

**Planning Proposal to Amend The Hills LEP 2012 (Castle Larool PP 2018 - REVISED)**  
4-22 Larool Crescent and 44-50 Carramarr Road, Castle Hill



Submitted to The Hills Shire Council

Prepared on behalf of Castle Larool DM Pty Ltd

9 July 2018 | 15030

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## Executive Summary

### Opportunity

The Castle Larool Planning Proposal 2018 (**Castle Larool PP 2018 – REVISED**) seeks to amend The Hills Local Environmental Plan 2012 (**The Hills LEP 2012**) to enable redevelopment of a one hectare island site in Castle Hill to accommodate a master planned development that contains 128 townhouses and apartments, encircling a central landscaped courtyard and traversed by a publicly accessible through site link.

The site is large, consolidated, free of significant constraints and just 694m from the new Castle Hill Railway Station. Its significant potential to accommodate increased residential densities has been recognised by both The Hills Shire Council (**Council**) and NSW Planning and Environment (**NSW P&E**) noting that:

- Council has identified the site as a Key Site in its Castle Hill North Planning Proposal providing an incentive for family friendly dwelling size/mix and, site consolidation and provision of a through site link (Council's Castle Hill North PP received a gateway determination on 2 November 2015 and an altered gateway determination on 8 November 2017)
- The NSW P&E has identified the site as a Short Term Opportunity Site suitable for master planned apartment buildings of up to six storeys in the *North West Rail Link Corridor Strategy*.

As detailed later in this report, the planning proposal adopts the site specific provisions in Council's Castle Hill North PP. It is hoped that a site specific amendment of The Hills LEP 2012 will enable a more expeditious processing of the LEP amendment to enable faster delivery of the Castle Larool townhouse and apartment design on the site and to support Council's strategy to establish Castle Hill North as:

*.. an attractive and well connected neighbourhood that achieves housing targets, creates vibrant, safe and desirable places, reinforces the garden Shire character and lifestyle and is supported by necessary infrastructure. It is anticipated that the precinct will provide up to 3283 additional dwellings by 2036...<sup>1</sup>*

### The site

The site comprises 14 allotments of land that have an area of more than one hectare and occupy the entire street block bounded by Larool Crescent and Carramarr Road at Castle Hill, comprising 4-22 Larool Crescent and 44-50 Carramar Road, Castle Hill (the **site**).

### Explanation of provisions

The Castle Larool PP 2018 – REVISED proposes the following amendments to The Hills LEP 2012:

- Land Zoning** - Amendment of the Land Zoning Map to include the site in Zone R4 – High Density Residential (from Zone R2 – Low Density Residential). The proposed zoning is consistent with that proposed by Council's Castle Hill North PP.
- Lot Size** - Amendment of the Lot Size Map to show a minimum lot size of 1,800m<sup>2</sup> (from an existing standard of 700m<sup>2</sup>). The proposed minimum lot size is consistent with Council's Castle Hill North PP.
- Height of Buildings** - Amendment of the Height of Buildings Map to remove a height standard for the site, consistent with Council's Castle Hill North PP.
- Floor Space Ratio (FSR) and key sites**: Amendment of the FSR Map, FSR Incentives Map/clause 7.12 and Key Sites Map/clause to provide for a maximum FSR of 1.44:1 which can only be achieved if the development includes a through site link and family friendly dwellings mix and sizes, consistent with Council's Castle Hill North PP. The provisions would

<sup>1</sup> The Hills Council, *The Hills Development Control Plan 2012 (DCP 2012) – Part D Section 2.0 – Castle Hill North Precinct – DRAFT*, exhibited by Council in August/September 2017, p. 6.

provide for a reduction in the number of two bedroom family friendly dwellings if there is an equivalent increase in the number of three bedroom family friendly dwellings.

#### Strategic justification

The North West Rail Link (**NWRL**) Corridor and specifically Castle Hill North, have been the subject of the following relevant strategies and plans:

- *North West Rail Link Corridor Strategy* including *Castle Hill Station Precinct Structure Plan* (prepared by NSW P&E in September 2013)
- *Draft Castle Hill North Precinct Plan* (exhibited by Council October 2015)
- *The Hills Corridor Strategy* and *Castle Hill North Precinct Plan* (adopted by Council on 24 November 2015)
- Castle Hill North Precinct (FP38) which received a gateway determination on 2 November 2015 and an altered gateway determination on 8 November 2017 (Council's Castle Hill North PP).
- Urban Design Report on the site, by AE Design Partnership.

Consistently, these strategic studies/plans highlight the role of land along the NWRL Corridor and Castle Hill North as a key area for future development to cater for projected increases in the residential population of the region.

#### Preferred development concept

The Urban Design Report by AE Design Partnership illustrates a Development Concept that would be facilitated by the Castle Larool PP 2018 - REVISED, noting that the final design would be subject to a site specific development control plan (**DCP**), voluntary planning agreement (**VPA**) and development application (**DA**):

- 128 dwellings (comprising townhouses and apartments) with 47% of all dwellings being family friendly as detailed in **Table 1**
- Five buildings with a three storey terrace edge and overall height of five storeys
- A total FSR of 1.44:1 across the site
- Through site pedestrian link
- Tree retention, landscaping and communal open space.
- One basement parking level accessed from Larool Crescent

**Table 1 – Assessment of proposed family friendly dwelling size/mix**

Dwellings	The Hills LEP 2012, cl. 7.12	Compliant mix	Castle Larool PP 2018 REVISED	Compliance
<b>1 bedroom</b> as % of total dwellings	No more than <b>25%</b>	<32	<b>13%</b> 16 dwellings	✓
<b>3 bedrooms</b> as % of total dwellings	At least <b>20%</b>	>16	<b>31%</b> 40 dwellings	✓
<b>2 bedrooms</b> (at least 110m <sup>2</sup> ) as % of 2 bedroom dwellings	At least <b>40%</b>	>29	<b>28%</b> 20 dwellings	✗
<b>3 bedrooms</b> (at least 135m <sup>2</sup> ) as % of 3 bedroom dwellings	At least <b>40%</b>	>16	<b>100%</b> 40 dwellings	✓
<b>Family friendly dwellings as % of total dwelling</b>	<b>35%</b>	<b>35%</b> <b>45 of 128 dwellings</b>	<b>47%</b> <b>(60 of 128 dwellings)</b>	✓

#### Public benefits

The Castle Larool PP 2018 includes a preliminary offer to enter a VPA (**Appendix K**) that may include the following public benefits:

- Publicly accessible through site link:** Public access and embellishment works to provide a through site pedestrian link (743.9m<sup>2</sup> which equates to 7% of the site area)
- Monetary contribution:** The proponent is willing to pay a monetary contribution to the Council towards the provision of open space, with the amount to be negotiated with Council.

#### Comparison with Castle Larool PP 2016

An earlier PP for the site (Castle Larool PP 2016) was not supported by Council and a pre-gateway review application was refused. The Castle Larool PP 2018 - REVISED appropriately addresses the concerns raised in relation to Castle Larool PP 2016 noting that the new PP:

- Reduces the height (2016: 12 storeys, 2018 - REVISED: 3-5 storeys)
- Reduces the FSR (2016: 3:1 storeys, 2018: 2018 - REVISED 1.44:1)
- Reduces the number of dwellings (2016: 347 dwellings, 2018 - REVISED: 128 dwellings which is a reduction of 219 dwellings)
- Proposes family friendly sized dwellings (2016: none proposed, 2018: 47% of all dwellings)
- Proposes public domain improvements via a VPA that offers to pay a monetary contribution and to provide a publicly accessible through site pedestrian link.

#### Key assessment issues

The Castle Larool PP 2018 – REVISED appropriately addresses the site’s strategic context and opportunities and constraints in particular urban design and streetscape, existing trees and ecology, overland flow, transport, traffic and parking. It is consistent with State and local strategies and plans which consistently highlight Castle Hill’s role as Strategic Centre to be serviced by the Sydney Metro Northwest and offering an important opportunity to accommodate projected increases in the residential population of the region.

Given the considerable merits of the Castle Larool PP 2018 – REVISED and its consistency with Council’s Castle Hill North PP, it is commended to Council for endorsement and forwarding to the NSW P&E for a gateway determination.

## 1.0 Preliminaries

### 1.1 Introduction

This planning proposal, to be known as the Castle Larool PP 2018 - REVISED, relates to 14 allotments of land that occupy the entire street block bounded by Larool Crescent and Carramarr Road at Castle Hill comprising 4-22 Larool Crescent and 44-50 Carramarr Road, Castle Hill (the **site**). It explains the intent of, and justification for, a proposed amendment to The Hills Local Environmental Plan 2012 (**The Hills LEP 2012**).

It is submitted to The Hills Shire Council (the **Council**) and has been prepared by Robinson Urban Planning Pty Ltd on behalf of Castle Larool DM Pty Ltd (**Castle Larool**). Castle Larool is under contract to purchase the site.

The planning proposal adopts the site specific provisions in Council's Castle Hill North PP. It is hoped that a site specific amendment of The Hills LEP 2012 will enable a more expeditious processing of the LEP amendment to enable faster delivery of the Castle Larool townhouse and apartment design on the site and to support Council's strategy to establish Castle Hill North as:

*.. an attractive and well connected neighbourhood that achieves housing targets, creates vibrant, safe and desirable places, reinforces the garden Shire character and lifestyle and is supported by necessary infrastructure. It is anticipated that the precinct will provide up to 3283 additional dwellings by 2036...<sup>2</sup>*

The Castle Larool PP 2018 sets out the following amendments to The Hills LEP 2012 (or any later replacement LEP):

- a) **Land Zoning** - Amendment of the Land Zoning Map to include the site in Zone R4 – High Density Residential (from Zone R2 – Low Density Residential). The proposed zoning is consistent with that proposed by Council's Castle Hill North PP.
- b) **Lot Size** - Amendment of the Lot Size Map to show a minimum lot size of 1,800m<sup>2</sup> (from an existing standard of 700m<sup>2</sup>). The proposed minimum lot size is consistent with Council's Castle Hill North PP.
- c) **Height of Buildings** - Amendment of the Height of Buildings Map to remove a height standard for the site, consistent with Council's Castle Hill North PP.
- d) **Floor Space Ratio (FSR)**: Amendment of the FSR Map, FSR Incentives Map/clause 7.12 and Key Sites Map/clause to provide for a maximum FSR of 1.44:1.

The Castle Larool PP 2018 – REVISED describes the site, the Preferred Development Concept it could accommodate and the following six part description/assessment (consistent with the document titled *A guide to preparing planning proposals*, by NSW Planning & Environment (**NSW P&E**) (August 2016)):

- Part 1 Objectives or intended outcomes
- Part 2 Explanation of the provisions
- Part 3 Justification
- Part 4 Mapping
- Part 5 Community consultation
- Part 6 Project timeline.

It is accompanied by the following documents:

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<sup>2</sup> The Hills Council, *The Hills Development Control Plan 2012 (DCP 2012)* – Part D Section 2.0 – Castle Hill North Precinct – DRAFT, exhibited by Council in August/September 2017, p. 6.



- Appendix A** Urban Design Report, by AE Design Partnership (9 July 2018)
- Appendix B** Site Survey Plan, by LTS (date of survey 10/05/2015)
- Appendix C** Existing Planning Maps from The Hills LEP 2012
- Appendix D** Flora and Fauna Assessment Report, by Abel Ecology (21 March 2016)
- Appendix E** Preliminary Site Investigation, by Ramboll Environ Australia Pty Ltd (15 December 2015)
- Appendix F** Stormwater Management Report, by ACOR (4 July 2018)
- Appendix G** Traffic and Parking Review, by The Transport Planning Partnership (TTPP) Consultants (13 February 2018)
- Appendix H** Council's Castle Hill North PP<sup>3</sup>
- Appendix I** Voluntary Planning Agreement (VPA) Preliminary Letter of Offer
- Appendix J** Consistency with State Environmental Planning Policies and Ministerial Directions.

### 1.2 Castle Larool PP 2018 methodology

The following methodology was relied upon to formulate the Castle Larool PP 2018 - REVISED:

- 1) **Strategic context:** Assess the strategic context and desired future character of Castle Hill and the site considering Sydney Metro Northwest, relevant local and State strategies and plans, site accessibility for pedestrians, cyclists and cars and open space (see Urban Design Report, **Appendix A**).
- 2) **Site opportunities and constraints:** Evaluate site characteristics, opportunities and constraints including existing and draft planning provisions, topography, existing trees, ecology, overland flow, contamination, traffic and transport, opportunities for new pedestrian connections and other public domain improvements etc (see Urban Design Report, Site Survey, existing planning maps to The Hills LEP 2012, Flora and Fauna Assessment, Preliminary Site Investigation and Stormwater Management Report **Appendices A to F**).
- 3) **Comply with Council's Castle Hill North PP (draft LEP and Draft DCP)**
- 4) **Address concerns in relation to earlier Castle Larool planning proposals:**
  - (a) Castle Larool PP 2016: Council and NSW P&E did not support an earlier planning proposal, referred to as the Castle Larool PP 2016, stating concerns in relation to height, bulk and scale, density of dwellings, public infrastructure and overshadowing of Larool Crescent Reserve.
  - (b) Castle Larool PP 2018: The applicant lodged a new planning proposal in February 2018. Council's assessment identified concerns in relation to FSR, height, open space and solar access, citing concerns in relation to the proposed departures from Council's Castle Hill North PP. The Castle Larool PP 2018 – REVISED has been amended to be consistent with Council's PP, noting that it has a three storey terraced edge, an overall height of five storeys and achieves a floor space ratio of 1.44:1.
- 5) **Traffic capacity** – Test the capacity of the surrounding road network to accommodate additional dwelling density on the site. Determine the maximum number of dwellings that could be accommodated on the site from a traffic and transport perspective. Assess car parking demand (see Traffic and Parking Review, **Appendix G**).

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<sup>3</sup> <http://leptracking.planning.nsw.gov.au/proposaldetails.php?rid=2486>



- 6) **Built form** – Formulate design principles, assess built form constraints, assess overshadowing, test building separation requirements, define building envelope options and select a preferred building envelope (see Urban Design Report, **Appendix A**).
- 7) **Preferred Development Concept** – Design a Preferred Development Concept that sits within the preferred building envelope shown in the Urban Design Report, ensuring that the concept provides a high standard of residential amenity.
- 8) **Define required statutory planning regime** – Draft new planning provisions for the site (as amendments to The Hills LEP 2012), adopting the format used in other planning proposals amending The Hills LEP 2012 wherever possible (see Part 2 and Part 4 of this planning proposal).

### 1.3 Description of the site

The key characteristics of the site are summarised below:

Location	<p>The site comprises 14 allotments of land that occupy the entire street block bounded by Larool Crescent and Carramarr Road at Castle Hill (comprising 4- 22 Larool Crescent and 44-50 Carramarr Road) (refer to <b>Figures 2 and 3</b>). Castle Hill is approximately 31km south-east of the Sydney CBD, 11km north of Parramatta, 5km east of Norwest and 15km south-east of Macquarie Park. As identified in the <i>A Plan for Growing Sydney</i>, Castle Hill is a Strategic Centre within the Global Economic Corridor and an Urban Renewal Corridor. The <i>Central District Structure Plan 2036</i> nominates Castle Hill as a Strategic centre surrounded by transit orientated development.</p> <p>The site is located within 694m of the new Castle Hill Railway Station which will be serviced by Sydney Metro Northwest. This project is under construction and will open in the first half of 2019 with a metro train every four minutes in the peak.</p>	
Legal description	<p>Lots 5 to 14 in DP 232658 Lots 16 to 19 in DP 237030 (refer to Site Survey Plan at <b>Appendix B</b> and extract at <b>Figure 4</b>)</p>	
Site area	10,125m <sup>2</sup>	
Frontages	Larool Crescent (north)	113m (excluding corner splay corners)
	Larool Crescent (south)	65m (excluding corner splay corners)
	Larool Crescent (east)	160m (excluding corner splay corners)
	Carramarr Road (west)	105m (excluding corner splay corners)
Existing use	<p>Each of the 14 lots that make up the site accommodates a dwelling house, with associated structures and domestic gardens (refer to the aerial photograph and site plan at <b>Figures 3 and 4</b>).</p>	
Topography and vegetation	<p>The site falls 12m from north to south. Two Sydney Blue Gums, two Thin-leaved Stringybarks and possibly one Smooth-barked Apple are present on the site and may be remnants of native vegetation, as detailed in the Flora and Fauna Report (<b>Appendix D</b>).</p>	
Zoning	<p>Zone R2 – Low Density Residential, The Hills LEP 2012 (refer to existing Land Zoning Map at <b>Appendix C</b> and <b>Figure 4</b> at Section 1.3).</p>	
Heritage	<p>The site is not a heritage item, is not located within a heritage conservation area and is not located in the vicinity of any heritage items (refer to existing Heritage Map at <b>Appendix C</b>).</p>	

