 5 – CONTEXT PLAN





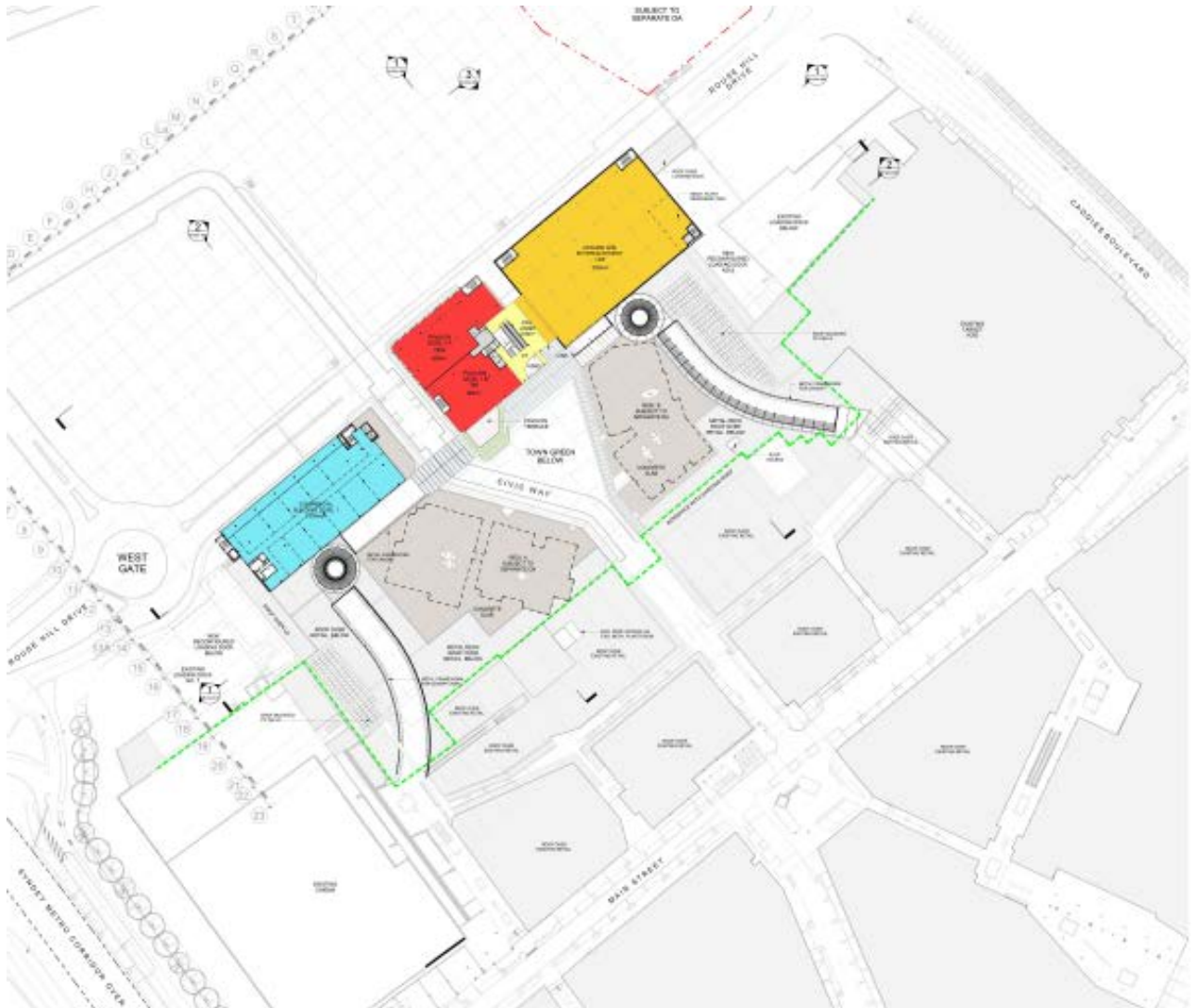
## ATTACHMENT 6 – PODIUM LEVEL PLAN



North

- |   |                              |   |                         |
|---|------------------------------|---|-------------------------|
|  | EXISTING RETAIL DEVELOPMENT  |  | PUBLIC SPACE            |
|  | BOH NODE ROOMS               |  | LEISURE & ENTERTAINMENT |
|  | MINI MAJOR                   |  | COMMERCIAL              |
|  | SPECIALTY STORES             |  | EXISTING PLANT          |
|  | EXISTING BOH                 |   |                         |
|  | FOOD & BEVERAGE              |   |                         |
|  | AMENITIES                    |   |                         |
|  | RETAIL LOOP                  |   |                         |
|  | RESIDENTIAL LOBBY            |   |                         |
|  | COMMERCIAL LOBBY             |   |                         |
|  | STORAGE                      |   |                         |
|  | BACK OF HOUSE   LOADING DOCK |   |                         |

