

2 August 2022

2200717

Michael Edgar General Manager The Hills Shire Council PO Box 7064, Norwest NSW 2153

Attention: Laura Moran (Senior Town Planner, Forward Planning)

Dear Michael,

RE: Response to Council's Request for Further Information (RFI) Letter 21-23 Victoria Avenue, Castle Hill (4/2021/PLP)

We write on behalf of Castle Hill Spotlight Property 2 Pty Ltd (the 'Spotlight Property Group'), the applicant for the Planning Proposal 4/2021/PLP, in response to your letters dated 1 April 2021, 15 December 2021 and 14 April 2022 setting out further information or amendments requested by Council regarding the planning proposal for 21-23 Victoria Avenue, Castle Hill. The purpose of this letter is to provide additional information responding to matters raised in Council's RFI letter and to submit an amended planning proposal package for Council's assessment and preparation of its report to the Local Planning Panel.

As you may be aware there have been substantial detailed discussions between the applicant and Council since the planning proposal was first lodged 22 December 2020 to clarify issues and potential avenues for resolution. We would like to thank Council for its ongoing assistance since lodgement to clarify these matters for the applicant. Based on this feedback, amendments have been made to the proposal that we believe adequately resolve the issues raised by Council and has led to the preparation of a superior reference design to inform the proposed amendments to The Hills LEP 2019.

The key amendments to the planning proposal based on the key thematic issues are summarised below. Detailed responses to the issues raised by Council in its RFI letters and follow up correspondence is provided in **Schedule 1** (enclosed in this letter).

Key amendments to the Planning Proposal and technical studies

Road Widening to Victoria Ave and Carrington Rd intersection

We understand there is a design process underway for the upgrade of the Carrington Road and Victoria Avenue intersection from a dual lane roundabout to traffic signals. A preliminary design drawing was provided by Council that illustrates the potential extent of the future road widening dated 7 August 2020.

The revised reference design and draft Development Control Plan prepared as part of this amended planning proposal package has included the proposed road widening with proposed setbacks based on the revised road alignment. It is understood that the proposed intersection design and road widening is still in its preliminary stages and is subject to change. It is anticipated that any future revisions to road widening alignment can be adopted as the planning proposal progresses through Gateway review and public exhibition and should not be prevented progressing to these stages. We would appreciate any updates to the intersection design being provided by Council.

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Setbacks and Landscaping

We note Council's position for a 15m building setback (measured from any revised property boundary after land take) to be applied along Victoria Road. The revised reference scheme and draft site-specific DCP has adopted an alternative setback approach to Victoria Road (based on the revised property boundary) with:

- A 15m building setback to the central portion of the site's frontage to Victoria Avenue
- A 12m building setback from the northern building.
- A transitional building setback from 5m at the corner of Victoria Avenue and Carrington Road to 15m at the beginning of the proposed left turn slip lane as part of the future intersection upgrade which provides increased emphasis on the corner condition

With respect to the setback controls in Part D Section 19 – Showground Station Precinct of the Hills DCP 2012 that were adopted in 2018, we understand that the adopted DCP retained the existing 15m setbacks to employment roads. However, we understand that upon review of the Showground Precinct Public Domain Plan (2018) this was without a detailed interrogation of alternative setback distances that could achieve an equivalent outcome with regard to the objectives of the setback controls, which are:

a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes light industrial activity.

b. To provide an adequate buffer between industrial development and residential development

Given the above, further analysis has been undertaken of the current setback condition along Victoria Avenue to understand the various street conditions present and to highlight any instances where there is a non-compliance with council's setback controls (refer to Section 6.4 of the Urban Design Report at **Attachment A**). The key findings of this analysis, highlighted the following:

- the majority of buildings are setback at 15m or greater, however there are instances where setbacks are less than 15m. This is evident along the northern end of Victoria Avenue on the Super Centre, Bunnings and Mercedes Benz dealership sites
- setback areas along Victoria Avenue are delivering a range of conditions, including carparking, hardstand and landscaping, with limited instances where setbacks of 15m are being used for the sole purpose of landscaping and/or planting of mature trees
- where green verges are provided, there are many instances where green landscaped/deep soil areas are as narrow as 7m
- there are many instances where mature trees have been planted within narrower setbacks.

When comparing the existing setback condition along Victoria Avenue, the landscaped setback treatment proposed by the reference scheme demonstrates that a superior outcome can be achieved, despite proposing varying building setbacks. This will be achieved by the following measures:

- ensuring the setback area along Victoria Avenue provides generous landscaped verges that include deep soil areas
- requiring landscaped setbacks to accommodate existing mature trees (where appropriate), as well as allow for new planting that are capable growing to a mature size
- incorporating understorey planting and permeable surfaces should reduce the extent of paved areas and to enhance the amenity of the streetscape environment
- delivering a coordinated palette of landscaping throughout publicly accessible spaces within the site to enhance the landscape character of the Norwest Services sub-precinct.