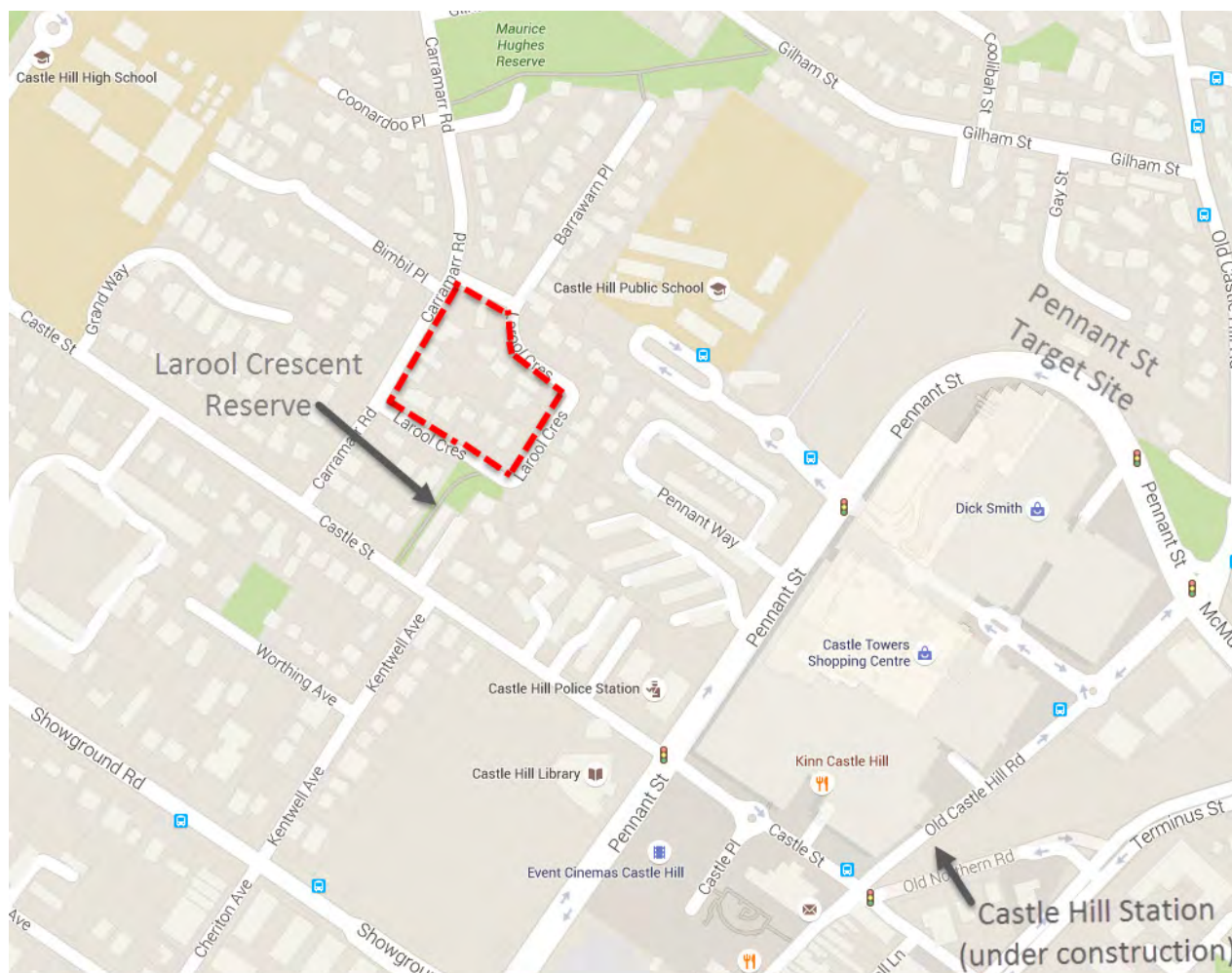


Figure 1 – Site location plan





Figure 2 – Aerial photograph of the site and surrounds

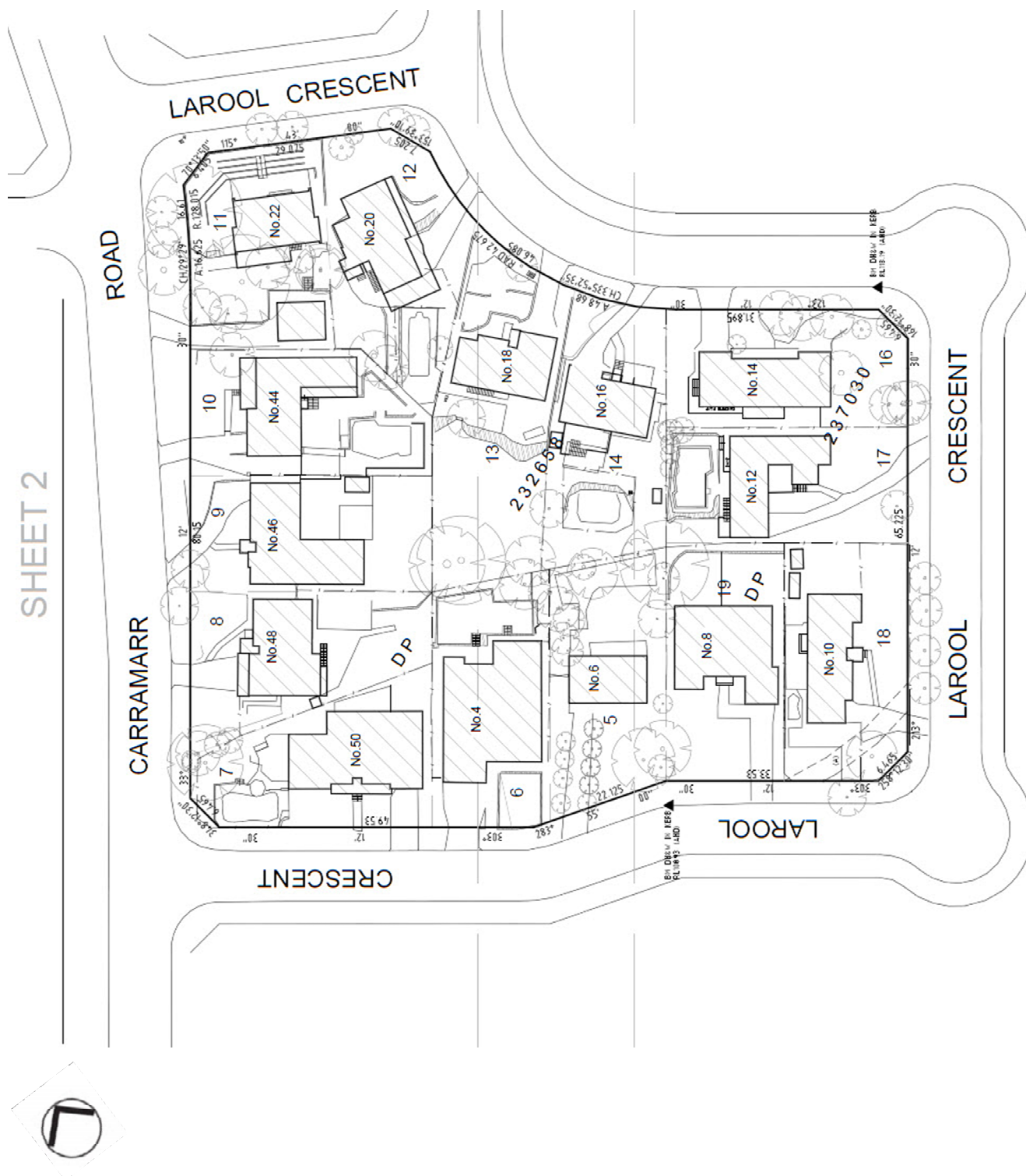


Figure 3 – Existing site plan (Source: Site Survey)

## 1.4 Existing statutory controls (The Hills LEP 2012)

An overview of the existing planning provisions applying to the site under The Hills LEP 2012 follows. Existing planning maps to The Hills LEP 2012 are included at **Appendix C**.

### 1.4.1 Land use zoning

The site is in Zone R2 – Low Density Residential (refer to **Figure 4**). For Zone R2, the land use table to The Hills LEP 2012 shows the following objectives and permitted/prohibited uses (noting that *residential accommodation*<sup>4</sup>, other than *boarding houses*, *dual occupancies*, *dwelling houses* and *group homes*, is prohibited):

#### **Zone R2 Low Density Residential**

##### **1 Objectives of zone**

- To provide for the housing needs of the community within a low density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To maintain the existing low density residential character of the area.

##### **2 Permitted without consent**

*Home businesses; Home occupations*

##### **3 Permitted with consent**

*Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Dual occupancies; Dwelling houses; Group homes; Health consulting rooms; Home-based child care; Roads; Any other development not specified in item 2 or 4*

##### **4 Prohibited**

*Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training*

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<sup>4</sup> Pursuant to The Hills LEP 2012:

**residential accommodation** means a building or place used predominantly as a place of residence, and includes any of the following:

- (a) attached dwellings,
- (b) boarding houses,
- (c) dual occupancies,
- (d) dwelling houses,
- (e) group homes,
- (f) hostels,
- (g) multi dwelling housing,
- (h) residential flat buildings,
- (i) rural workers' dwellings,
- (j) secondary dwellings,
- (k) semi-detached dwellings,
- (l) seniors housing,
- (m) shop top housing,

but does not include tourist and visitor accommodation or caravan parks.

*facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies.*

#### 1.4.2 Minimum subdivision lot size

The site is subject to a 700m<sup>2</sup> minimum Lot Size standard pursuant to cl. 4.1 of The Hills LEP 2012 (refer to **Figure 5**).

#### 1.4.3 Height of buildings

The site is subject to a 9m Height of Buildings standard pursuant to cl. 4.3 of The Hills LEP 2012 (refer to **Figure 6**).

#### 1.4.4 FSR

The site is not subject to an existing FSR standard pursuant to cl. 4.4 of The Hills LEP 2012 (refer to **Figure 7**).



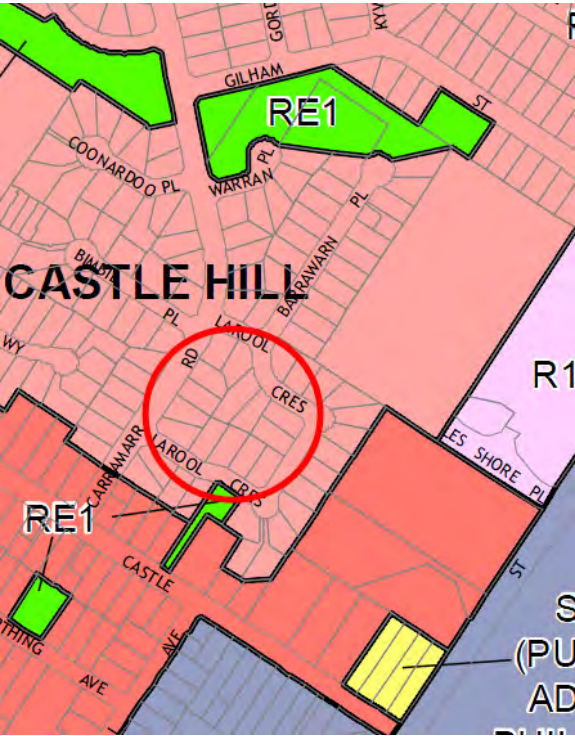


Figure 4 – Land Zoning Map, The Hills LEP 2012

Land Zoning Map - Sheet LZN\_024

Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
E1	National Parks and Nature Reserves
E2	Environmental Conservation
E3	Environmental Management
E4	Environmental Living
IN1	General Industrial
IN2	Light Industrial
R1	General Residential
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
RU1	Primary Production
RU2	Rural Landscape
RU3	Forestry
RU6	Transition
SP2	Infrastructure
SP3	Tourist
W2	Recreational Waterways
SRGC	SEPP (Sydney Region Growth Centres) 2006

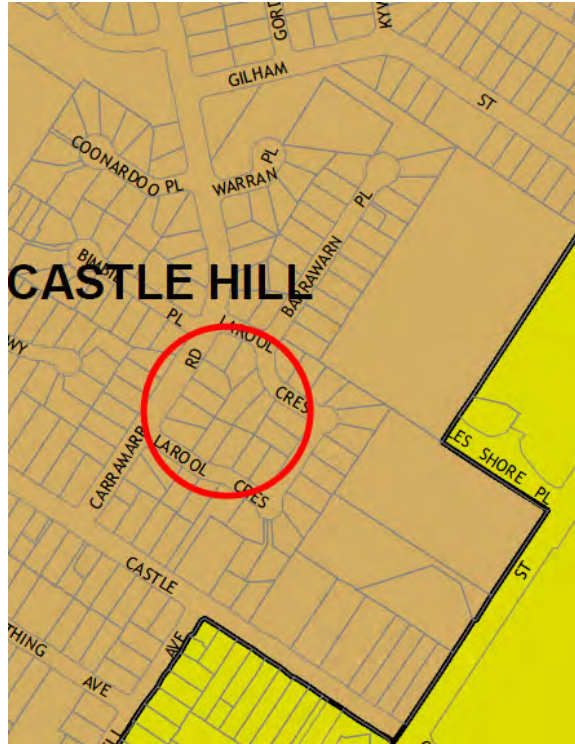


Figure 5 – Lot Size Map, The Hills LEP 2012

Lot Size Map  
Sheet LSZ\_024

Minimum Lot Size (sq m)	
B	230
G	450
M	600
Q	700
U1	1000
U2	1800
V1	2000
V2	2500
W	4000
X1	6000
X2	8000
Z	2 ha
AB1	10 ha
AB2	40 ha
Clause 4.1D	
SRGC	SEPP (Sydney Region Growth Centres) 2006



Figure 6 – Height of Buildings Map, The Hills LEP 2012

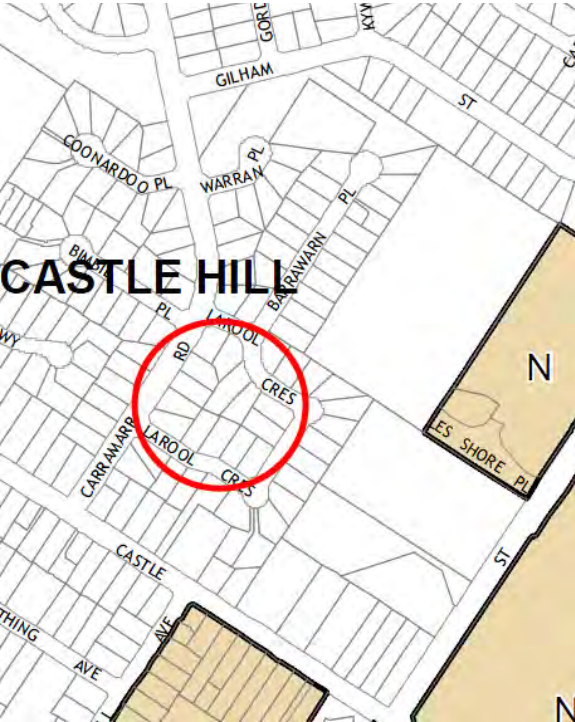
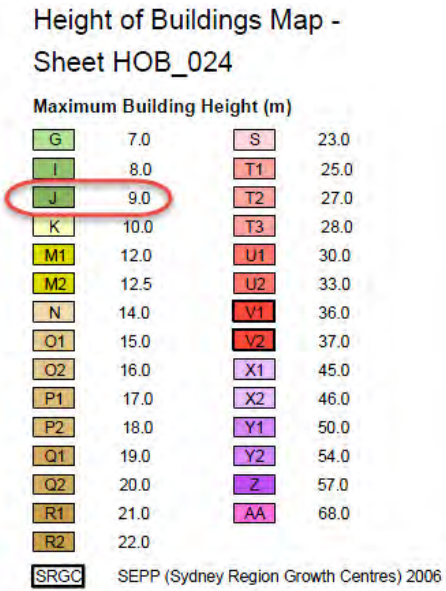
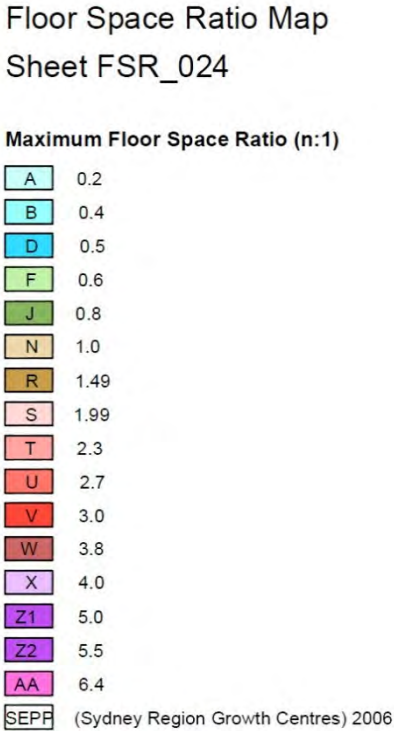


Figure 7 – FSR Map, The Hills LEP 2012



### 1.5 Background

**Table 2** compares key characteristics of Council's Castle Hill North PP, the Castle Larool PP 2016 and Castle Larool PP 2018 - REVISED. **Tables 2 to 4** show the proposed changes between Council's Castle Hill North PP/Castle Larool PP 2018 and the Castle Larool PP 2016/Castle Larool PP 2018 - REVISED.