## ATTACHMENT 7 – LEVEL 1 PLAN



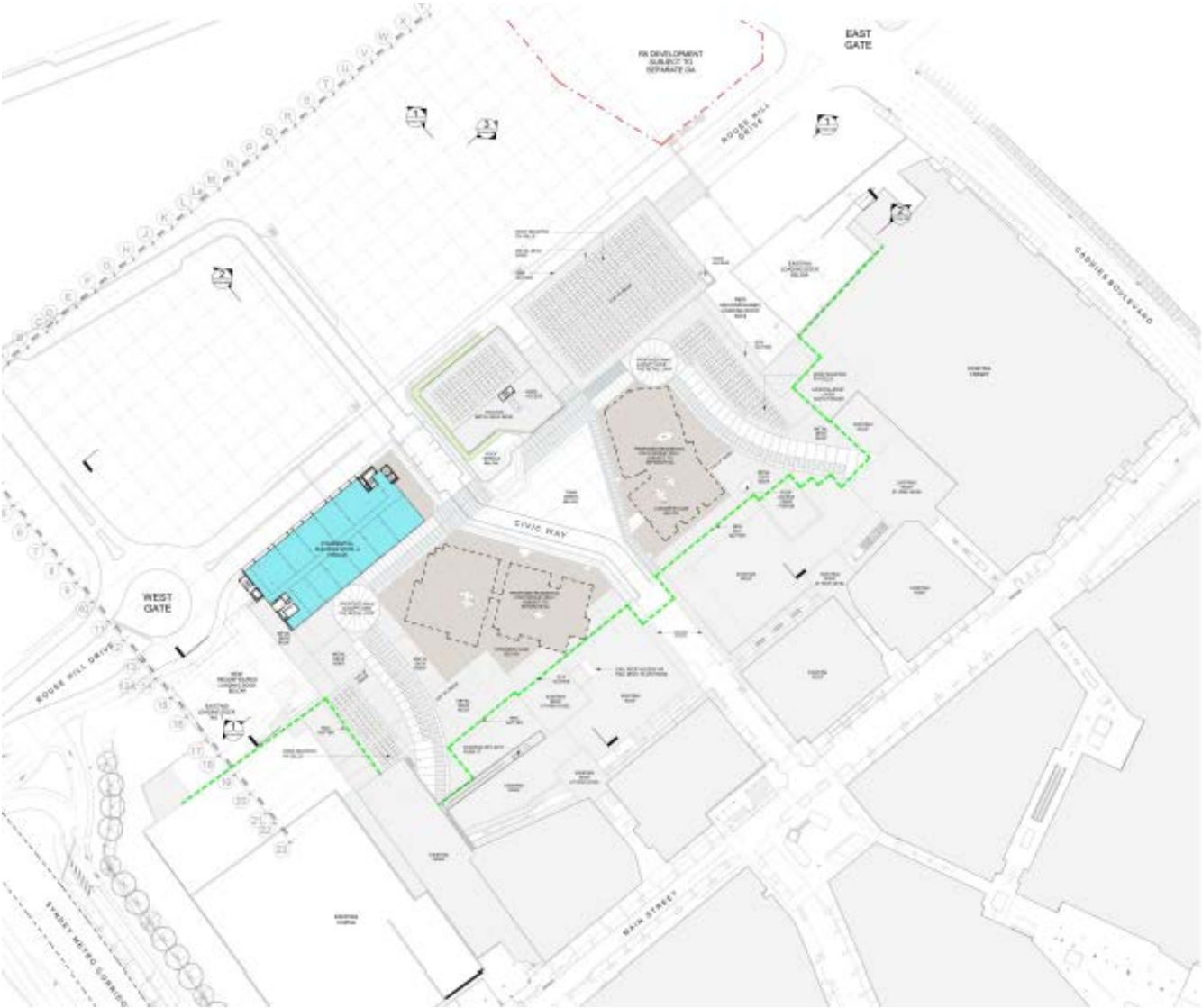
**North** 

## ATTACHMENT 8 – LEVEL 2 PLAN



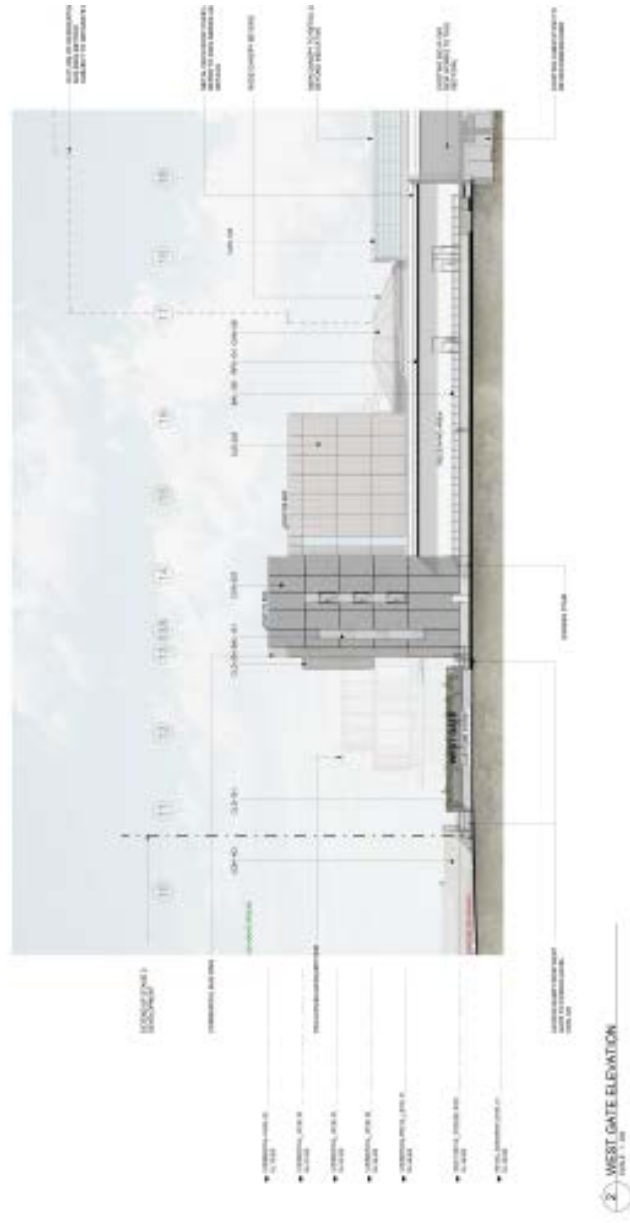


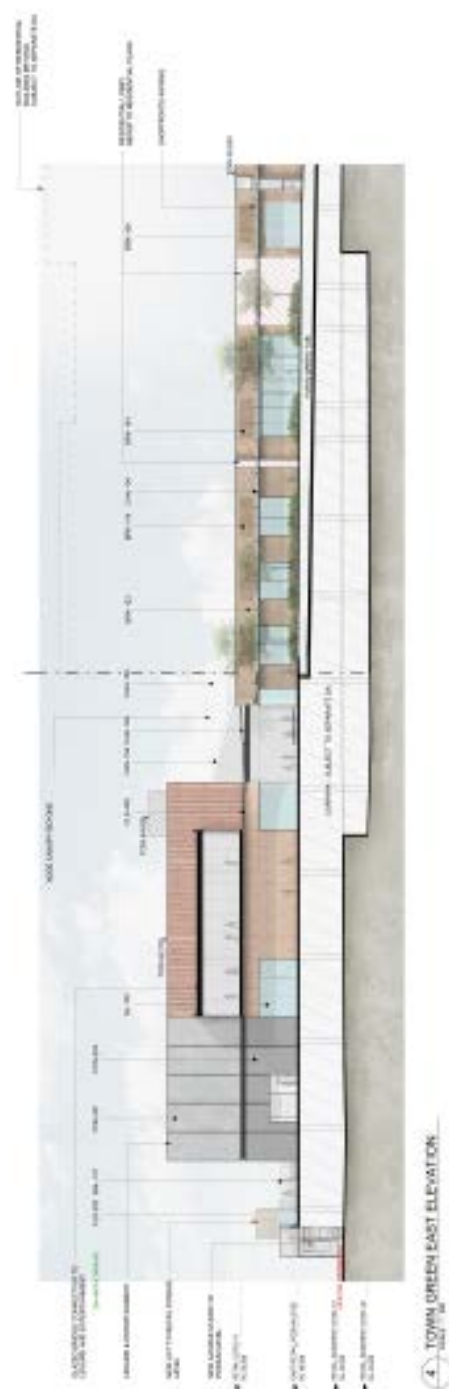
ATTACHMENT 9 – LEVEL 3 PLAN



# ATTACHMENT 10 - ELEVATIONS

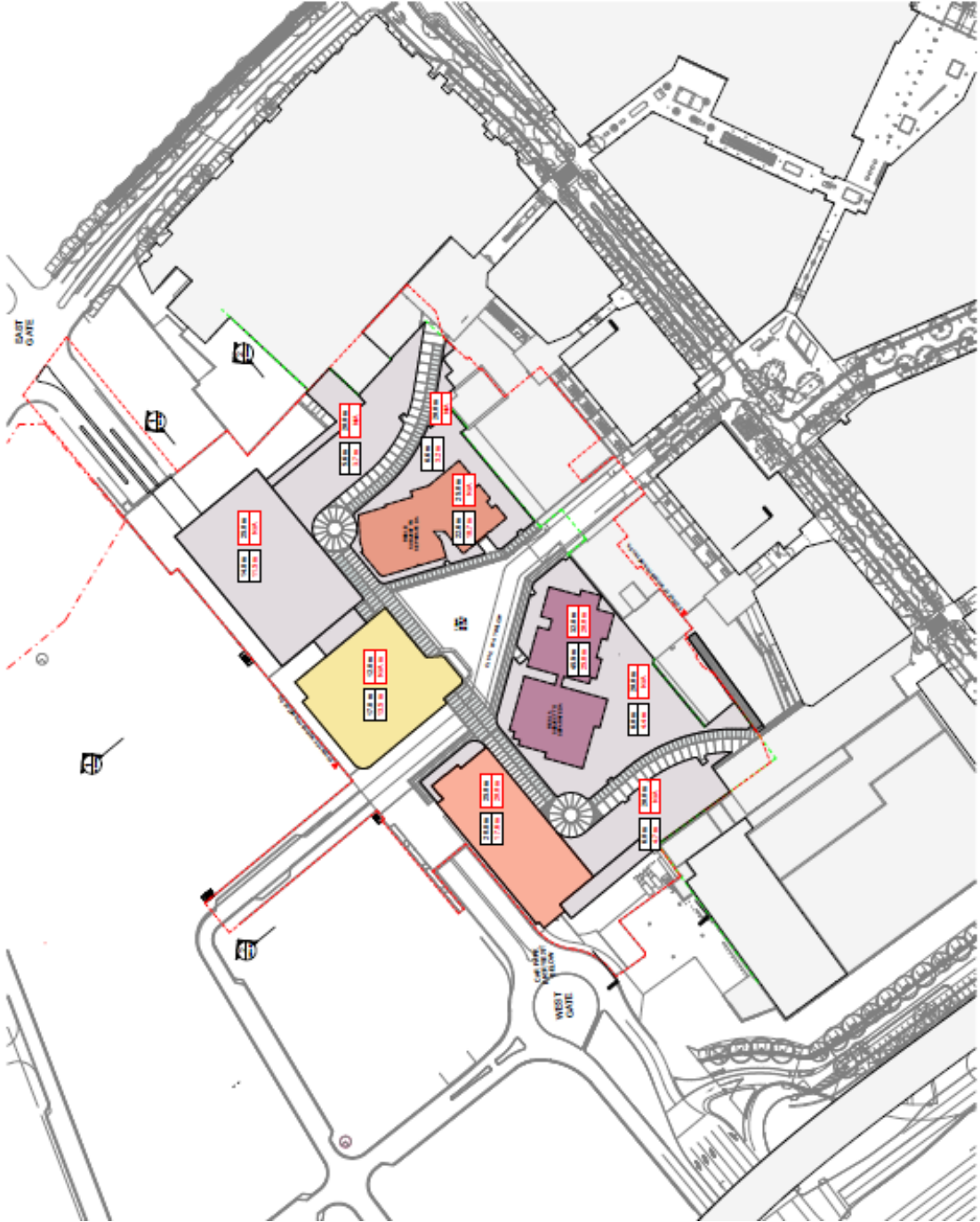