These measures are reflected by the landscape design of the reference scheme and have been adopted as controls by the draft site-specific DCP (refer to **Attachment L**). Through the implementation of these measures through the draft site-specific DCP, we consider that the above objectives of Council's setback controls can be satisfied. In particular to create a positive streetscape and achieving a high quality architectural design.

In response to Council's concern that setbacks below 15m along Victoria Avenue will limit the growth of street trees, the Public Domain and Landscape Design Report (refer to **Attachment C**) provides details with regard to the proposed street tree planting along Victoria Avenue, Salisbury Road and Carrington Road. Notably, this includes tree heights and canopy spread of the selected tree species at maturity which confirm that these can be planted within the proposed 12m setback zone without inhibiting the growth of these street trees.

Stormwater, Flood and Engineering

The updates to the flood modelling and responses provided in TTW's updated Flood Impact Assessment confirms that an acceptable design solution can be delivered to manage the flooding and stormwater constraints of the site without any adverse impacts.

SPG and its engineer TTW have worked closely with Council's engineers to review existing condition flood modelling for the site and surrounding precinct within Council's Urban Overland Flow Study. Through this work in conjunction with Council, TTW has provided an updated flood model for the site with revised design flood level which Council's engineers have approved. Further flood modelling of the post-development scenario with the revised reference design has been submitted to council for review. This modelling demonstrates the proposed development and associated amendments to the LEP 2019 have no adverse impact on the surrounding properties and provide an acceptable flood hazard for occupants of the proposed development. The revised existing condition and post development flood modelling reports are submitted here with amendments to the proposal along with the revised stormwater management report.

In addition, a detailed submission is provided responding to related issues raised by Council:

- Assessment and confirmation of existing pipe condition
- Asset protection of existing twin stormwater pipes beneath the site
- Managing the zone of influence around existing stormwater pipes during construction
- Assurance no structures will be located in the existing easement through the site
- Provision of enhanced access to existing stormwater pipes for monitoring and maintenance
- Construction access to enable replacement of pipes if required
- Emergency flood response requirements in the event of flash flooding
- Assessment of alternative stormwater approaches including replacement or rerouting of existing pipes

Traffic, Access and Car Parking

In response to the feedback provided by Council in its RFI letter, updates have been made to the Traffic and Transport Report by CBRK (refer to **Attachment E**) which aim to confirm the assumptions used and provide greater clarity on the proposed parking provision for the reference scheme. Specifically, the Traffic and Transport Report:

- Confirms that in line with Council's feedback on vehicular access from Victoria Avenue and Carrington Road, the proposal assumes that access along these roads will be left-in and left-out only to reduce potential road user conflict. This has been incorporated into the draft site-specific DCP as a control to ensure this outcome at the Development Application stage.
- Provides further explanation of the assumptions used to inform its traffic generation rates used in the traffic assessment, specifically the rates used for hotels and medical centres.
- Provides a clearer breakdown of the proposed car parking by land uses of the reference scheme and consistency with applicable parking rates of The Hills Development Control Plan and Transport for NSW's Guidelines for Traffic Generating Developments.

Pedestrian Links

We recognise the role of the proposed east-west pedestrian link earmarked by The Hills DCP 2012 and its capacity to enhance permeability and access in the Norwest Service Sub-precinct. In particular, we see the opportunity for the site to be a key node for the sub-precinct that will be further emphasised through new and existing connections to and from Cattai Creek, the Hills Showground Metro Station and Victoria Avenue.

As you may be aware, further analysis has been undertaken to reinterrogate the alignment and elevation of the proposed east-west pedestrian link and its intersection with the proposed north-south service laneway for the site (refer to **Attachment A** of the Planning Proposal). Based on this analysis, the east-west pedestrian link has been revised to be:

• positioned further north in the site to align the cadastre boundary of the adjacent properties to the east to enhance its likelihood of extending the pedestrian link east to Cattai Creek as part any future redevelopment on these adjacent properties

- sited alongside the lower scale buildings of the reference scheme to enhance the public impression of the link
- retained at the upper ground level with the loading lane relocated to the lower ground level to allow for the seamless connection of the link to the proposed central plaza and avoid potential impacts during a flood event.

Notably, the revised reference scheme has adopted an alternative arrangement for the north-south service laneway to traverse at lower ground level to below the revised pedestrian though-site link. This will avoid any potential conflict between pedestrians using the through-site link and vehicles using the service laneway.

Notwithstanding the above, building overhangs to pedestrian links within the site have been removed to increase the sense of openness of these pedestrian links that will further support the sense of the spaces being publicly accessible for users. The draft site-specific DCP also provides controls for signage and wayfinding to be incorporated within the public domain to ensure publicly accessible spaces in the site are clearly identifiable for the public.