The tables show that the Castle Larool PP 2018 - REVISED addresses the principal concerns in relation to the Castle Larool PP 2016 as it:

- Reduces the height (2016: 12 storeys, 2018 - REVISED: 3-5 storeys)
- Reduces the FSR (2016: 3:1 storeys, 2018: 2018 - REVISED 1.44:1)
- Reduces the number of dwellings (2016: 347 dwellings, 2018 - REVISED: 128 dwellings which is a reduction of 219 dwellings)
- Proposes family friendly sized dwellings (2016: none proposed, 2018: 47% of all dwellings)
- Proposes public domain improvements via a VPA that offers to pay a monetary contribution and to provide a publicly accessible through site pedestrian link.

More details on each of the scheme follows.

**Table 2 – Comparison of Council's Castle Hill North PP, Castle Larool PP 2016 and Castle Larool PP 2018 - REVISED**

	Council's Castle Hill North PP	Castle Larool PP 2016	Castle Larool PP 2018 REVISED
<b>Zone</b>	Zone R4	Zone R4	Zone R4
<b>Lot size (m<sup>2</sup>)</b>	1,800	1,800	1,800
<b>FSR</b>			
• Base	1:1	2.5:1	1:1
• Incentive	1.2:1		1.2:1
• Key sites bonus	+20%	+20%	+20%
• Total	1.44:1	3:1	1.44:1
<b>Height</b>	3-5 storeys	Up to 12 storeys	3-5 storeys
<b>Dwellings</b>	146	347	128
<b>Dwellings size clause</b>	Yes	No	Yes



#### 1.5.1 Council's Castle Hill North PP

Council's Castle Hill North PP received a gateway determination on 2 November 2015 and an altered gateway determination on 8 November 2017 (a copy of the exhibition Castle Hill North PP is attached as **Appendix J**). For the site, Council's Castle Hill North PP shows:

- **Zone:** Zone R4 - High Density Residential
- **Lot Size:** 1,800m<sup>2</sup>
- **FSR total:** 1.44:1
- **Height:** No standard (to be controlled by DCP: 3-5 storeys)
- **Dwellings:** 146 dwellings<sup>5</sup>.

#### 1.5.2 Castle Larool PP 2016

On 22 March 2016, Castle Larool lodged an earlier PP for the site. The Castle Larool PP 2016, which was not supported by Council and a pre-gateway review application was refused, proposed the following for the site:

- **Zone:** Zone R4 - High Density Residential
- **Lot Size:** 1,800m<sup>2</sup>
- **FSR total:** 3:1
- **Height:** 28m, 33m and 38m (up to 12 storeys)
- **Dwellings:** 347 dwellings.

#### 1.5.3 Castle Larool PP 2018 - REVISED

The Castle Larool PP 2018 described in this report proposes:

- **Zone:** Zone R4 - High Density Residential
- **Lot Size:** 1,800m<sup>2</sup>
- **FSR total:** 1.44:1
- **Height:** No standard (to be controlled by DCP: 3-5 storeys)
- **Dwellings:** 128 dwellings.

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<sup>5</sup> NSW Planning and Environment, PRE-GATEWAY REVIEW – Information Assessment and Recommendation Report (Ref No PGR\_2016\_THIILL\_003\_00), 20/10/2016, p. 10.

**Table 3 – Change Council's Castle Hill North PP and Castle Larool PP 2018 - REVISED**

	Council's Castle Hill North PP	Castle Larool PP 2018 FSR - REVISED	Consistency
<b>Zone</b>	Zone R4	Zone R4	✓
<b>Lot size (m<sup>2</sup>)</b>	1,800	1,800	✓
<b>FSR</b>			
• Base	1:1	1:1	✓
• Incentive	1.2:1	1.2:1	✓
• Key sites bonus	+20%	+20%	✓
• Total	1.44:1	1.44:1	✓
<b>Height</b>	3-5 storeys	3-5 storeys	✓
<b>Dwellings</b>	146	128	✓

**Table 4 – Change Castle Larool PP 2016 and Castle Larool PP 2018 - REVISED**

	Castle Larool PP 2016	Castle Larool PP 2018 FSR - REVISED	Change
<b>Zone</b>	Zone R4	Zone R4	nil
<b>Lot size (m<sup>2</sup>)</b>	1,800	1,800	nil
<b>FSR</b>			
• Base		1:1	
• Incentive	2.5:1	1.2:1	-1.3:1
• Key sites bonus	+20%	+20%	nil
• Total	3:1	1.44:1	-1.56:1
<b>Height</b>	Up to 12 storeys	3-5 storeys	Reduction of up to 7 storeys
<b>Dwellings</b>	347	128	-219 dwellings-

## 1.6 Summary opportunities and constraints

Opportunities and constraints affecting the site are summarised below, including the findings of the analysis in the Urban Design Report (**Appendix A**) and other specialist studies:

### 1.6.1 Opportunities

- The site is located 694m from the new Castle Hill Railway Station and covers approximately one hectare of land, which creates an unusual opportunity for a consolidated development that can act as a catalyst to lead the revitalisation of this part of Castle Hill and therefore complement the State's investment in Sydney Metro Northwest.
- Castle Hill is undergoing transformation and becoming a major transport hub servicing the region.
- Within a 10-minute walking distance of the site, there is a large recreational precinct which includes the RSL Club, aquatic centre and bowling club. It is a major activity node anchored between Castle Hill and Showground precincts with easy access between the centres and the site.
- There are two schools and public open spaces within a walkable distance of the site.
- Castle Hill and Showground create a synergy with a residential and retail hub at Castle Hill and an employment hub at Showground. Showground's role as a business and light industrial area directly to the west is an immediate employment destination, which is well connected by Showground Road and the future Sydney Metro Northwest to Castle Hill.
- Public transport improvements make Castle Hill an ideal place for increased residential density.
- Carramarr Road, running directly along the western side of the site is the only thoroughfare connecting the area to Castle Street and Gilham Street and to the centre. This gives the site an existing well established connection and therefore greater opportunity for increased density.
- Larool Crescent Reserve to the immediate south provides a direct pedestrian link to Castle Street and to the Castle Hill Strategic Centre.
- The site:
  - Is a large parcel of land (one hectare) which is ideally sized and located to accommodate high density residential development, evidenced by Council's Castle Hill North PP which seeks to rezone the site to Zone R4 – High Density Residential
  - Has four street frontages providing for separate building identities and pedestrian and vehicular entries
  - Is located at a low point, providing an opportunity for increased height with less visual impact to the surrounding context
  - Is mostly free of environmental and other constraints
  - Is not strata subdivided (unlike large areas within an 800m catchment of the new Castle Hill Railway Station)
  - Could provide open spaces and a through site link to connect Barra warn Place north of the site to Larool Crescent Reserve to the south
  - Has the potential to provide a high standard of residential amenity (particularly in terms of solar access, views, building separation/privacy and landscape setting).

#### 1.6.2 Constraints

- The centre of the site includes some mature trees
- The site has a fall of approximately 12m from the north-east to south-west therefore accessibility needs to be carefully treated
- A drainage and overflow path traverses the southern edge of the site.



## 2.0 Preferred envelope and development concept

### 2.1 The proposal

AE Design tested two design options for the site (**Appendix A**). The Building Envelope Testing ensures that the proposed FSR and height of buildings are coordinated with the Desired Future Character of the Area identified within Council's Draft DCP whilst ensuring compliance with the SEPP 65 Apartment Design Guide in terms of building separation distances, solar access to habitable areas, solar access open spaces, deep soil, common open space and other requirements. Option 2 was selected as the preferred design.

AE Design provide the following descriptions of the proposal:

*The proposed layout maximises northern orientation and ensures that a balance is created in terms of:*

- *Addition of a 10m wide through-site pedestrian linking to the Larool Crescent Reserve to south;*
- *Response to the desired future streetscape character in terms of provision of a 3 storey terrace edge, with a 5m setback for the above 2 floors;*
- *Retention of existing trees within the courtyard and front setback of the proposal;*
- *Provision of building heights and separation distances allow adequate sunlight to open spaces and habitable areas of the proposal at mid winter;*
- *Provision of a 2,835m<sup>2</sup> communal open space (28% of site area);*
- *Provision of a 1,542m<sup>2</sup> deep soil area in the centre of the site (15% of site area);*
- *Allocation of a minimum 36m<sup>2</sup> of private open space for ground floor dwellings which achieves a desirable transition between public and private domain and avoids privacy issues; and*
- *Providing direct entries to the ground floor dwellings from Carramarr Road, Larool Crescent, the through site pedestrian link and central communal open space.*
- *Buildings A, B, C, E and F have a height of 5 storeys. The proposal restricts height of Building D to 3 storeys to ensure direct solar access to the open spaces and habitable areas of all apartments located within Buildings B, C and E.*

**Figures 8 and 9** illustrate the site plan and sections of the preferred option.



Figure 8 – Castle Larool PP – 2018 - REVISED - Site Plan (Source: AE Design)

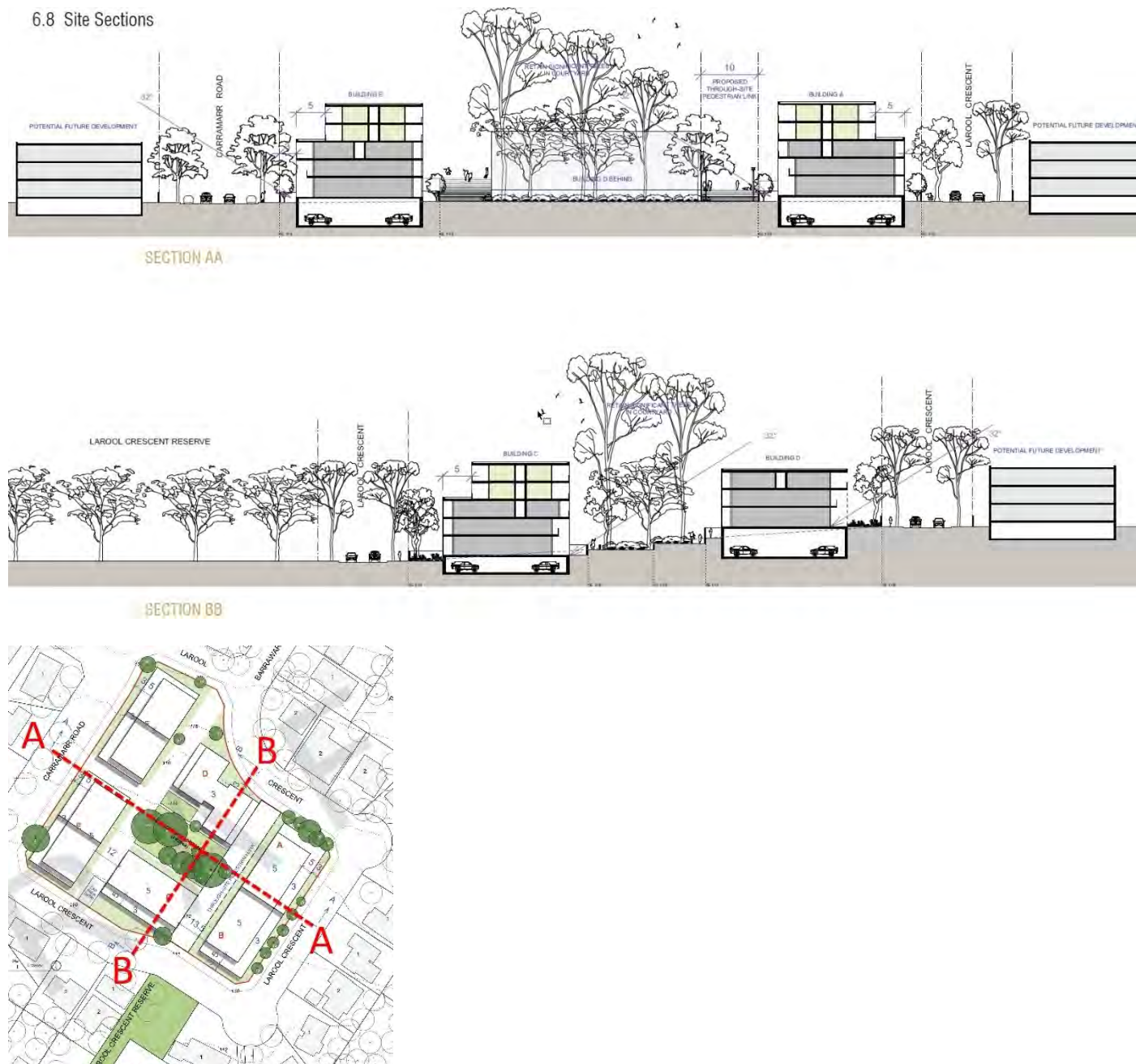


Figure 9 – Castle Larool PP – 2018 - REVISED - Sections (Source: AE Design)

## 2.2 Numeric overview

The following numeric overview of the Castle Larool PP 2018 - REVISED is indicative only, particularly as the final development would be the subject of a site specific DCP, VPA and DA:

- 128 dwellings
- Five buildings (Buildings A, B, C, D E, and F) with heights of three to five storeys
- A total GFA of 14,578m<sup>2</sup> which equates to a FSR of 1.44:1 across the site
- One basement parking level accessed from Larool Crescent
- Through site pedestrian link
- 2,835m<sup>2</sup> communal open space (28% of site area)
- 1,542m<sup>2</sup> deep soil area in the centre of the site (15% of site area)

**Table 5** provides a numeric overview of the concept which should be read in conjunction with the detailed schedules in the Urban Design Report (**Appendix A**).

Photomontages of a concept that could be accommodated by Castle Larool PP 2018 – REVISED will follow under separate cover.

**Table 5 – Numeric overview of the Preferred Development Concept (Source: AE Design)**

Component (site area: 10,125m <sup>2</sup> )	Preferred Development Concept
<b>GFA (m<sup>2</sup>)</b>	<b>14,578.2</b>
<b>FSR</b>	<b>1.44:1</b>
<b>Building height</b>	2 to 5 storeys
<b>Apartments/terraces</b>	
• One bedroom	13 (13%)
• Two bedrooms (ADG size)	52 (41%)
• Two bedroom (family friendly)	20 (16%)
• Three bedroom (ADG size)	0
• Three bedroom townhouses (family friendly)	40 (31%)
<b>Total Dwellings</b>	<b>128</b>
<b>Family friendly dwelling sizes</b>	
• Two bedroom family friendly (>110m <sup>2</sup> )	20 of 72 two bedroom dwellings (28%)
• Three bedroom friendly (>135m <sup>2</sup> )	40 of 40 three bedroom dwellings (100%)
<b>Overall number and percentage</b>	<b>60 of 128 dwellings (47% of all dwellings)</b>
<b>Car parking spaces</b>	One basement parking level
<b>Deep soil (m<sup>2</sup>)</b>	1,542 (15% of the site area)
<b>Common open space (including roof gardens) (m<sup>2</sup>)</b>	2,835 (28% of site area) 22m per dwelling
<b>Public domain improvements: Publicly accessible through site link (m<sup>2</sup>)</b>	743.9 (7% of the site area)



### 2.3 Dwelling size and mix

The Castle Larool PP 2018 - REVISED is consistent with the intent of The Hills LEP clause 7.12 and the Castle Hill North PP, the objects of which include the promotion of family friendly dwelling mix and sizes. With 60 family friendly dwellings proposed (47% of the total 128), the concept provides more family friendly dwellings than The Hills DCP 2012 requires (45 dwellings). The proposed proportion of two and three bedroom family friendly dwellings varies slightly from The Hills LEP 2012 mix, with a higher proportion of three bedroom townhouse proposed (see Table 6).

A site specific clause forms part of the Castle Larool PP 2018 – REVISED to enable a reduction in the number of two bedroom family friendly dwellings if there is an equal number of additional three bedroom family friendly dwellings.

**Table 6 – Assessment of proposed family friendly dwelling size/mix**

Dwellings	The Hills LEP 2012, cl. 7.12	Compliant mix	Castle Larool PP 2018 REVISED	Compliance
<b>1 bedroom</b> as % of total dwellings	No more than <b>25%</b>	<32	<b>13%</b> 16 dwellings	✓
<b>3 bedrooms</b> as % of total dwellings	At least <b>20%</b>	>16	<b>31%</b> 40 dwellings	✓
<b>2 bedrooms</b> (at least 110m <sup>2</sup> ) as % of 2 bedroom dwellings	At least <b>40%</b>	>29	<b>28%</b> 20 dwellings	✗
<b>3 bedrooms</b> (at least 135m <sup>2</sup> ) as % of 3 bedroom dwellings	At least <b>40%</b>	>16	<b>100%</b> 40 dwellings	✓
<b>Family friendly dwellings as % of total dwelling</b>	<b>35%</b>	<b>35%</b> <b>45 of 128 dwellings</b>	<b>47%</b> <b>(60 of 128 dwellings)</b>	✓

## 2.4 Landscape and tree retention

The Castle Larool PP 2018 - REVISED includes the following landscape elements:

- **Publicly accessible through site link and open space:** Pedestrian link that will connect Larool Crescent Reserve (in the south) with Barrawarn Place (in the north), completing the open space network and contributing to the local pedestrian network. It has an area of 743.9m<sup>2</sup> (7% of the site area) and a width of 10m.
- **Communal open space:** Communal open space areas for residents on the site would comprise deep soil areas allowing for retention of existing and new large indigenous canopy planting, on slab landscaped areas.