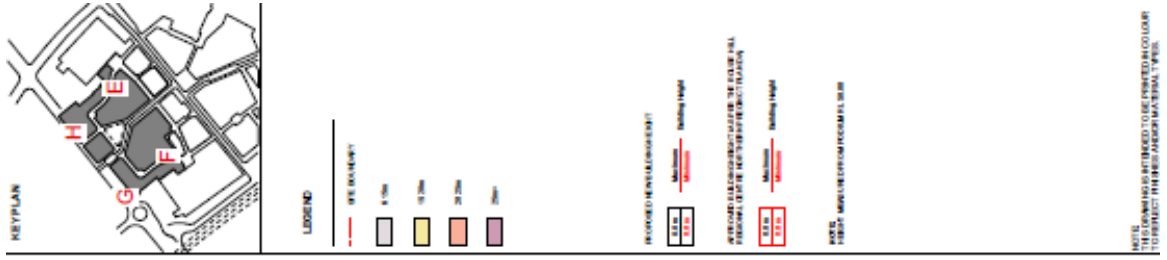








## ATTACHMENT 11 – PRECINCT PLAN HEIGHT





## ATTACHMENT 12 - PERSPECTIVES



3 Civic Way and East / West Laneway (Pavilion Building)



Born in 1988, Train Carina, 3 ft



**4** Minor Laneway from Town Green  
(For details of Town Green see the landscape plan)





5 Aerial View of Kiosks and Pavilion  
(For details of Town Green see Landscape plans)



6 View from Civic Way Across Town Green to Pavilion  
If for details of Town Green see Landscape plan







7 West Gate entry view



8 Commercial building at Civic Way