Bulk and Scale

We note Council's recognition of the merit for taller buildings on the site however raised concerns regarding the coarse nature of building mass and minimal building separation. Based on this feedback, the reference scheme has been refined to reduce the apparent scale and mass of buildings on the site. Specifically, the following design interventions have been adopted in the revised reference scheme:

- the redistribution of massing from south of the site to provide a greater balance of density and improved sightlines. This redistribution has allowed for:
 - the reduction of the height of the primary commercial office building fronting Carrington Road from 60m to 55m
 - a change in building typology for the building sited on the corner of Victoria Avenue and Carrington Road to be a smaller standalone hotel use, with reduced heights and floorplate sizes, that presents as a key marker for the prominent Carrington Road and Victoria Avenue corner
 - the addition of a low-scale upper commercial office component to the north building with a stepped form implemented enhance the podium appearance and allow for sufficient sunlight amenity to the central plaza.
- further modulation and massing adjustments to the eastern edge of the proposal to break down the overall massing composition from this elevation and present a more finer grain presentation of mass, in particular from the eastern elevation
- The reduction of the proposed overall floor space ratio from 2.7:1 to 2.6:1.

Inclusion of medical centre as an Additional Permitted Use

Upon review of the planning proposal report, it was found that the land use of medical centres was not listed as a proposed additional permitted use despite being included in the reference scheme. Amendments have been made to the planning proposal report to propose for the inclusion of medical centres as an additional permitted use under Schedule 1 of The Hills LEP 2019.

We consider the inclusion of medical centres as a permitted land use for the site is aligned with the strategic vision for Norwest Service Sub-precinct which intends to support a range of employment uses. This also aligns with proposed employment zone changes for the site which proposes for a E3 Productivity Support zone for the site which would permit this use.

Furthermore, the revised Economic Impact Assessment (refer to **Attachment F**) has assessed the impact of including medical centre as a permitted use. This has confirmed that this would have no effect on the role or operation of the shops and other services planned for the site and would similarly have no economic effect on other centres in the region.

Draft DCP Amendments

As requested by Council's RFI letter, a draft site-specific Development Control Plan (DCP) has been prepared to outline proposed amendments to The Hills Shire Development Control Plan 2012. The draft site-specific DCP aims to provide more detailed guidance to reinforce and ensure delivery of the key development outcomes of the reference scheme and planning proposal material. Specifically, the draft DCP addresses the following:

- Building height
- Setbacks

- Building design
- Active frontages
- Public domain
- Landscaping and deep soil
- Parking loading and access
- Stormwater management

Other relevant sections of The Hills DCP 2012 are intended to apply to development on the site. In the event of any inconsistency between the site-specific DCP and other sections of DCP 2012, this section will prevail to the extent of the inconsistency.

We trust that the information provided in this response addresses the matters raised by Council and allows the assessment of the planning proposal to proceed. Should you have any matters you wish to discuss further, please do not hesitate to contact via email.

Yours sincerely,

David Attwood Associate Director, Planning +61 424 425 462 dattwood@ethosurban.com

Schedule 1 – Responses to request for further information

Issue

Response

Request for Further Information Letter – Dated 1 April 2021

Road Widening

As you would be aware, there is currently a detailed design process underway for the upgrade of the Carrington Road and Victoria Avenue intersection from a dual lane roundabout to traffic signals. Preliminary modelling has indicated that the preferred design may require additional landtake beyond what is currently identified as SP2 Infrastructure (Local Road Widening) under The Hills Local Environmental Plan 2019. The modelling will also determine the extent of the left-turn slip lanes from Carrington Road to Victoria Avenue, which would impact on the developable area of the site and potential site layout.

Outcomes of the modelling are expected to be known by around mid-2021 and we will endeavour to provide these to you expediently, given the implications on this particular site. A preliminary design drawing is attached for your information (note: this drawing is not yet approved and must not be distributed). Noted. It is understood that the proposed intersection design and road widening is still in its preliminary stages and is subject to change. It is anticipated that any future revisions to road widening alignment can be adopted as the planning proposal progresses through Gateway review and public exhibition and should not prevented progressing to these stages.

Setbacks and Landscaping

The proposal must account for the upgrade of the Carrington Road and Victoria Avenue intersection which may impact the corner of 21 Victoria Avenue. Based on the submitted concept and preliminary intersection design, future buildings on the site may be located within the revised boundary setback to both Carrington Road and Victoria Avenue, following the future upgrade.