The AE proposal retains 27 existing trees on the site, as illustrated on **Figure 10**.



**Figure 10 – Castle Larool PP – 2018 - REVISED – Tree retention (Source: AE Design)**

## 2.5 Public benefits

The Castle Larool PP 2018 - REVISED includes a preliminary offer to enter into a VPA that may include the following public benefits (refer the preliminary letter of offer and plan at **Appendix K**):

- a) **Publicly accessible through site link:** Public access and embellishment works to provide a through site pedestrian link (743.9m<sup>2</sup> which equates to 7% of the site area)
- b) **Monetary contribution:** The proponent is willing to pay a monetary contribution to the Council towards the provision of open space, with the amount to be negotiated with Council.

Section 94 contributions would also be payable in addition to these public benefits.

The appended letter of offer (**Appendix I**) is the first step in the VPA negotiations and the applicant will liaise with Council to determine an agreed and final list of public benefits for inclusion in the final VPA. Once the list of benefits has been agreed, a VPA could be prepared and exhibited.



### 3.0 Castle Larool PP 2018 - REVISED

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#### PART 1 - OBJECTIVES OR INTENDED OUTCOMES

The objectives of the Castle Larool PP 2018 are:

- To allow medium to high density residential development on the site which is within the walkable catchment of the future Castle Hill Railway Station
- To encourage future medium to high density development to meet the needs of existing and future residents in The Hills Shire
- To provide a floor space incentive to encourage family friendly dwellings, controlled dwelling density, site amalgamation, delivery of improved outcomes and public domain improvements
- To encourage a built form outcome that complements the suburban character of the area but also provides a transition to the Castle Hill strategic centre.

The outcome would be increased housing supply on large and highly accessible site and improved open space infrastructure.

#### PART 2 – EXPLANATION OF PROVISIONS

The objective and intended outcome set out above will be achieved by the proposed amendments to The Hills LEP 2012 comprising amendments to the Land Zoning Map, Allotment Size Map, Height of Buildings Map, FSR Map, FSR incentives clauses and Key Sites Map.

The Castle Larool PP 2018 includes the following amendments to The Hills LEP 2012:

2. Rezone site from Zone R2 Low Density Residential to Zone R4 High Density Residential
3. Apply a minimum lot size of 1,800m<sup>2</sup>
4. Apply a 'base' FSR of 1:1 and an 'incentivised' FSR of 1.2:1 (with the flexibility to provide the family friendly dwellings as two or three bedroom dwellings)
5. Identify the site as "Area C" on the Floor Space Ratio Map
6. Remove height of buildings standard for the site
7. Add a new clause XX Floor Space Ratio to provide a floor space incentive of 20% to amalgamate the site and deliver a through site link.

More details on these amendments follow, noting that the wording of any new clause would be subject to further consideration following gateway determination in collaboration with Council, the NSW P&E and Parliamentary Counsel.

Proposed mapping changes are illustrated later at Part 4.

##### 3.1.1 Amendment of the Land Zoning Map

Consistent with Council's Castle Hill North PP, amendment of the Land Zoning Map (Sheet LZN\_ Zone R4, noting that uses permitted 024) is proposed to include the site in Zone R4 – High Density Residential (from Zone R2 existing).

The Zoning Table to The Hills LEP 2012 shows the following objectives and permitted/prohibited uses for with consent include *residential flat buildings* and *multi-dwelling housing*:

## **Zone R4 High Density Residential**

### **1 Objectives of zone**

- To provide for the housing needs of the community within a high density residential environment.
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To encourage high density residential development in locations that are close to population centres and public transport routes.

### **2 Permitted without consent**

*Home businesses; Home occupations*

### **3 Permitted with consent**

*Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Home-based child care; **Multi dwelling housing**; Neighbourhood shops; Places of public worship; **Residential flat buildings**; Respite day care centres; Roads; Shop top housing; Any other development not specified in item 2 or 4*

### **4 Prohibited**

*Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies*

#### **3.1.2 Amendment of the Lot Size Map**

Consistent with Council's Castle Hill North PP and other sites already in Zone R4 and R3, amendment of the Lot Size Map (Sheet LSZ\_024) is proposed to show a minimum lot size of 1,800m<sup>2</sup> for the site (from 700m<sup>2</sup>). Pursuant to Clause 4.1A of The Hills LEP 2012, a minimum lot size of 4,000m<sup>2</sup> applies to *residential flat buildings*.

#### **3.1.3 Amendment of the Height of Buildings Map**

Consistent with Council's Castle Hill North PP, amendment of the Height of Buildings Map (Sheet HOB\_024) is proposed to remove the height of buildings standard for the site. Height on the site would be controlled by a future site specific DCP provision.

#### **3.1.4 Amendment of the FSR Map**

There is no existing FSR standard for the site. Amendment of the FSR Map (Sheet FSR\_024) is proposed to:

- Show a base FSR of 1:1 for the site (consistent with Council's Castle Hill North PP)
- Identify the site as "Area C" making it subject to a reworded version of cl. 7.12 which sets a site specific FSR incentive for family friendly dwellings (Consistent with Council's Castle Hill North PP ).

### 3.1.5 Amendment of the FSR Incentive Map and clause 7.12

Consistent with Council's Castle Hill North PP, and to encourage family friendly dwellings on the site, the following amendments are proposed:

- Amendment of the FSR Incentive Map (FSI\_024) to show a maximum FSR of 1.2:1 for the site
- Amendment of The Hills LEP 7.12 to enable a reduction in the number of two bedroom family friendly dwellings if there is an equivalent increase in the number of three bedroom family friendly dwellings. The proposed amendment is shown below (new words are shown in red):

#### **7.12 Development on certain land within the Sydney Metro Northwest Urban Renewal Corridor**

- (1) *The objectives of this clause are as follows:*
  - (a) *to support the provision of increased housing around train stations forming part of the Sydney Metro Northwest at densities compatible with the future character of the surrounding area,*
  - (b) *to ensure the provision of a mix of dwelling types in residential flat buildings, providing housing choice for different demographics, living needs and household budgets,*
  - (c) *to promote development that accommodates the needs of larger households, consistent with the demographics and family household structures of The Hills Shire.*
- (2) *This clause applies to development that involves the erection of one or more buildings that contain dwellings on land identified as "Area A" or "Area C" on the Floor Space Ratio Map.*
- (3) *Despite clause 4.4, the consent authority may consent to development on land to which this clause applies with a floor space ratio that does not exceed the increased floor space ratio identified on the Floor Space Ratio Incentive Map, if the consent authority is satisfied that:*
  - (a) *no more than **25%** of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be studio or 1 bedroom dwellings, or both, and*
  - (b) *at least **20%** of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be 3 or more bedroom dwellings, and*
  - (c) *at least **40%** of all 2 bedroom dwellings contained in the development will have a minimum internal floor area of 110m<sup>2</sup>, and*
  - (d) *at least **40%** of all 3 bedroom dwellings contained in the development will have a minimum internal floor area of 135m<sup>2</sup>, and*
  - (e) *the following minimum number of car parking spaces are to be provided for the development:*
    - (i) *for each dwelling—1 car parking space, and*

- (ii) for every 5 dwellings—1 car parking space, in addition to the car parking space required for the individual dwelling.
- (f) *The number of 2 bedroom dwellings satisfying subclause (c) may be reduced if the number of 3 bedroom dwellings satisfying subclause (d) is increased by an equal number of dwellings.*
- (4) In this clause:  
*internal floor area* does not include the floor area of any balcony.

### 3.1.6 Amendment of the Key Sites Map and a new FSR incentives clause

Consistent with Council's Castle Hill North PP, identification of the site as a Key Site (on KYS\_024) and introduction of an FSR incentive clause is proposed to encourage amalgamation of the site and delivery of improved outcomes and public domain improvements with a 20% increase in FSR available giving a total site FSR of 1.44:1

The proposed FSR incentive clause is shown below:

#### **XX Additional floor space ratio incentive for key sites**

- (1) The objectives of this clause are as follows:
  - (a) to promote development that does not isolate sites that will contribute to an improved built form outcome.
  - (b) to ensure the provision of quality public domain and improved pedestrian and cycle connections within centres.
- (2) This clause applies to land identified as Area X on the Key Sites Map.
- (3) Despite clause 4.4, development consent may be granted for development on land to which this clause applies that exceeds the floor space ratio shown on the Floor Space Ratio Map only if:
  - (a) The development is for the entire area identified as a Key Site on the Key Sites Map;
  - (b) The maximum floor space ratio, for development on land where the proposed development is permitted, does not exceed the floor space ratio allowed by the Floor Space Ratio Incentive Map by more than 20%; and
  - (c) The development in an area shown in Column 1 of the table in this subclause meets the specifications shown opposite the area in Column 2.

Column 1 Area on the Key Sites Map	Column 2 Specifications relating to the Area
X	The proposed development includes a publicly accessible through site pedestrian link with a minimum width of 10 metres to connect Barrawarn Place north of the Area to Larool Crescent Reserve south of the Area.

- (4) Development consent may not be granted for development to which this clause applies unless a development control plan that provides for the following matters has been prepared for the land:
  - (i) the suitability of the land for development,
  - (ii) the existing and proposed uses and use mix,
  - (iii) any heritage issues and streetscape constraints,

- (iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
- (v) the bulk, massing and modulation of buildings,*
- (vi) street frontage heights,*
- (vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,*
- (viii) the achievement of the principles of ecologically sustainable development,*
- (ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,*
- (x) the impact on, and any proposed improvements to, the public domain,*
- (xi) the impact on any special character area,*
- (xii) achieving appropriate interface at ground level between the building and the public domain,*
- (xiii) the excellence and integration of landscape design,*
- (xiv) the incorporation of high quality public art into the fabric of buildings in the public domain or in other areas to which the public has access.*

### PART 3 – JUSTIFICATION

This part of the planning proposal justifies the amendments described in Part 2. The following questions have been extracted from the document titled *A guide to preparing planning proposals*, by NSW P&E (August 2016).

#### A. Need for the planning proposal

##### 1. Is the planning proposal a result of any strategic study or report?

YES

The NWRL Corridor and Castle Hill North have been the subject of a plethora of strategic studies/plans that highlight the role of Castle Hill North as a key area for future development to cater for projected increases in the residential population of the region. Differences, however, arise in relation to dwelling density, height and FSR.

**Table 7** summarises the key development outcomes arising from each strategic study/plan and compares them with the Castle Larool PP 2018 - REVISED.

Each of the strategic studies/plans are considered below in more detail at Part 3B – Relationship to strategic framework (as well as other State and regional Strategic Studies/Plans).

##### 2. Is the planning proposal the best means of achieving the objective or intended outcomes or is there a better way?

YES

A planning proposal, and amendment of The Hills LEP 2012, is the most effective way of providing certainty for Council, the local community, existing landowners and Castle Larool as it would facilitate the orderly and economic development of the site. The existing land use provisions and development standards would not permit the form of development envisaged in the Castle Larool PP 2018 - REVISED and would not allow the site to capitalise on its suitability for medium to high density residential development.

**Table 7 – Comparison of Strategic Plans/Strategies**

**Key:**

NSW P&E strategies/plans shown in **green**

Council strategies/plans shown in **blue**

Castle Larool proposal shown in **brown**

Strategic Study/Plan	By	Land use	Estimated dwellings	Height	FSR
<i>NWRL Corridor Strategy and Castle Hill Station Precinct Structure Plan</i>	NSW P&E	Medium density apartment living	294 dwellings*	3 to 6 storeys	<b>2.27:1*</b>
<i>The Hills Corridor Strategy and Castle Hill North Precinct Plan</i>	Council	Apartments	96 dwellings	4 storeys	Not stated
Council's Castle Hill North PP	Council	Zone R4	146 dwellings	3-5 storeys	Base: 1:1 FSR Incentive: 1.2:1 Key sites: + 0.24:1 Total: <b>1.44:1</b>
Castle Larool PP 2018 - REVISED	Castle Larool	Zone R4	128 dwellings	3-5 storeys	Base: 1:1 FSR Incentive: 1.2:1 Key sites: + 0.24:1 Total: <b>1.44:1</b>

\* Based on Rothelowman calculations



## B. Relationship to strategic planning framework

This part assesses the relevance of the Castle Larool PP 2018 to the directions outlined in key strategic planning policy documents. Questions in this section consider State and local government plans including the *A Plan for Growing Sydney*, the draft subregional strategy, State Environmental Planning Policies (SEPPs), local strategic and community plans including those listed above as relevant to the NWRL and Castle Hill North and applicable Ministerial Directions.

### 3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

YES

#### ***GREATER SYDNEY REGION PLAN - A Metropolis of Three Cities***

In March 2018, the Greater Sydney Commission released *GREATER SYDNEY REGION PLAN A Metropolis of Three Cities* which is a vision to create three, integrated and connected cities that will rebalance Greater Sydney; placing housing, jobs, infrastructure and services within easier reach of more residents, no matter where they live.

The GREATER SYDNEY REGION PLAN sets ten directions for the three cities being Western Parkland City, Central River City (which includes the Hills) and the Eastern Harbour City.

The following directions and objectives are particularly relevant to this planning proposal:

- ***Direction: A city supported by infrastructure***

*Objective 1: Infrastructure supports the three cities*

*Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact*

*Objective 3: Infrastructure adapts to meet future needs*

*Objective 4: Infrastructure use is optimised*

Comment: The Castle Larool PP 2018 - REVISED will facilitate a timely increase in dwellings, on a site adjoining Castle Hill strategic centre and with excellent access to the future Castle Hill railway station giving residents optimum access jobs, facilities and transport services and increasing the percentage of dwellings located within 30 minutes of public transport in a strategic centre (see **Figure 7** which is an extract from the *Greater Sydney Region Plan*), consistent with this direction and objective.

- ***Direction: A collaborative city***

*Objective 5: Benefits of growth realised by collaboration of governments, community and business*

Comment: The Castle Larool PP 2018 - REVISED is a proponent lead initiative that would implement the Castle Hill North strategic planning work completed by Council.

- ***Direction: A city for people***

*Objective 6: Services and infrastructure meet communities' changing needs*

*Objective 7: Communities are healthy, resilient and socially connected*

*Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods*

Comment: The Castle Larool PP 2018 - REVISED proposes a through site link, monetary contributions and section 94 contributions to facilitate the provision of infrastructure to meet the community's changing needs. Generous on-site communal open space provides for a health and socially connected community and the provision of family friendly dwelling

sizes and mix meets the housing needs of the local community, while providing opportunities for new and smaller households.

- **Direction: Housing the city**

*Objective 10: Greater housing supply*

*Objective 11: Housing is more diverse and affordable*

Comment: The Castle Larool PP 2018 - REVISED would facilitate the timely provision of 128 dwellings (a net increase of 114 dwellings on the site) increasing housing supply. The proposed mix of family friendly and smaller apartment sizes would accommodate a range of households (families, young and older singles and couples without children including empty nesters) and incomes.

- **Direction: A city of great places**

*Objective 12: Great places that bring people together*

Comment: The Castle Larool PP 2018 - REVISED would promote social interaction within the development through the provision of a large communal open space. Interactions between residents on the site and the wider community would be promoted by the through site link.

- **Direction: A well-connected city**

*Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities*

Comment: The Castle Larool PP 2018 - REVISED would increase the number of people/dwellings in the 30-minute city.

- **Direction: A city in its landscape**

*Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced*

Comment: The Castle Larool PP 2018 - REVISED retains existing trees on the site and integrates them into the proposed communal open space.

As shown by **Figures 11 and 12**, The GREATER SYDNEY REGION PLAN nominates Castle Hill as follows:

- A strategic centre
- Transit orientated development
- Committed train link.

As demonstrated in **Table 8** below, the Castle Larool PP 2018 - REVISED is consistent with the vision for the Central River City.