Whilst it is considered that a 5 metre setback to Carrington Road may be appropriate to reflect the desired urban character of this interface, The Hills Development Control Plan 2012 Part D Section 19 – Showground Station Precinct requires setbacks to be measured from the new road alignment following road widening. Accordingly, the concept should ensure that buildings can achieve a 5 metre setback from any revised property boundary based on the most up-to-date intersection design (refer Attachment 1).

Additionally, it is recommended that setbacks to Victoria Avenue, including the hotel / office tower which is currently shown as having a setback of 12 metres, comply with the existing DCP requirement of 15 metres to safeguard

Noted. The revised reference scheme and draft site-specific DCP (refer to **Attachment L**) accounts for the proposed upgrade of the Carrington Road and Victoria Avenue intersection. This has been based on the information provided by Council as part of its RFI letter, noting this is yet to be approved and may be subject to change.

Noted. The draft site-specific DCP (refer to **Attachment L**) includes provisions on building setbacks for the site. All setbacks from Carrington Road and Victoria Avenue are based on the new road alignment following road widening, including the proposed 5-metre setback from the future road alignment of Carrington Road.

We note Council's position for a 15m building setback (measured from any revised property boundary after land take) to be applied along Victoria Road. The revised reference scheme and

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the ability for deep soil and large trees. Again this setback should be measured from the revised property boundary in accordance with Attachment 1.	 draft site-specific DCP has adopted an alternative setback approach to Victoria Road (based on the revised property boundary) with: A transitional building setback from 5m at the corner of Victoria Avenue and Carrington Road to 15m at the beginning of the proposed left turn slip lane as part of the future intersection upgrade which provides increased emphasis on the corner condition A 15m building setback to the central portion of the site's frontage to Victoria Avenue A 12m building setback from the northern building. With respect to the setback controls in Part D Section 19 – Showground Station Precinct of the Hills DCP 2012 that were adopted in 2018, we understand that the adopted DCP retained the existing 15m setbacks to employment roads. However, we understand that upon review of the Showground Precinct Public Domain Plan (2018) this was without a detailed interrogation of alternative setback controls, which are: a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes light industrial activity. b. To provide an adequate buffer between industrial development and residential development
	 Given this, further analysis has been undertaken of the current setback condition along Victoria Avenue to understand the various street conditions present and to highlight any instances where there is a non-compliance with council's setback controls (refer to Section 6.4 of the Urban Design Report at Attachment A). The key findings of this analysis, highlighted the following: the majority of buildings are setback at 15m or greater, however there are instances where setbacks are less than 15m. This is evident along the northern end of Victoria Avenue on the Super Centre, Bunnings and Mercedes Benz dealership sites setback areas along Victoria Avenue are delivering a range of conditions, including carparking, hardstand and landscaping, with limited instances where setbacks of 15m are being used for the sole purpose of landscaping and/or planting of mature trees where green verges are provided, there are many instances where green landscaped/deep soil areas are as narrow as 7m there are many instances where mature trees have been planted within narrower setbacks.
	 When comparing the existing setback condition along Victoria Avenue, the landscaped setback treatment proposed by the reference scheme demonstrates that a superior outcome can be achieved, despite having varying setbacks proposed. This will be achieved by the following measures: ensuring the setback area along Victoria Avenue provides generous landscaped verges that include deep soil areas requiring landscaped setbacks to accommodate existing mature trees (where appropriate), as well as allow for new planting that are capable growing to a mature size incorporating understorey planting and permeable surfaces should reduce the extent of paved areas and to enhance the amenity of the streetscape environment.
	These measures are reflected by the landscape design of the reference scheme and have been adopted as controls by the draft site-specific DCP (refer to Attachment L). Through the

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	implementation of these measures through the draft site-specific DCP, we consider that the above objectives of Council's setback controls can be satisfied. In particular to create a positive streetscape and achieving a high quality architectural design.
	In response to Council's concern that setbacks below 15m along Victoria Avenue will limit the growth of street trees, the Public Domain and Landscape Design Report (refer to Attachment C) provides details with regard to the proposed street tree planting along Victoria Avenue. Notably, this includes tree heights and canopy spread of the selected tree species at maturity which confirm that these can be planted within the proposed 12m setback zone without inhibit the growth of these street trees.
Stormwater, Flood and Engineering	
Significant flood issues exist over the site which, if left unaddressed, will preclude the current proposal from progressing.	Since the lodgement of the planning proposal, there has been further coordination and clarification between TTW and Council Waterways Team on the flooding model and assumptions used to determine the flood impacts to the site. Since then, Council's Waterways team has approved the updated model and the existing flood conditions and results within the revised Flood Impact Assessment.
	Based on the revised flood model, the revised Flood Impact Assessment (refer to Attachment G) confirms that under post development scenario, the existing underground pipe system conveys upstream flows in the 1% AEP with no surface or overland flow through the development site or existing council easement during this storm event. This confirms that future development on the site based on the reference scheme is capable of delivering no detrimental impact on flood behaviour.
The subject site is burdened by an existing Council-owned stormwater easement for twin 1800mm diameter stormwater pipes that traverse the centre of the site in an east to west direction. The easement does not allow any structure to encroach upon the pipes and prevent maintenance access, especially as the infrastructure is ageing and is likely to require maintenance or, at worst, replacement/reconstruction. The design which has been provided does not address the easement. A viable solution must be established to resolve this issue.	TTW have confirmed the proposed structural details of the reference scheme have been designed to ensure that no structural element will encroach on the 9m stormwater easement that runs through the site. Building footings are proposed to be located outside of this easement and will extend below the existing twin DN1800 stormwater pipes, therefore placing them outside the zone of influence of these pipes. Furthermore, the easement and rights afforded to Council that currently existing will be maintained follow the development, access for maintenance will be provided through the car park.
	The draft site-specific DCP (refer to Attachment L) includes a provision that requires maintenance access to be maintained and certification by a suitably qualified Structural Engineer that any proposed structure will not impose load on the existing pipes within the easement to ensure these matters are considered as part of any future Development Application for the site.
A section of the ground level carpark is located within the 1% AEP flood level zone which poses danger to life and damage to property. As per The Hills DCP 2012 Part C Section 6 – Flood Controlled Land, no development can occur on a floodway area, a flowpath or high hazard area generated by flooding up to the 1% AEP flood level. Use of a publicly enclosed space as a floodway, or the presence of obstructions such as parked cars, columns and storage in the floodway, are unlikely to be supported.	As confirmed by the revised Flood Impact Assessment (refer to Attachment G), under a post development scenario the existing underground pipe system conveys upstream flows in the 1% AEP with no surface or overland flow through the development site or existing council easement during this storm event. Additionally, there is typically less than 100mm flood depth in car park area in the 0.2% AEP (1 in 500 year) flood event. This provides a significantly better results and lower flood hazard than the approved 'Masters' Development Application (DA1/2014/JP) that had 100mm depth of flow in the 1% AEP event.

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Flash flooding may occur during a storm event presenting a high risk of danger to pedestrians and cars that could be present in the enclosed parking level. In addition, the configuration of the carpark entry and landscaping would obstruct the movement of flood waters from Victoria Avenue and narrows the flood path, increasing flow velocities and preventing the egress of vehicles, heightening the flooding risk. Likewise, the configuration of the building at the eastern end of the site must allow passage of floodwaters to prevent ingress of floodwaters into the lower building levels are not supported.	As noted above, the revised Flood Impact Assessment (refer to Attachment G) confirms that under post development scenario, the existing underground pipe system conveys upstream flows in the 1% AEP with no surface or overland flow through the development site or existing council easement during this storm event. While there is typically less than 100mm flood depth in car park area in the 0.2% AEP (1 in 500 year) flood event. This provides an acceptable level of flood risk that meets Council's current standards for flood management in the Hills DCP 2012. The proposed flood gates are proposed to protect against the PMF event only and would self- closing and hydraulically activated, with no manual input or electrical components required. It is anticipated the gates would close before flood water enter the building which is further detailed in Flood Impact Assessment (refer to Attachment G).
In additional to the above, the 1% AEP flood extent and flood levels at the site reported in TTW's Flood Impact Assessment report are significantly different from Council's Urban Overland Flow Study (UOLFS). Predicted flood levels within in the area are generally 500mm lower than Council's modelling and the assessment report should be amended to more accurately reflect site conditions and align with Councils modelling requirements.	This matter has been addressed in TTW's response to Council's comments and request for flood modelling clarification dated 11 May 2022. Council has since approved the updated model and the existing flood conditions and results within the revised Flood Impact Assessment (refer to Attachment G).
The proposal will need to provide alternative methods of stormwater discharge, with the following options being preferred:	TTW have assessed Council's preferred options for stormwater discharge below.
 Decommissioning the existing stormwater pipes and realigning and 	Replacement of existing pipes
 replacing them with a channelised drainage system in the existing location, constructed in a manner that facilitates maintenance and repairs. For instance, these channels can be provided with removable grated lids that will allow easy monitoring and access and at the same time permit surcharging and ingress of flows into the system. Relocating or rerouting stormwater pipes around the perimeter of 	Replacement of the existing pipes with a channelised system including removable grated lids (4m wide) will offer a slightly more convenient maintenance access, however retention of the existing pipes in the post development scenario will afford appropriate maintenance access via access chambers (at the location of existing maintenance pits) which is the same maintenance access that Council currently utilises to maintain the in-ground network.
the site, provided the invert levels of the existing drainage system allow for this to occur. The new pipes would run south along Victoria	It is also noted if Council agree the existing pipes are in good condition and adequate

serviceability, replacing the pipes is not expected to be economically viable and will be cost prohibitive to the proposed development. Additionally, the existing twin DN1800 pipes run from Victoria Avenue to Cattai Creek with an approximate total length of 230m. Replacing the pipes with a channelised system for the length of approximately 100m across the site is not likely to offer more drainage capacity as the new system is to tie back to the existing twin pipe at the Site's eastern boundary during the short term.