Figure 11 – Greater Sydney (Source: GSC, GREATER SYDNEY REGION PLAN A Metropolis of Three Cities)



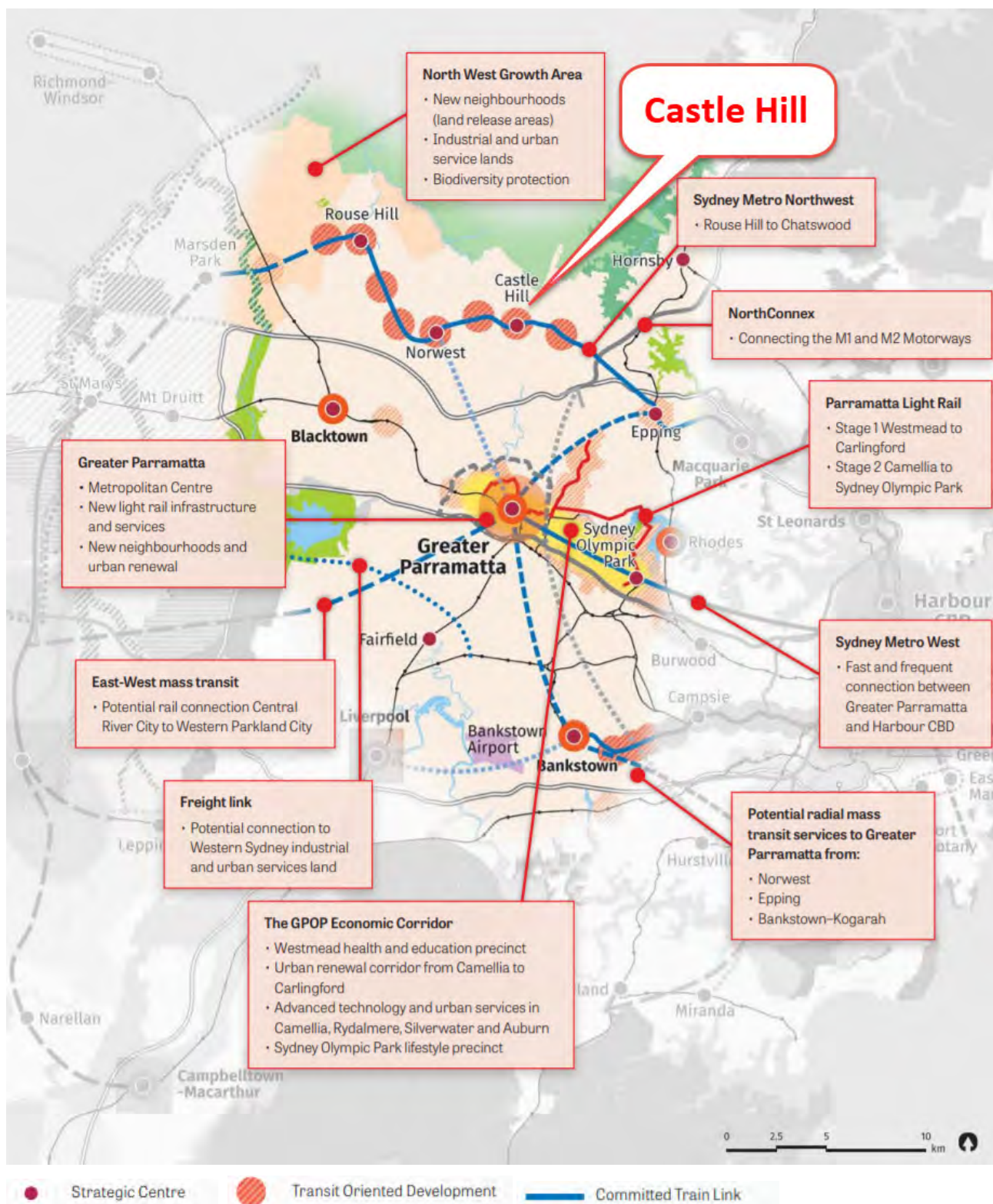






Figure 12 – Central River City Vision (Source: GSC, GREATER SYDNEY REGION PLAN A Metropolis of Three Cities)

**Table 8 – Assessment of consistency with the *GREATER SYDNEY REGION PLAN A Metropolis of Three Cities*, Central River City**

Central River City Vision	Consistency of the planning proposal
 <b>Infrastructure and collaboration</b>  <p>A shared vision for the Greater Parramatta and the Olympic Peninsula (GPOP) recognises that Greater Parramatta is a central hub which brings to together stakeholders in business, health, education, arts and heritage.</p> <p>The growth infrastructure compact pilot at GPOP will assess growth scenarios that best align land use, infrastructure investment and community benefits.</p>	N/A
 <b>Liveability</b>  <p>The population of the Central River City is projected to increase from 1.3 million people to 1.7 million people over the next 20 years. This will transform many parts of the city from a suburban to an urban environment.</p> <p>The city's rich heritage will be preserved and celebrated; cultural events and facilities will continue to improve the city's liveability.</p>	The planning proposal would appropriately transform the site from a suburban to an urban environmental, in a manner that is consistent with Council's Castle Hill North PP.
 <b>Productivity</b>  <p>Economic activity and infrastructure investment will be focused in the Greater Parramatta and the Olympic Peninsula Economic Corridor and supported by the well-established industrial corridor which extends from Villawood to Wetherill Park.</p> <p>Economic activity will be enhanced surrounding Greater Parramatta through investment in links to the surrounding strategic centres, such as Bankstown.</p>	N/A
 <b>Sustainability</b>  <p>In the Central River City, the Greater Sydney Green Grid will improve connections to and enhance existing open spaces, particularly along the Parramatta, Duck and Georges rivers and Prospect Reservoir.</p> <p>Large urban renewal areas provide the opportunity to improve sustainability through a precinct-based approach.</p>	The planning proposal will increase the number of dwellings/residents living in the 30 minute city, encouraging travel by walking, cycling and public transport.

### ***OUR GREATER SYDNEY 2056 - Central City District Plan***

The Central City District covers the Parramatta, Blacktown, Cumberland and The Hills local government areas. The *Central City District Plan* is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the *GREATER SYDNEY REGION PLAN, A Metropolis of Three Cities*, at a district level and is a bridge between regional and local planning.

*The Central District Plan* sets the following relevant targets, strategies etc for the District:

- Castle Hill is a Strategic Centre
- Castle Hill is encircled by a Transit Orientated Development zone
- A committed train link runs between Epping, Castle Hill and Rouse Hill
- Castle Hill is identified for a concentration of jobs, which are planned to increase (from 9,800 in 2016 to 16,000-19,500 in 2036) (see **Figure 13**)
- Central City District will be the fastest growing District over the next 20 years with demand for an additional 207,500 dwellings to 2036 (p. 25)
- The Hills population is expected to grow by 125,350 additional people by 2036 (p. 26), with a 0-5 year target of 8,550 between 2016-2021 (Table 2, p. 42). To achieve this five year target, Councils in the Central District are to prepare housing strategies (p. 42).

**Table 9** sets out the objectives for these Central District Planning Priorities and explains that the Castle Larool PP 2018 - REVISED is consistent as it would provide for the timely provision of additional dwellings on a site that is very close to the jobs, services and transport in the Castle Hill Strategic Centre. In doing this, the Castle Larool PP 2018 – REVISED would increase the number of people/dwellings in the 30-minute city.



**Table 9 – Assessment of consistency with the *Central District Plan***

Central planning priorities & objectives	Consistency of the planning proposal
Infrastructure and collaboration	
<p>Planning Priority C1</p> <p>Planning for a city supported by infrastructure</p> <div><p>Objective 1</p><p>Infrastructure supports the three cities.</p><p>Objective 2</p><p>Infrastructure aligns with forecast growth – growth infrastructure compact.</p><p>Objective 3</p><p>Infrastructure adapts to meet future needs.</p><p>Objective 4</p><p>Infrastructure use is optimised.</p></div>	<p>The Castle Larool PP 2018 - REVISED would co-locate new housing within a walkable catchment of the new Castle Hill Station; a key piece of transport infrastructure in the Central River City. Consistent with the Central District Plan Action 3, the planning proposal would:</p> <p>3. Align forecast growth with infrastructure.</p> <p>The proximity of the site to the new railway station and Castle Hills jobs and services is illustrated on <b>Figure 13</b> (which has been extracted from the Central District Plan).</p>
<p>Planning Priority C2</p> <p>Working through collaboration</p> <div><p>Objective 5</p><p>Benefits of growth realised by collaboration of governments, community and business.</p></div>	<p>The Castle Larool PP 2018 - REVISED would provide for the timely provision of additional housing. It therefore represents a collaboration of The Hills Council and the landowner as it is a site-specific implementation of the Castle Hill North PP on a site where there are no complexities or impediments to expedited implementation of the new planning controls.</p>
Liveability	
<p>Planning Priority C3</p> <p>Providing services and social infrastructure to meet people’s changing needs</p> <div><p>Objective 6</p><p>Services and infrastructure meet communities’ changing needs.</p></div>	<p>The Castle Larool PP 2018 - REVISED proposes a through site link, monetary contributions and section 94 contributions to facilitate the provision of infrastructure to meet the community’s changing needs.</p>
<p>Planning Priority C4</p> <p>Fostering healthy, creative, culturally rich and socially connected communities Housing the city</p> <div><p>Objective 7</p><p>Communities are healthy, resilient and socially connected.</p><p>Objective 8</p><p>Greater Sydney’s communities are culturally rich with diverse neighbourhoods.</p><p>Objective 9</p><p>Greater Sydney celebrates the arts and supports creative industries and innovation.</p></div>	<p>Generous on-site communal open space provides for a health and socially connected community</p>
<p>Planning Priority C5</p> <p>Providing housing supply, choice and affordability with access to jobs, services and public transport A city of great places</p>	<p>The Castle Larool PP 2018 - REVISED would facilitate the timely provision of 128 dwellings (a net increase of 114 dwellings on the site) increasing housing supply on a site with excellent access to jobs,</p>

Central planning priorities & objectives	Consistency of the planning proposal
<p><b>Objective 10</b> Greater housing supply.</p> <p><b>Objective 11</b> Housing is more diverse and affordable.</p>	<p>services and transport in Castle Hill Strategic Centre.</p> <p>The provision of family friendly dwelling sizes and mix meets the housing needs of the local community, with smaller dwellings proposed to accommodate new and smaller households.</p>
<p><b>Planning Priority C6</b> <i>Creating and renewing great places and local centres, and respecting the District's heritage</i></p> <p><b>Objective 12</b> Great places that bring people together.</p> <p><b>Objective 13</b> Environmental heritage is identified, conserved and enhanced.</p>	<p>The Castle Larool PP 2018 - REVISED would promote social interaction within the development through the provision of a large communal open space. Interactions between residents on the site and the wider community would be promoted by the through site link.</p>
<b>Productivity</b>	
<p><b>Planning Priority C9</b> <i>Delivering integrated land use and transport planning and a 30-minute city</i></p> <p><b>Objective 19</b> Greater Parramatta is stronger and better connected.</p> <p><b>Objective 21</b> Internationally competitive health, education, research and innovation precincts.</p>	<p>Consistent with this Planning Priority, the Castle Larool PP 2018 - REVISED would increase the number of people/dwellings in the 30-minute city</p>



Data sources: Public open space – Sydney Open Space Audit (DPE 2016), aerial photo – Nearmap 2018

Castle Hill provides retail and community services to a large population catchment in Greater Sydney's north west. A future Sydney Metro Northwest station will provide the opportunity for commercial developments and greater proportion of knowledge-intensive jobs.

*Future Transport 2056* will provide enhanced city-serving transport connections between Castle Hill and Greater Parramatta to support future connections in the area.

Castle Hill	Jobs
2016 estimate	9,800
2036 baseline target	16,000
2036 higher target	19,500

Actions	Responsibility
<p>41. Strengthen Castle Hill through approaches that:</p> <ul style="list-style-type: none"> <li>a. provide capacity to achieve the centre's job targets</li> <li>b. align State priorities for expenditure on regional roads, schools and utilities to support growth forecasts and to address current deficits</li> <li>c. complete the upgrade of Showground Road and the Castle Hill Ring Road system</li> <li>d. develop public domain plans to enhance identified pedestrian linkages to the future Castle Hill transport hub.</li> </ul>	The Hills Shire Council, other planning authorities and State agencies

**Figure 13 – Central River City Vision: Castle Hill** (Source: GSC, *Central City District Plan*)



### **NWRL Corridor Strategy and Castle Hill Station Structure Plan**

The NWRL Corridor Strategy was prepared by NSW P&E to guide development around the Sydney Metro Northwest railway stations. The strategy states that:

*The NWRL Corridor Strategy and the Structure Plans for each station are to be considered at the strategic planning level. The Structure Plans are to inform and be implemented through appropriate zonings and amendments to build form controls, to guide the assessment of major projects and development applications with the NWRL corridor.*

The NWRL Corridor Strategy sets out a plan for Castle Hill to serve as “the Major Centre for Sydney’s North West”, through the delivery of a range of residential, commercial, retail and community uses.

The Castle Hill Station Structure Plan (p. 21) supplements the Corridor Strategy, providing additional detail for the strategic planning direction in this designated ‘Major Centre’. It notes that planning controls around Castle Hill will not promote realisation of the Centre’s status:

*The existing planning controls require some amendments to reinforce the delivery of such a significant investment in infrastructure such as the NWRL. Current controls do not promote the growth of Castle Hill as a Major Centre, with little additional capacity for jobs outside of retailing and a moderate increase in housing. Therefore, the vision and Structure Plan contained within this report will detail the desired future character of the area and proposed land uses to complement the new rail link and station.*

Also relevant to the site, the Structure Plan identifies or states the following:

- A drainage line exists along the southern frontage of the site to Larool Crescent, otherwise the site is free of constraints (p. 15, Figure 12 which is reproduced below as **Figure 14**)
- The site is identified as a Short Term Opportunity Site, recognising its ability to immediately contribute to the housing growth at Castle Hill (see **Figure 15**)
- Most of the site is identified for medium density residential (p. 25, Figure 19) and the remainder of the site (being the southern frontage to Larool Crescent which is identified as a drainage line) is shown as an area expected to remain unchanged (see **Figure 16**)
- Projected growth in the Study Area is expected to be as follows (p. 30):

*Application of the proposed land uses and typologies within the Structure Plan would result in a total capacity for an additional 7,900 dwellings by 2036. However, it is anticipated that only 56% of this capacity will be realised by 2036, delivering an additional 4,400 dwellings within the Study Area*

- The following Demand Analysis (p. 30) is discussed:

*A high level demand analysis has been undertaken to ascertain the demand for potential development scenarios on opportunity sites within the Study Area. The analysis:*

- *Assessed the proposed future desired character and built form, including densities, as proposed under the Structure Plan, against market conditions and demand;*
- *Identified take-up/realisation rates for each land use within the Study Area, which informed the calculation of projected growth.*

#### **Outcomes of the demand analysis**

1. **Demand for Additional Dwellings.** *Future demand for additional residential development in the Study Area is estimated to be in the order of 200 dwellings per annum comprised of 76% 7-20 storey apartments, 22% 3-6 storey apartments, and*

2% townhouses in addition to existing stock resulting in the total dwelling diversity shown in the adjacent table in 2036. Such demand is related to the high level of amenity and quality of life afforded within Castle Hill, the demand for housing diversity and improved access to social, recreational and employment opportunities as a result of the North West Rail Link.

2. **Demand for Employment Lands.** Future demand for additional employment (commercial and retail) floor space within the Study Area is projected to increase within the Study Area at a rate of 7,000m<sup>2</sup> p.a. of commercial and 3,000m<sup>2</sup> p.a. of retail.
3. **Type and Location of Development.** The demand analysis supports the provision for 7-20 storey and 3-6 storey garden apartments within close walking distance of the new train station. These areas of residential uplift and renewal may serve as the catalyst for regeneration within the broader precinct. In particular, future residents will be attracted to these areas for their high levels of amenity, employment opportunities, retail, cultural and community facilities and close proximity to the train station.

The analysis supports the provision for townhouse development on the periphery of the Study Area where large single lots could accommodate 2-4 townhouses each and the possibility to amalgamate sites into larger contiguous landholdings exists.

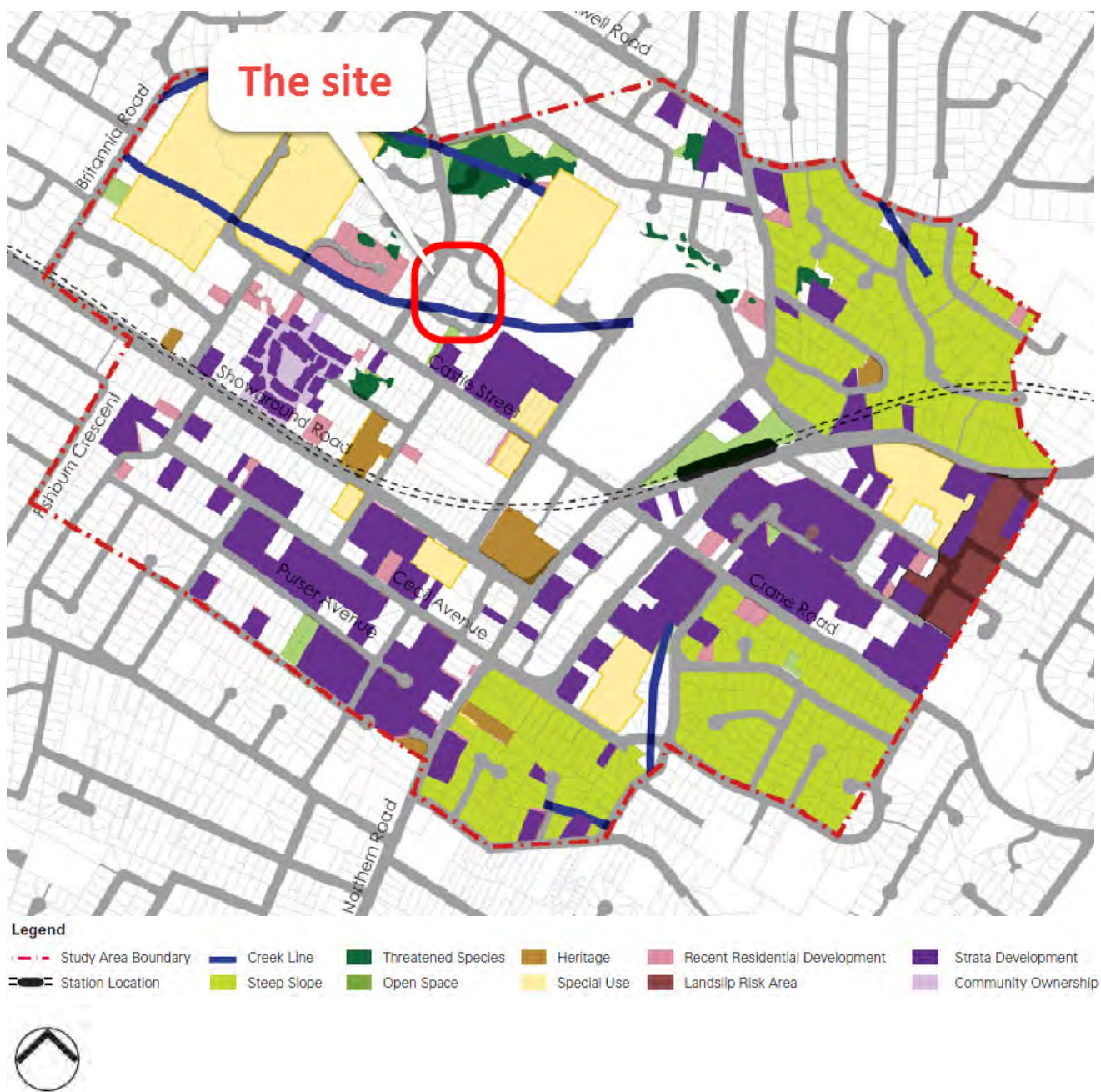
In terms of future employment generating development, the feasibility analysis supports the provision for retail land-use at the mixed use area around the new station to provide for the day to day needs of residents and workers and the broader regional catchment.