Lastly, replacing the existing pipes would not lead to an increase in drainage capacity at Victoria Avenue unless the replacement of the existing twin pipes is completed through downstream properties and up to the main discharge point at Cattai Creek as well.

Relocating or rerouting stormwater pipes

Rerouting the existing stormwater pipes around the proposed development's footprint would result in the pipe system gradient becoming too flat, this would significantly decrease the pipes hydraulic capacity and would likely lead to an adverse impact on upstream properties. Additionally, the flatter pipe gradients would require increased maintenance. Therefore, rerouting the stormwater pipes is not recommended as an option.

alignment.

Avenue, then eastwards along Carrington Road and then northwards

along the site's eastern boundary to re-join with the original pipe

Issue	Response
	Given the above, the preferred approach to stormwater discharge is to continue the utilisation of the existing stormwater pipes, which has been demonstrated to have sufficient capacity to conveys upstream flows in the 1% AEP with no surface or overland flow through the development site.
The design of the development must have regard to the NSW Flooding Development Manual, Council's Design Guidelines – Subdivision and Development and Council's Flood Controlled Land DCP. All flood modelling and assumptions must be to the satisfaction of Council's Waterways Team and we would be happy to arrange for further discussions with the Waterways Team at a time convenient to you, should this be of assistance.	Noted. This matter has been fully addressed and agreed by Council in TTW's response to Council comments regarding flood modelling clarification.
Traffic, Access and Car Parking	
Both Victoria Avenue and Carrington Road are located within a busy road network that experiences high levels of congestion during AM and PM peak hours. Due to the large amount of traffic that will be generated by the proposal it is recommended that vehicular access only be provided via	The reference scheme for the planning proposal assumes that access from Carrington Road and Victoria Avenue will be left-in and left-out only to reduce potential road user conflict. This has also been incorporated into the draft site-specific DCP as a control to ensure this outcome at the Development Application stage

It is also noted that the underlying assumptions of the supporting traffic assessment are not clear and should be further explained. For instance, the traffic generation rates used in the report are different to TfNSW Guide to Traffic Generating Developments. The traffic assessment applies a rate of 0.3 vehicles per room for the proposed hotels and 4 trips per 100m² for the Medical Centre. It should be demonstrated how these rates are calculated. If these rates are based on a survey of similar facilities, details of the survey should be provided.

Salisbury Road, to reduce traffic impacts on both Carrington Road and Victoria Avenue. Should other access points be provided, these should be limited to left-in left-out only with treatments such as median islands and signage provided by the developer to prevent right turn movements into and out of

CBRK have demonstrated in the revised Traffic Impact Assessment (**Attachment E**), the rate of 0.3 vehicle per room for the hotel is based on traffic surveys at Quest Bella Vista, which found peak traffic generations of approximately 0.2 and 0.3 vehicles per hour per room during morning and afternoon respectively. It is anticipated that the proposed hotel at Castle Hill may have a lesser traffic generation than Quest Bella Vista, due to the site being located in close proximity to public transport services. However, CBRK adopted a conservative approach and based the assessment on a rate of 0.3 vehicles per hour. In addition, the previous Traffic Impact Assessment noted the mix of uses on site may result in lower traffic generation, this is due to scenarios where people staying in the hotel may be there as they are working in the commercial component of the development, therefore further reducing the traffic generation to less that 0.3 vehicles per hour per room. Furthermore, the hotel proposes 203 rooms and the difference in traffic generation between 0.3 and 0.4 vehicles pers hour per room is approximately 20 vehicles per hour. Therefore, in the context of the overall development traffic generation of 800 to 850 vehicles per hours, this difference is not material.

Similarly, while the TfNSW guidelines include traffic generation rates for medical centres, the surveyed centres are much smaller than that proposed (average size of 460m², compared to 1,107m² at the site). CBRK have reviewed other data regarding the traffic generation larger medical centres ranging is size from 1,500m² to 2,240m² GFA at Bankstown, Caringbah, Eastwood and Mt Druitt. The centres included general practitioners, specialists, day surgery and radiology/pathology service, which will be the types of service provided at Castle Hill. Therefore, the generation rate of four vehicles per hour per 100m² for the medical centre is based on the survey of these larger medical centres, which found traffic generation rates of one vehicle per 70m² in the morning and one vehicle per 25m² in the afternoon.

the site.

Issue

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Additionally, the parking rates sought for each land use are not clearly stated and should be clarified (particularly where proposed rates differ from existing parking rates under The Hills DCP 2012). This requires a clearer breakdown of the gross floor area of each land use. Council has a separate rate for medical centres, gyms and childcares centres, and the gross floor area for each should be individually identified to the extent possible. As detailed in the revised Traffic Impact Assessment (**Attachment E**), the likely range of required parking provision 1,150 spaces to 1,450 spaces, based on rates in both the Hills Shire DCP and surveys undertaken by TfNSW. The proposed parking provision for the Site will be within this range, which is appropriate for the current stage of the planning process. The Planning Proposal does not seek to propose specific parking rates for specific uses due to potential future changes and ongoing design development. Therefore, the final parking provision will be determined at the development application stage, when the final sizes and mix of uses is resolved.

Lastly, the range of approximately 1,150 to 1,450 parking spaces is based on a development mix, and the DCP/TfNSW parking rates as shown in Table 2.1 of the revised Traffic Impact Assessment. The reference scheme currently allocates approximately 1,250 car spaces.

Pedestrian Links

The site benefits from close proximity to the Hills Showground Station. Accordingly, it is recommended that greater emphasis be placed on the pedestrian realm throughout the site to reflect its role as a destination and a pedestrian node for journeys on foot to other locations such as the Cattai Creek corridor. A key focus for the proposal is the delivery of quality public spaces that will support the opportunity for the site become a key node for the Norwest Service sub-precinct. The revised reference scheme and site-specific DCP has adopted changes to further enhance the quality of the proposed pedestrian realm within the site, which includes:

- the reduction of the proposed overall FSR from 2.7:1 to 2.6:1
- the partial redistribution of massing from south of the site to provide a greater balance of density and improved sightlines. This redistribution has allowed for:
 - the reduction of the height of the primary commercial office building fronting Carrington Road
 - a change in building typology for the building sited on the corner of Victoria Avenue and Carrington Road to a smaller standalone hotel use, with reduced heights and floorplate sizes
 - the addition of an upper commercial office component to the north building with a stepped form implemented enhance the podium appearance and allow for sufficient sunlight amenity to the central plaza
- positioning the east-west pedestrian through-site link further north to align the cadastre boundary of the adjacent properties to the east to enhance its likelihood of extending the pedestrian link east to Cattai Creek as part any future redevelopment on these adjacent properties
- siting the east-west pedestrian link alongside the lower scale buildings of the reference scheme to enhance the public impression of the link
- removing building overhangs above pedestrian through-site links within the site to increase the sense of openness of these pedestrian links that will further support the sense of the spaces being publicly accessible for users.

Part D Section 19 of Council's DCP (Figure 8) identifies a continuous pedestrian link connecting Victoria Avenue to the metro station, Cattai Creek and Castle Hill Showground, through the subject site and sites to the east. Concern is raised that the proposed service road which traverses the entire eastern boundary of the site will significantly hinder pedestrian movements along this important link. It is recommended that the service road be removed from the

Issue	Response
proposal and that alternative arrangement for vehicle turning movements within the site be explored.	 Based on the review of these options, it was found that the proposed arrangement for a continuous service laneway was preferred as it would: require a smaller area dedicated to loading allow for safer one-way vehicle movements within the site provide a simpler intersection design at Carrington and Salisbury for loading access.
	Notwithstanding the above, further revisions have been made to the proposed service laneway to respond to Council's concern regarding potential vehicle and pedestrian conflicts at the intersection between the pedestrian link and the service laneway. Specifically, the revised reference scheme has adopted an alternative arrangement for the service laneway to traverse at lower ground level that runs below the revised pedestrian though-site link. Through this arrangement, any potential conflict between pedestrians using the through-site link and service vehicles using the service laneway will be avoided.
The current site layout and design does not create the impression that there are public and permeable through-site links, as the bulk of the buildings dominates the site and camouflages pathways. It is recommended that through-site links are better delineated by increasing pathway widths and reducing overhead space to facilitate visual sightlines which give the impression that the space is publicly accessible. Pedestrian networks should be clearly identifiable and should be able to easily accommodate areas for pedestrian flow, spaces for street infrastructure and outdoor dining to promote walkability and sociability.	 In response to this recommendation, further analysis has been undertaken of the proposed pedestrian through-site links with the aim of elevating the proposed condition and amenity of these spaces. Key changes that have been adopted into the reference scheme and have informed the proposed controls of the site-specific DCP, include: positioning the east-west pedestrian through-site link further north to align the cadastre boundary of the adjacent properties to the east to enhance its likelihood of extending the pedestrian link east to Cattai Creek as part any future redevelopment on these adjacent properties siting the east-west pedestrian link alongside the lower scale buildings of the reference scheme to enhance the public impression of the link elevating the through-site link to the upper ground level to allow for the seamless link to the proposed central plaza and avoid potential impacts during a flood event. adopting an alternative arrangement for the north-south service laneway to traverse at lower ground level to below the revised pedestrian though-site link. This will avoid any potential conflict between pedestrians using the through-site link and vehicles using the service laneway. reducing the height and bulk of the former hotel/office building at the corner of Victoria Ave and Carrington Road reduces overhead crowding between the two main buildings at Carrington Road which enhances the safety and comfort of the main site entry from the south. Direct sightlines are available from this entry through a generous laneway space to the main public plaza. emphasising the northern site entry from Victoria Ave by providing direct access to the main central plaza and clear sightlines along the through site link directly from Victoria Ave toward Cattai Creek and the Showgrounds Metro precinct.
	Notwithstanding the above, building overhangs to pedestrian links within the site have been removed to increase the sense of openness of these pedestrian links that will further support the sense of the spaces being publicly accessible for users. The draft site-specific DCP also provides controls for signage and wayfinding to be incorporated within the public domain to ensure