Future retail floor space within Castle Hill is expected to increase in line with the growth of the regional population catchment. Castle Hill will also provide a significant amount of high-level employment as the Major Centre for the North West with a commercial core supported by standalone and mixed use retail floor space.

- The identified future character includes apartment living surrounding the retail/commercial core with higher density apartment living (7-20 storeys) in areas with direct access to the new station and medium density apartment living (3-6 storeys) on the periphery with townhouses and duplexes beyond this to deliver a diversity of housing (Figures 19 and 20 which are reproduced below as **Figures 16 and 17**).

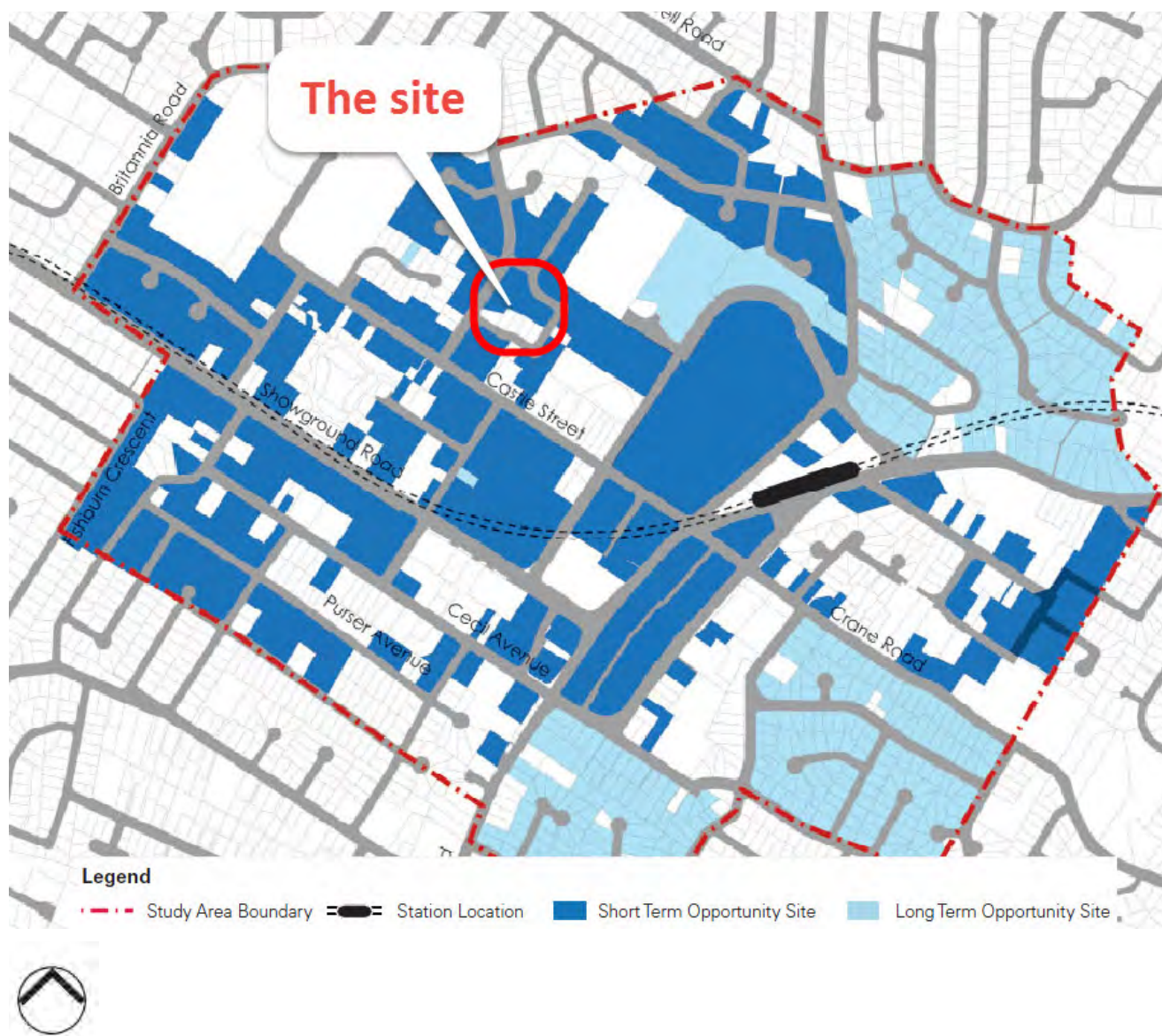
Being a consolidation of 14 dwelling house lots that make up an entire street block that is largely unconstrained, the site presents an immediate opportunity to stimulate housing growth at Castle Hill. The Castle Larool PP 2018 - REVISED will make a significant and timely contribution to the Structure Plan targets, delivering just over 50% of one year's annual demand (114 additional dwellings proposed with an annual demand of 200 dwellings). The planned through site link will improve connections to the new Castle Hill Railway Station for pedestrians and cyclists.

**With townhouses and apartment buildings of three to five storeys, master planned around a central communal open space and with landscaped setbacks to Larool Crescent and Carramarr Road; the Castle Larool PP 2018 - REVISED is entirely consistent with the Castle Hill Structure Plan.**



**Figure 14 – Castle Hill Structure Plan - Combined Constraints within the Study Area** (Source: Castle Hill Station Structure Plan, Figure 12)





**Figure 15 – Castle Hill Structure Plan - Opportunities sites within the study area (Source: Castle Hill Station Structure Plan, Figure 17)**



### Medium Density Apartment Living

**Objectives:** To provide for the housing needs of a growing community and to provide a variety of housing types within close proximity of the station and associated uses.

**Character:** It is anticipated that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

**Figure 16 – Castle Hill Structure Plan - Proposed Location of Medium Density Apartment Living (Source: Castle Hill Station Structure Plan, Figure 25)**



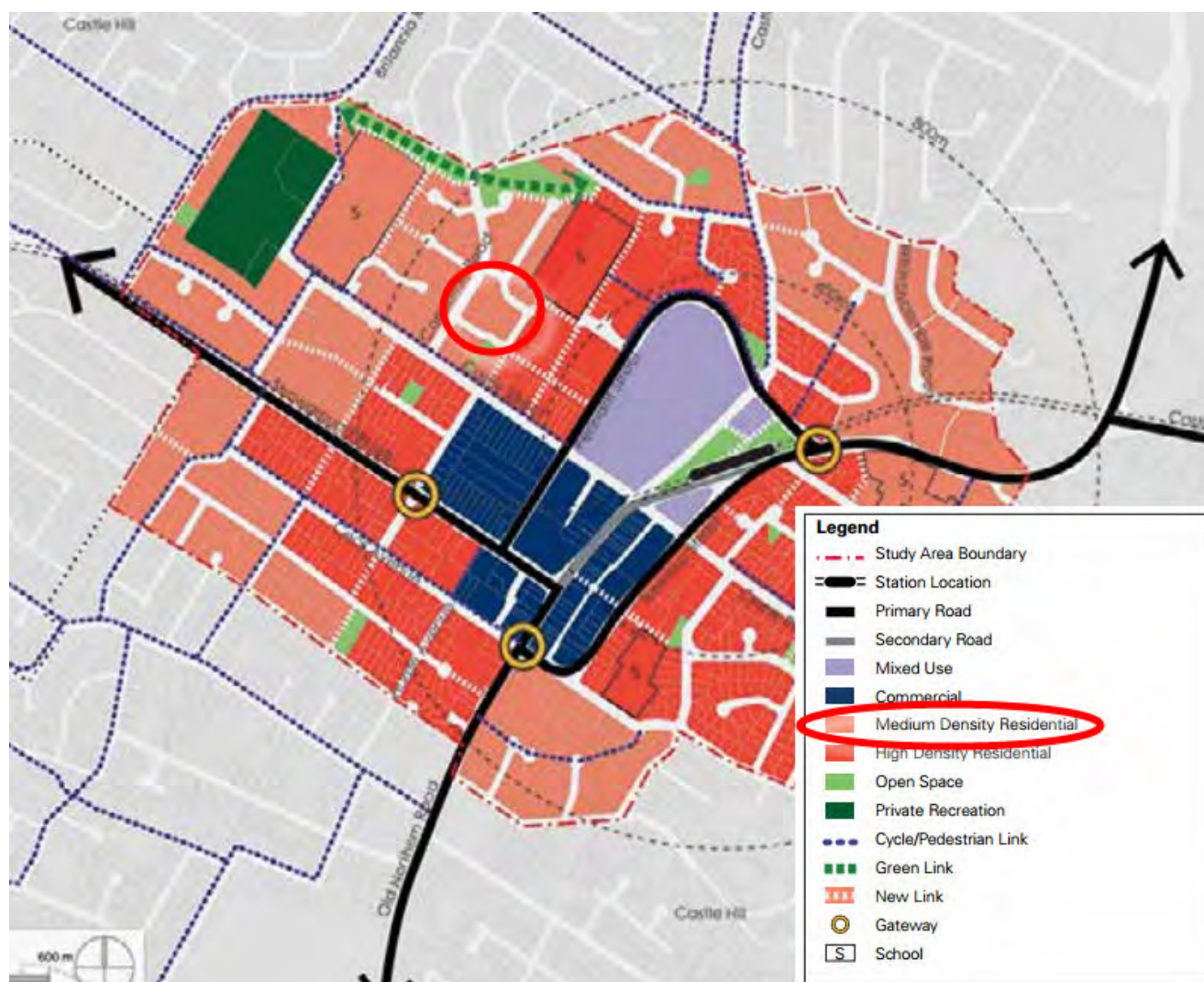


Figure 17 – Castle Hill Structure Plan (Source: Castle Hill Station Structure Plan, Figure 19)

#### 4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The following local planning strategies/plans are relevant to the Castle Larool PP 2018 - REVISED.

##### ***The Hills Corridor Strategy, Castle Hill North Precinct Plan and Council's Castle Hill North PP***

The *Draft Castle Hill North Precinct Plan* was first prepared by The Hills Shire Council in December 2014, prior to release of the *Hills Corridor Strategy*. Relevant to the site, the *Draft Castle Hill North Precinct Plan* (2014) proposed the following:

- Eight storeys for the site
- A 'Gateway' site immediately to the south of the site (corner of Carramarr Road and Castle Road) allowing for 18 storey apartment development as a western gateway to the Castle Hill Centre
- Traditional residential lots to the immediate west were to remain as low density residential (three storeys)
- Larger sites closer to the centre core were envisaged to have 12 storey residential development
- A new through-site pedestrian link was proposed for the site, connecting the Larool Crescent Reserve to Barrawarn Place and Maurice Hughes Reserve to the north.

Later, Council prepared and exhibited the *Draft Hills Corridor Strategy* which used density controls to guide future development (instead of the height controls which were used in the *Draft Castle Hill North Precinct Plan*).

The *Castle Hill North Precinct Plan* is to be implemented by Council's Castle Hill North PP, which was exhibited by Council in August/September 2017.

As detailed earlier at **Table 7**, the Castle Larool PP 2018 is consistent with:

- The following provisions in Council's Castle Hill North PP:
  - The land use/zoning provisions in the which all include the site in Zone R4 – High Density Residential
  - Minimum lot size standard of 1,800m<sup>2</sup>
  - Removal of the height of buildings standard (with height to be controlled by a DCP).
  - Base FSR standard of 1:1
  - Incentive FSR for the provision of housing mix and sizes that promote family friendly housing
  - Incentive FSR of 20% for amalgamation and public domain improvements.
  - Total FSR proposed by Council's Castle Hill North PP which proposes a total FSR of 1.44:1.
- **A small variation is proposed to the following provision:**
  - Dwelling density provisions of the *Hills Corridor Strategy* and *Castle Hill North Precinct Plan* which suggest 96 dwellings per hectare for the site whereas 128 dwellings per hectare are proposed (128 dwellings on 1.0125ha site).

This very minor inconsistency is reasonable given the consistency of the consistency of the Castle Larool PP 2018 - REVISED with the Council's Castle Hill North PP, the site specific findings of AE Design Partnership in relation to Urban Design and architecture and TTPP in relation to traffic and parking; and noting the absence of adverse environmental effects.

***The Hills Development Control Plan 2012 (DCP 2012) – Part D Section 2.0 – Castle Hill North Precinct – DRAFT***

This draft DCP forms part of Council's Castle Hill North PP exhibition package. As explained in the Urban Design Report (**Appendix A**), the Castle Larool PP 2018 – REVISED is consistent with the draft DCP noting consistency with the following key Draft DCP provisions:

- Compliance with the Castle Hill North Precinct Structure Plan comprising three to five storey high density residential development with terrace edge elements
- Terrace Edge Streetscape comprising three storey terrace style edge, setback 3m from the street, 5m setback above front building line
- No additional overshadowing of the private open space of adjoining properties
- No additional overshadowing of Larool Reserve between the 11am and 2pm between the dates of April 21 and August 21
- Retention of existing trees where possible
- 10m wide pedestrian through site link
- Landscaping and open space:
  - 50% site cover
  - Minimum of 25% of the site area is be allocated for communal open space
  - Minimum of 20m<sup>2</sup> per dwelling as common open space
  - Private open space (including 36m<sup>2</sup> courtyard for each ground floor dwelling).

## 5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

YES

The consistency of the Castle Larool PP 2018 - REVISED with SEPPs is outlined at **Appendix J**. Specific comments in relation to relevant SEPPs follows:

### **State Environmental Planning Policy No 55 – Remediation of Land Urban** (SEPP 55)

In accordance with cl. 7 of SEPP 55, the consent authority must consider if the land is contaminated, if it is contaminated is it suitable for the proposed use and if it is not suitable, can it be remediated to a standard such that it will be made suitable for the proposed use.

A Preliminary Site Investigation (PSI) has been prepared by Ramboll Environ Australia Pty Ltd (**Appendix E**). The PSI was undertaken in accordance with the requirements of SEPP 55 and associated guidelines published by the NSW Environment Protection Authority (EPA). As noted in its Introduction, the main objectives of the PSI are to:

- Assess the likelihood of contamination to be present on the site, as a result of past and present land use activities
- Provide preliminary recommendations on further contamination assessment, management or remediation works (if required).

The findings of the PSI state that a detailed site investigation is not needed given the absence of identified contamination sources. The PSI concludes:

*This report presents the findings of the PSI performed by Ramboll Environ at the site comprising fourteen individual lots enclosed by Larool Crescent and Carramarr Road, Castle Hill, NSW, Australia.*

*Intrusive soil and groundwater investigations are not known to have been conducted at the site and no known soil and groundwater contamination has been identified at the site.*

*The site is not considered sensitive to soil, surface water and/or groundwater contamination due to the impermeable nature of the underlying geology and leaks of current potentially contaminating activities.*

*Sources of potential historical soil and groundwater contamination on the site are summarised as follows:*

- *Possible fill material used to level the building sites during the development of the current site. No evidence of the use of significant quantities of imported fill was identified in the historical aerial photographs or during the site inspection.*
- *Historical rural land use, in particular the ownership of the site by an 'orchardist' from 1920 to 1929 (although there was no evidence as to whether the land use on the site was for an orchard) may have resulted in residual pesticides and herbicides contamination on site.*
- *Historical land use of the off-site properties for suspected orchards may have resulted in residual pesticides and herbicides entering the site.*

*No current on-site or off-site sources of potential soil and groundwater contamination that may significantly affect the subject site were identified during the PSI.*

*Confirmation of site contamination and liabilities for managing contamination could only be assessed further through a Detailed Site Investigation (DSI) involving soil and/or groundwater sampling. A detailed Site Investigation is not recommended at this stage based upon the lack of identified sources of contamination and the low sensitivity of the environmental setting.*

If required, further site investigations could be carried out at the DA stage.



***State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65)***

SEPP 65 provides that DCPs cannot be inconsistent with the following ADG design criteria and a DCP provision that is inconsistent with the following matters in the ADG has no effect (SEPP 65, cl. 6A):

- Visual privacy
- Solar and daylight access
- Common circulation and spaces
- Apartment size and layout
- Ceiling heights
- Private open space and balconies
- Natural ventilation
- Storage.

Additionally, SEPP 65 states that the following standards cannot be used as grounds to refuse development consent (cl. 30):

- If the car parking will be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the ADG (relevant to sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area)
- If the internal area for each apartment will be equal to, or greater than, the recommended minimum internal area for the relevant apartment type specified in Part 4D of the ADG
- If the ceiling heights will be equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the ADG.

Compliance with SEPP 65 and the ADG were key guiding factors for AE Design Partnership. As detailed in their work (**Appendix A**) the Castle Larool PP 2018 - REVISED achieves the solar access, cross ventilation, building separation, apartment size, deep soil and private and communal open space design criteria in the ADG.

A comprehensive SEPP 65 and ADG assessment of compliance would form part of a future DA.

**6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?**

YES

It is considered that the Castle Larool PP 2018 - REVISED is consistent with the relevant Directions issued under s. 9.1 (formerly s. 117) of the EP&A Act by the Minister to Councils, as demonstrated in the assessment at **Appendix J**. A more detailed response follows in relation to relevant directions.

**3.1 Residential Zones**

This direction states:

*The objectives of this direction are:*

- (a) *to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- (b) *to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- (c) *to minimise the impact of residential development on the environment and resource lands.*

The Castle Larool PP 2018 – REVISED is consistent with the objectives of this direction as it will increase residential densities and housing choice in a location that is close to public transport, shops, employment and recreational opportunities. As detailed in this planning proposal, the increased density will have minimal and acceptable impacts (relevant environmental issues include traffic, overshadowing, built form and urban design etc).

### 3.4 Integrating Land Use and Transport

This direction states:

*The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:*

- (a) improving access to housing, jobs and services by walking, cycling and public transport, and*
- (b) increasing the choice of available transport and reducing dependence on cars, and*
- (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- (d) supporting the efficient and viable operation of public transport services, and*
- (e) providing for the efficient movement of freight.*

The Castle Larool PP 2018 - REVISED is consistent with the aims, objectives and principles of *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001) and *The Right Place for Business and Services – Planning Policy* (DUAP 2001) as it will facilitate:

- Co-location of housing, jobs and services that can be connected by walking, cycling and public transport
- Increased housing within a walkable catchment of Castle Hill Strategic Centre and the new Castle Hill Railway Station reducing car dependence
- A master planned development that can act as a catalyst to lead the revitalisation of this part of Castle Hill and therefore complement the State's investment in Sydney Metro Northwest
- Constrained car parking reducing car dependence
- Efficient and viable operation of public transport, in particular Sydney Metro Northwest.

### 4.3 Flood Prone Land

This direction applies where a planning proposal creates, removes or alters a zone or a provision that affects flood prone land. It states:

*(1) The objectives of this direction are:*

- (a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and*
- (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.*

The site is not located within the 1 in 100 year flood event, but the southern portion of the site is impacted by stormwater overland flow. A Stormwater Management Report has been prepared by ACOR (**Appendix F**). The Report assesses stormwater management strategies and provides a framework for future development which encompasses best management practice for:

- Stormwater Water Quality Treatment
- Stormwater Water Quantity Treatment
- Overland Flow Management
- Existing Stormwater Infrastructure Remediation.

ACOR confirms that appropriate stormwater measurements can be implemented for the site which will meet the intent of the relevant development controls. Recommended measures include a deflection wall installed partially along the eastern and southern boundaries of the site. ACOR also note that future development will need to address the following items associated with Flood Risk Management (noting that these issues can be readily managed in the future redevelopment of the site):

- Flood Planning Levels
- Evacuation management
- Flood compatible material
- Flood related structural adequacy issues
- Flood affecting adjoining properties.

#### **5.9 North West Rail Link Corridor Strategy**

This Direction applies to Hornsby Shire Council, The Hills Shire Council and Blacktown City Council and applies when a relevant planning authority prepares a planning proposal for land identified in the NWRL Corridor Strategy and Structure Plans. It states:

- (1) *The objectives of this direction are to:*
  - (a) *promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL)*
  - (b) *ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.*
- ...
- (3) *This Direction applies when a relevant planning authority prepares a planning proposal for land within the North West Rail Link Corridor, as identified in the NWRL Corridor Strategy and Structure Plans. What a relevant planning authority must do if this Direction applies*
- (4) *A planning proposal that applies to land located within the NWRL Corridor must:*
  - (a) *give effect to the objectives of this direction*
  - (b) *be consistent with the proposals of the NWRL Corridor Strategy, including the growth projections and proposed future character for each of the NWRL precincts*
  - (c) *promote the principles of transit-oriented development (TOD) of the NWRL Corridor Strategy.*

#### *Consistency*

- (5) *A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning & infrastructure (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are:*
  - (a) *justified by a strategy which:*
    - (i) *gives consideration to the objective of this direction, and*

- (ii) identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and
- (iii) is approved by the Director-General of the Department of Planning & Infrastructure, or
- (b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or
- (c) in accordance with the relevant Sub-Regional Delivery Plan prepared by the Department of Planning & Infrastructure which gives consideration to the objective of this direction, or
- (d) of minor significance.

As detailed above at question 2, the Castle Larool PP 2018 - REVISED is entirely consistent with the *NWRL Corridor Strategy* and *Castle Hill Station Structure Plan* as it:

- Facilitates consolidation of 14 dwelling house lots that make up an entire street block
- Provides an immediate opportunity to stimulate housing growth at Castle Hill
- Provides apartment buildings of three to five storeys, master planned around a central communal open space and with landscaped setbacks to Larool Crescent and Carramar Road.

Inconsistencies with the *Castle Hill Station Structure Plan* (and therefore the terms of the Ministerial direction) arise as the Castle Larool PP 2018 proposes:

- Zone R4 – High Density Residential whereas the *Castle Hill Station Structure Plan* nominates the site for medium density apartment living. Inclusion of the site in Zone R4 is justified in *The Hills Corridor Strategy*, *Precinct Plan for Castle Hill North* and Council's *Castle Hill North PP* (all prepared by Council) which include the site in Zone R4.

Given the above, the provisions of the Castle Larool PP 2018 - REVISED that are inconsistent with Ministerial Direction 5.9 are reasonable and the inconsistency is fully justified.

### 6.3 Site Specific Provisions

This Direction states:

*Objective*

- (1) *The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.*

*Where this direction applies*

- (2) *This direction applies to all councils. When this direction applies*  
(3) *This direction applies when a council prepares a draft LEP to allow a particular development to be carried out.*

*What a council must do if this direction applies*

- (4) *A draft LEP that amends another environmental planning instrument in order to allow a particular development proposal to be carried out shall either:*  
(a) *allow that land use to be carried out in the zone the land is situated on, or*  
(b) *rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or*  
(c) *allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.*  
(5) *A draft LEP shall not contain or refer to drawings that show details of the development proposal.*

*Consistency*

- (6) *A draft LEP may be inconsistent with the terms of this direction only if council can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the draft LEP that are inconsistent are of minor significance.*

Site specific changes proposed by the Castle Larool PP 2018 include:

- Rezoning of site to Zone R4 – High Density Residential (a zone already used in The Hills LEP 2012)
- A minimum lot size of 1,800m<sup>2</sup> (being the standard already used for other land in Zone R4)
- Removal of the height standards (consistent with Council's Castle Hill North PP)
- A new maximum FSR standard of up to 1.44:1 (including incentives) which is commensurate with other land in Zone R4
- A new Key Sites clause and map to encourage amalgamation of the site and public domain improvements (consistent with Council's Castle Hill North PP which identifies a total of six key sites including the site). This clause provides an appropriate incentive and is not unnecessarily restrictive.

Given the above points, the Castle Larool PP 2018 - REVISED is consistent with Direction 6.3 Site Specific Provisions.

## 7.1 Implementation of A Plan for Growing Sydney

This direction states:

*The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.*

As detailed above in response to question 3, the Castle Larool PP 2018 - REVISED is consistent with the goals, directions, actions and priorities for Castle Hill and the Central District set out in GREATER SYDNEY REGION PLAN A Metropolis of Three Cities.

## 7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan

Castle Hill and the site are not located within the North West Priority Growth Area.

### C. Environmental, social and economic impact

**7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

NO.

The site is suburbanised and does not accommodate any threatened flora or fauna species or threatened species habitat, as detailed in Flora and Fauna Assessment Report by Abel Ecology (**Appendix D**) which states that:

*There is no impediment to this proposal in the scope of this report. There is not likely to be a significant effect on the endangered ecological community, threatened species or their habitats. A Species Impact Statement is not recommended.*

The report sets out recommendations in relation to landscaping (weed control and selection of local indigenous species) and soil management (erosion and sediment control) that would be addressed at the DA stage.

The findings of Abel Ecology are consistent with that set out in Council's Castle Hill North PP which states the following response in relation to this question:

*No, the majority of the Precinct is already developed and occupied residential dwellings, open space and a public school. The Precinct is generally void of any significant vegetation or trees. Maurice Hughes Reserve is identified as Sydney Turpentine Ironbark Forest.*

*While there is likely to be additional foot traffic and embellishment works to Maurice Hughes Reserve, the area will not be adversely affected by the proposal. Therefore the planning proposal is unlikely to create any adverse impacts on critical habitat or threatened species, populations or economical communities and their habitats.*

**8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

Urban design, ecology, contamination, flooding/stormwater and residential amenity have been considered above. Overshadowing and traffic/car parking are addressed below.

### **Overshadowing**

Shadow diagrams, prepared by AE Design (**Appendix A**), illustrate the shadow impact of the Castle Larool PP 2018 - REVISED at 9am, 12 noon and 3pm in midwinter. The key shadow impacts of the development are noted below:

- Castle Larool Reserve, to the south of the site, will not receive any additional shadows between 11am and 3pm in mid-winter consistent with the draft DCP that forms part of Council's Castle Hill North PP



- At least 50% of the proposed communal open space at the ground level of the site will receive a minimum of two hours sunlight between 9am and 3pm in midwinter (complying with the ADG requirement for a minimum of 50%)
- 77% (99 of 128) of the proposed living rooms and private open spaces will receive a minimum of two hours direct sunlight between 9am and 3pm in mid-winter (complying with the ADG requirement for a minimum of 70%).

#### **Traffic and car parking**

A Traffic and Parking Review assessing the Castle Larool PP 2018 has been prepared by TTPP Consultants (**Appendix G**). The Review finds that the proposal is acceptable in terms of traffic, noting that from a traffic perspective the site could be developed for 480 dwellings (180 are proposed in the Preferred Development Concept). The Traffic and Parking Review includes the following summary and conclusion:

##### **Summary and Conclusion**

*This report is in relation to a proposed planning proposal for a development site located at Larool Crescent and Carramar Road, Castle Hill.*

*The planning proposal is seeking approval for the subject site to be redeveloped to accommodate 180 residential dwellings across six buildings of six storeys in height.*

*The proposed development is expected to generate moderate volumes of development traffic (approximately 46 vehicles per hour during the busiest peak period) which would constitute only a small fraction of the existing background traffic. As such, the proposed development is not expected to generate any adverse traffic impacts.*

*Separately, traffic analysis has been conducted demonstrating that following the completion of the proposed expansion of Castle Towers Shopping Centre and including additional development traffic from the intensification of the Castle Hill town centre in accordance to Council's Castle Hill North Precinct Plan, the subject site could be redeveloped to accommodate 480 residential apartments in total.*

*Parking requirements for the proposed development have been assessed against Council's parking requirements stipulated in the current development control plan as well as the draft Castle Hill North Precinct development control plan. Based on Council's parking requirement stipulated in the current development control plan, the proposed development would require a minimum of 414 car parking spaces. This level of parking is considered to be excessive, in particular when considering that the site is located within walking distance to Castle Towers Shopping Centre and a future railway station which is currently under construction.*

*It is further noted that the draft Castle Hill North Precinct development control plan specifies a parking provision of 216 car parking spaces for the proposed development.*

*The Apartment Design Guide requires parking for residential developments located within 800m walking distance to railway stations to have parking equal to or greater than the lessor of the parking requirements suggested in Roads and Maritime's Guide to Traffic Generating Developments, or the parking requirement prescribed by the relevant council.*

*In this case, the Roads and Maritime guidelines suggest a total parking provision of 220 car parking spaces compared to 414 car parking spaces required by Council.*

*The parking requirement stipulated in the Roads and Maritime guidelines is relatively consistent with the requirement set out in the draft Castle Hill North Precinct development control plan, suggesting that the draft Castle Hill North Precinct development control plan is a more realistic guide to the required amount of parking. Therefore, the parking level*

*stipulated in the draft Castle Hill North Precinct development control plan is considered to prevail over Council's current required parking provision.*

*It is proposed to provide on-site car parking provision consistent with the parking requirements set out in SEPP 65 and the draft Castle Hill North Precinct development control plan, of 216 spaces. Therefore, the proposed parking is considered to be satisfactory.*

*It is proposed to design the car park in accordance with design requirements set out in the Australian Standard for car parking facilities.*

*Overall, the traffic and parking aspects of the proposed development are considered to be satisfactory.*

#### 9. Has the planning proposal adequately addressed any social and economic effects?

A list of potential social and economic benefits follows, noting that the Castle Larool PP 2018 – REVISED would increase the supply and diversity of housing close to the new Castle Hill Railway Station, encouraging public and active transport usage and contributing to achieving dwelling targets for Castle Hill Station Precinct:

- To achieve the maximum FSR contemplated by the Castle Larool PP 2018, the dwelling mix/sizes on the site must be suitable for families in The Hills noting that:
  - (a) One bedroom dwellings must comprise less than 10% of the proposed dwellings
  - (b) Three bedroom dwellings must comprise at least 30% of the proposed dwellings
  - (c) 40% of the two bedroom dwellings must have an area of at least 110m<sup>2</sup>
  - (d) 40% of the proposed three bedroom dwellings must have an area of at least 135m<sup>2</sup>
  - (e) A site specific provisions that site would permit the number of two bedroom dwellings satisfying subclause (c) to be reduced if the number of three bedroom dwellings satisfying subclause (d) is increased by an equal number of dwellings.
- Additional retail expenditure for Castle Hill Town Centre and potential demand for retail/commercial floorspace growth supporting general economic growth and local employment opportunities;
- Increase in the percentage of dwellings located within 30 minutes of public transport in a strategic centre
- Provision of an additional 114 dwellings (128 total, less 14 existing dwellings), contributing the total 4,400 dwellings projected for the Castle Hill Town Centre
- Provision of a diversity of dwellings including larger family friendly dwellings to contribute towards housing choice
- Construction jobs
- Provision of 743.9m<sup>2</sup> of publicly accessible open space in the form of a through site link connecting the site and western parts of the Town Centre with the new station
- Improvements in public domain and community facilities, funded through development contributions and public benefits
- Extension of activity in the centre outside of normal business hours, increasing vibrancy and safety and security
- Greater support for entertainment and food and beverage retail
- Support for a greater diversity of retail and commercial services aligned with general population growth and demographic profile
- Increased attractiveness of centre for a variety of business investment
- Stimulus for investment and catalyst for further redevelopment and renewal in the centre

- Residential growth that will better support employment growth to achieve regional and district employment targets for the Central District.

**D. State and Commonwealth interests**

**10. Is there adequate public infrastructure for the planning proposal?**

**Transport Infrastructure**

In light of the improvements in public transport capacity, most notably the Sydney Metro Northwest (which is due to open in 2019) and the transport investigation corridor between Castle Hill and Parramatta, it is considered that there is more than ample capacity to accommodate growth on the site.

**Utility Service Infrastructure**

The full range of utility services including electricity, telecommunications, water, sewer and stormwater are all currently available across the site. It is expected that these services would be upgraded where required.

**Social Infrastructure**

The VPA letter of offer (**Appendix I**) includes a proposal to make a monetary contribution for the additional dwellings generated by the Castle Larool PP 2018 - REVISED. It is expected that any development on the site will also require the payment of a monetary payment towards social infrastructure in accordance with Council's development contributions policy. This will ensure that contributions are collected and distributed in a coordinated and strategic manner to ensure that the levying for and provision of social infrastructure reflects the much broader growth occurring within the Castle Hill centre and the broader local government area.

**11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

The views of State and Commonwealth agencies will be known after the gateway determination. It is envisaged that consultation will be required with the following agencies:

- Greater Sydney Commission
- Transport for NSW
- Sydney Metro Delivery Office
- Roads and Maritime Services
- NSW Office Environment & Heritage
- Department of Education and Communities
- Sydney Water
- Endeavour Energy

#### **PART 4 – MAPPING**

The Castle Larool PP 2018 - REVISED seeks to amend the Land Zoning, Height of Buildings and Floor Space Ratio, Floor Space Ratio Incentive and Key Sites Maps to The Hills LEP 2012 (or any later replacement LEP). The proposed maps are illustrated at **Figures 18 to 22**.

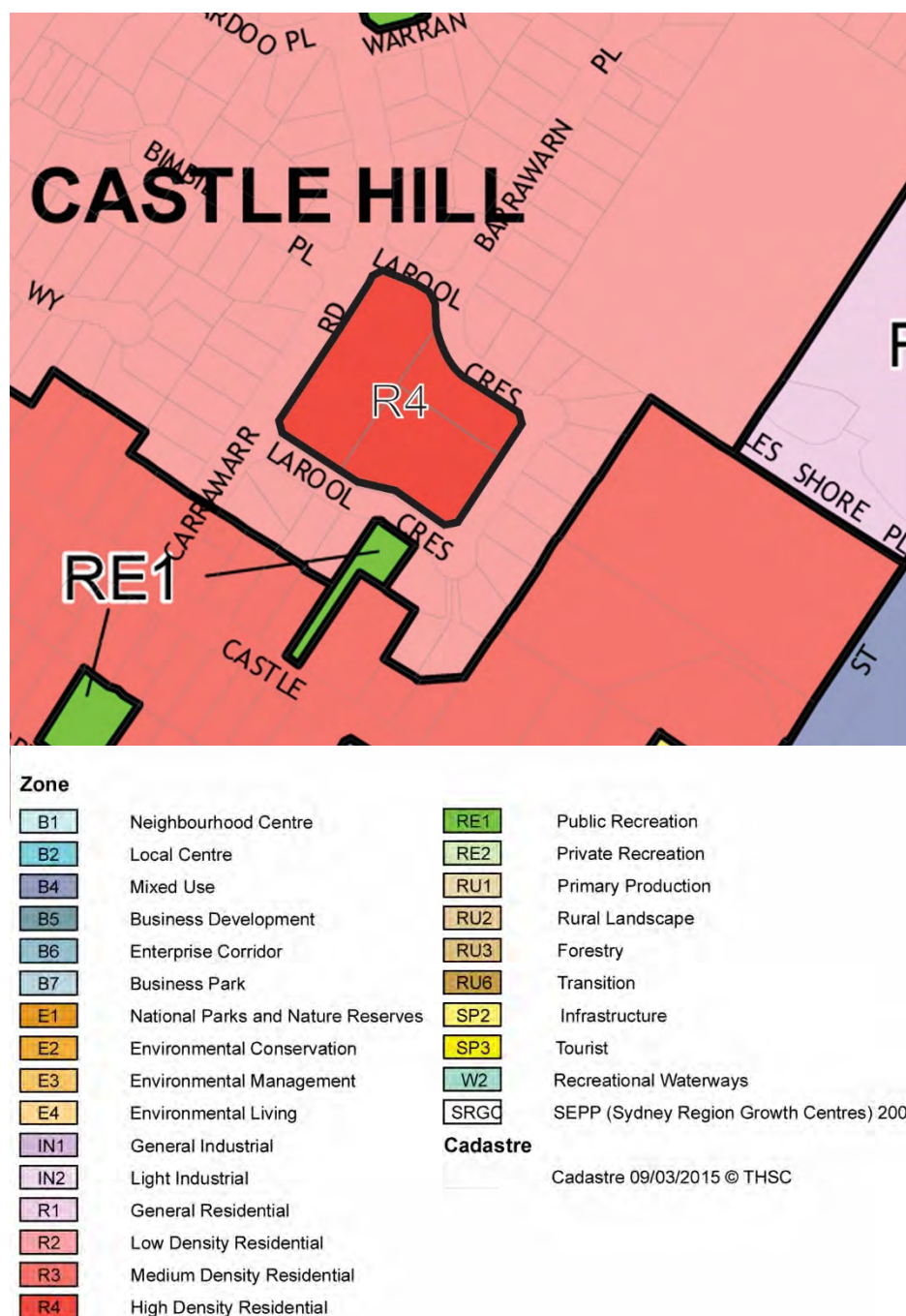
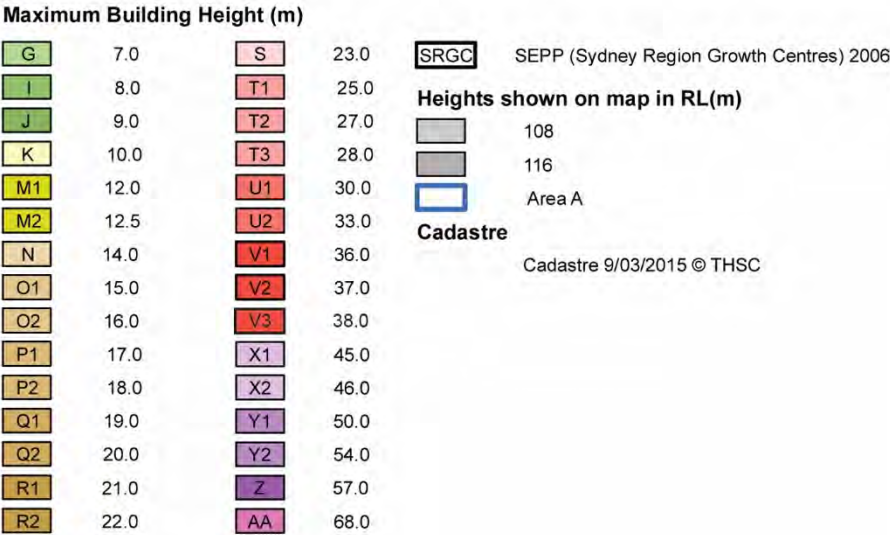


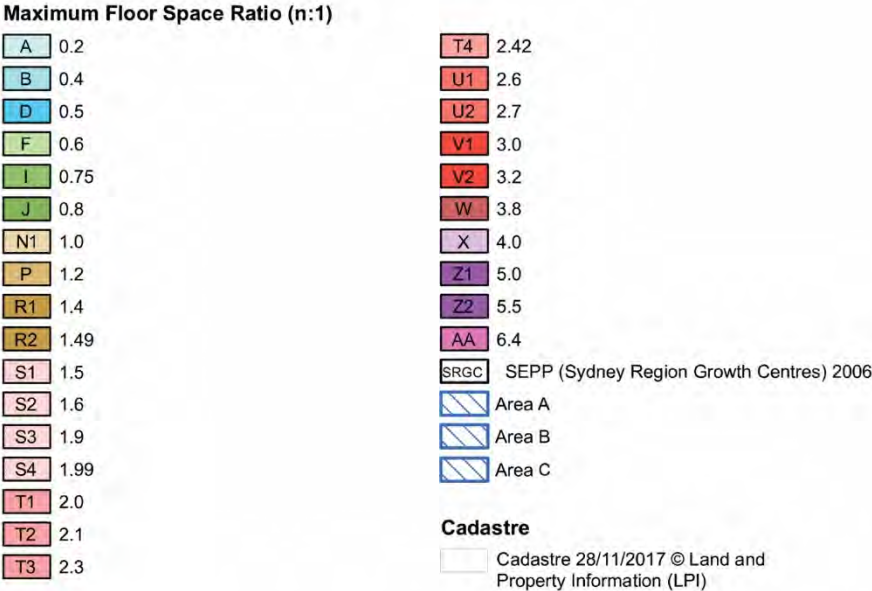
Figure 18 – Proposed Land Zoning Map (The Hills LEP 2012)





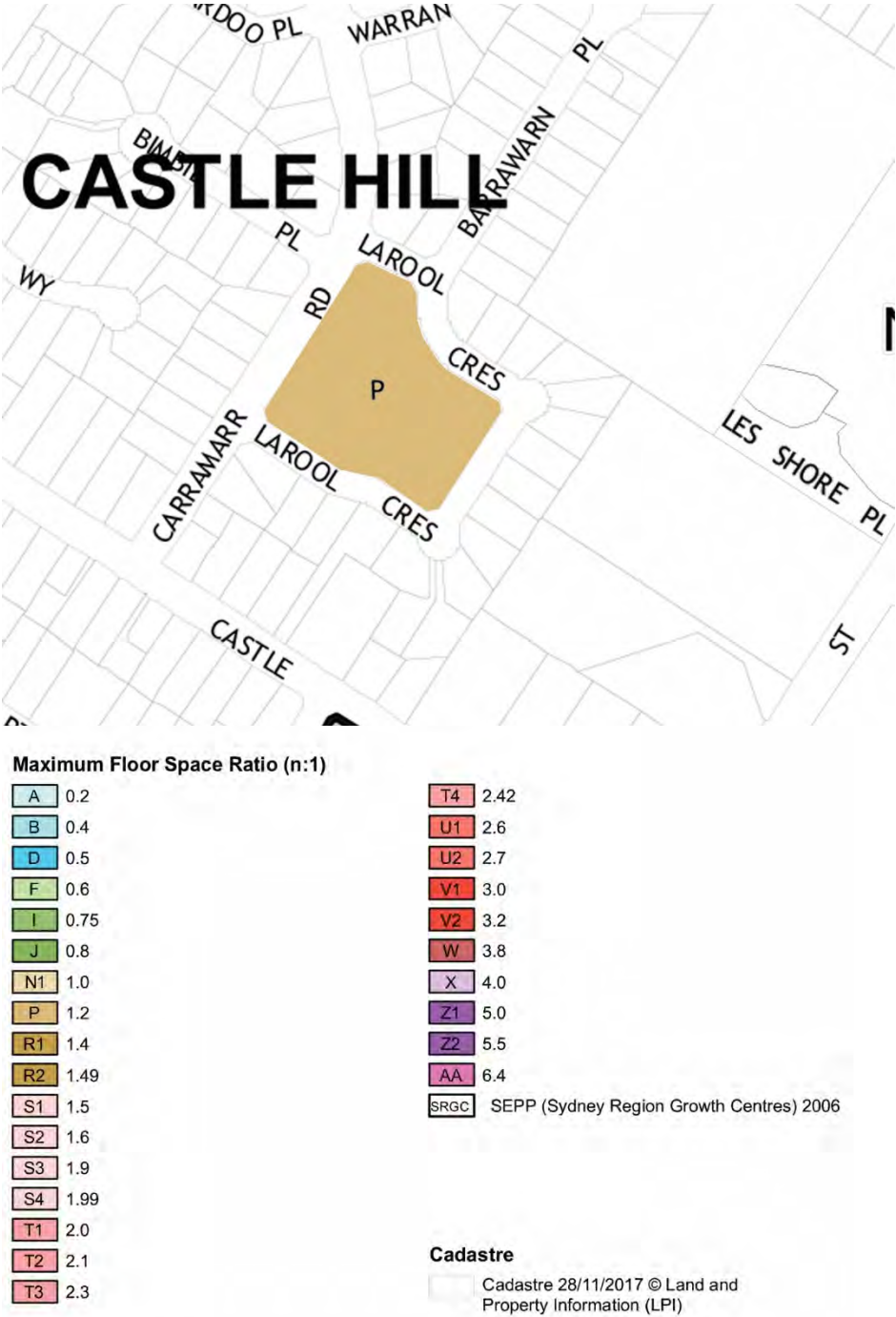
**PROPOSED HEIGHT OF BUILDINGS MAP**  
Adapted from HLEP 2012 Extract

Figure 19 – Proposed Height of Buildings Map (The Hills LEP 2012)



**PROPOSED FLOOR SPACE RATIO MAP**  
Adapted from HLEP 2012 Extract

**Figure 20 – Proposed FSR Map (The Hills LEP 2012)**



**PROPOSED FLOOR SPACE RATIO INCENTIVES MAP**  
Adapted from HLEP 2012 Extract

Figure 21 – Proposed Floor Space Incentives Map (The Hills LEP 2012)



Key Sites Map  
Area X

**PROPOSED KEY SITES MAP**  
Adapted from HLEP 2012 Extract

Figure 22 – Proposed Key Sites Map (The Hills LEP 2012)

## PART 5 – COMMUNITY CONSULTATION

Exact details of the required community consultation will be set out in the gateway determination. It is, however, expected that the Castle Larool PP 2018 – REVISED will be exhibited for a period of not less than 28 days in accordance with section 5.5.2 of *A guide to preparing local environmental plans*.

At this stage, public exhibition of the Castle Larool PP 2018 – REVISED is likely to be undertaken in the following manner:

- Notification in a newspaper that circulates in the area affected by the planning proposal
- Notification on Council's website
- Display of exhibited material at Council's Administration Building
- Notification in writing to affected and adjoining landowners.

## PART 6 – PROJECT TIMELINE

An indicative timeline for the Castle Larool PP 2018 – REVISED is set out below at **Table 10**, suggesting that the instrument could be made within just over 12 months:

**Table 10 – Planning proposal timeline**

Stage	Estimated date
Submission of planning proposal to Council	July 2018
Estimated referral to Minister for review of Gateway determination	August 2018
Estimated Gateway Determination	October 2018
Estimated Completion of Required Studies (if any required)	November 2018
Estimated pre exhibition Government Agency Consultation	December 2018
Estimated commencement of Public Exhibition Period	January 2019
Estimated completion of Public Exhibition Period	February 2019
Estimated timeframe for consideration of submissions	March 2019
Estimated timeframe for consideration of proposal post exhibition report to Council	April 2019
Submission to the Department to finalise the LEP	May 2019
Notification of instrument	June 2019



## 4.0 Conclusion

The Castle Larool PP 2018 – REVISED relates to 14 allotments and more than one hectare of land that occupies the entire street block bounded by Larool Crescent and Carramarr Road at Castle Hill (comprising 4-22 Larool Crescent and 44-50 Carramarr Road, Castle Hill).

The site is located 694m from the new Castle Hill Railway Station creating a unique opportunity for a master planned development that can act as a catalyst to lead the revitalisation of this part of Castle Hill and therefore complement the State's investment in Sydney Metro Northwest.

The Castle Larool PP 2018 – REVISED sets out the following amendments to The Hills LEP 2012 (or any later replacement LEP):

- a) **Land Zoning** - Amendment of the Land Zoning Map to include the site in Zone R4 – High Density Residential (from Zone R2 – Low Density Residential). The proposed zoning is consistent with that proposed by Council's Castle Hill North PP.
- b) **Lot Size** - Amendment of the Lot Size Map to show a minimum lot size of 1,800m<sup>2</sup> (from an existing standard of 700m<sup>2</sup>). The proposed minimum lot size is consistent with Council's Castle Hill North PP.
- c) **Height of Buildings** - Amendment of the Height of Buildings Map to remove a height standard for the site, consistent with Council's Castle Hill North PP.
- d) **FSR**: Amendment of the FSR Map, FSR Incentives Map/clause 7.12 and Key Sites Map/clause to provide for a maximum FSR of 1.44:1, consistent with Council's Castle Hill North PP.

**To achieve the maximum FSR of 1.44:1, the development must include a through site link and comply with Council's family friendly mix and dwelling size targets.**

The development concept that would be facilitated by the Castle Larool PP 2018 – REVISED includes the following (noting that the final design would be subject to a site specific DCP, VPA and DA):

- 128 dwellings (apartments and terrace/townhouse style dwellings) with 47% of all dwellings being family friendly
- Five buildings with a three storey terrace edge and overall height of five storeys
- A total FSR of 1.44:1 across the site
- Through site pedestrian link
- Tree retention, landscaping and communal open space.

The Castle Larool PP 2018 – REVISED includes a preliminary offer to enter into a VPA that includes a publicly accessible through site link and a monetary.

The Castle Larool PP 2018 – REVISED resolves the issues raised by Council in its assessment of the Castle Larool PP 2016 and the earlier version of this PP. The Castle Larool PP 2018 – REVISED also appropriately addresses the site's strategic context and opportunities and constraints in particular urban design, existing trees and ecology, overland flow, socio economic considerations, transport, traffic and parking.

**It is entirely consistent with State and local strategies and plans which consistently highlight Castle Hill's role as Strategic Centre to be serviced by the Sydney Metro Northwest and offering an important opportunity to accommodate projected increases in the residential population of the region.**

Given the considerable merit of the Castle Larool PP 2018 - REVISED, it is commended to Council for endorsement and forwarding to the NSW P&E for a gateway determination.

## Appendix A

Urban Design Report, by AE Design Partnership

## Appendix B

Existing planning maps from The Hills LEP 2012

## Appendix C

Flora and Fauna Assessment Report, by Abel Ecology

## Appendix D

Preliminary Site Investigation, by Ramboll Environ Australia Pty Ltd



## **Appendix E**

Site Survey Plan, by LTS

## **Appendix F**

Stormwater Management Report, by ACOR

## Appendix G

Traffic and Parking Review, by TTPP Consultants

## Appendix H

Council's Castle Hill North PP

## Appendix I

VPA Preliminary Letter of Offer



## Appendix J

### Consistency with SEPPs and Ministerial Directions