publicly accessible spaces in the site are clearly identifiable for the public.

Regarding the proposed widths of pedestrian through-site links, the minimum width of throughsite links currently required by development control 4 within Section 4.3 page 28 of the Hills DCP 2012 is 4-5 metres. Notably development control 4 outlines the desire for these through-site links to include a minimum of 500mm of landscaping (maximum height of 800mm) along each side of the pedestrian link. With larger minimum widths of 6m for through-site links proposed by the draft site-specific DCP (refer to **Attachment L**), there would assume to be sufficient space to allow for landscaping where appropriate (i.e. non-activated edges).

Bulk and Scale

Whilst it is considered that there is merit for a higher density employment development on the site, the achievement of fundamental design principles through an improved site layout, adequate through-site links and a fine grain street address should be prioritised and may require a reduction in the overall FSR.

We note Council's recognition of the merit for taller buildings on the site and its concerns regarding the site layout, adequate through-site links and a fine grain street address. The reference scheme supporting the planning proposal has been re-interrogated with further feedback provided from Council over the past 18 months being considered during this process. This has led to a number of amendments to the reference scheme and the reduction of the overall FSR from 2.7:1 to 2.6:1.

Key changes to reference scheme that aim to respond to Council's concerns, include:

- the partial redistribution of massing from south of the site to provide a greater balance of density and improved sightlines. This redistribution has allowed for:
 - the reduction of the height of the primary commercial office building fronting Carrington Road from 60m to 55m
 - a change in building typology for the building sited on the corner of Victoria Avenue and Carrington Road to a smaller standalone hotel use, with reduced heights and floorplate sizes that presents a key marker for the Carrington Road and Victoria Avenue corner
 - the addition of an upper commercial office component to the north building with a stepped form implemented enhance the podium appearance and allow for sufficient sunlight amenity to the central plaza.
- positioning the east-west pedestrian through-site link further north to align the cadastre boundary of the adjacent properties to the east to enhance its likelihood of extending the pedestrian link east to Cattai Creek as part any future redevelopment on these adjacent properties
- siting the east-west pedestrian link alongside the lower scale buildings of the reference scheme to enhance the public impression of the link
- building overhangs to pedestrian through-site links within the site have been removed to increase the sense of openness of these pedestrian links that will further support the sense of the spaces being publicly accessible for users
- all building setbacks to the east boundary have been increased to provide a minimum 7m offset along the entire interface to adjoining properties. The only exception is open-sided car park ramping structures which project to a minimum of 2m from the site boundary for a limited length.
- further modulation and massing adjustments to the eastern edge of the proposal in conjunction with façade development to break down the overall massing composition from this elevation and present a more finer grain presentation of mass, in particular from the eastern elevation.

	To further support the fine-grain street address of any future development on the site, the draft site-specific DCP (refer to Attachment L) nominates locations for active street frontages to support greater engagement with the public domain and publicly accessible spaces within the site.
The proposal should provide a more human scale through reduction of coarse grain elements such as height and length of buildings and minimal building separation. It is acknowledged that the proposed tower forms have been designed to provide flexibility for different tenancy needs, however floor plates of 1,200m2 to 2,000m2 are potentially excessive and consideration should be given to reducing these in order to allow for more slender tower forms. Consideration should also be given to reducing building lengths and increasing building separation to minimise the visual bulk and scale of the proposal.	 Council's feedback regarding the visual bulk and scale of the previously submitted reference scheme is noted and recognised. This has led to a number of design refinements to the reference scheme and the development of proposed controls of a draft site-specific DCP that aim to address this concern. Key changes to reference scheme that aim to respond to Council's concerns, include: the partial redistribution of massing from south of the site to provide a greater balance of density and improved sightlines. This redistribution has allowed for: the reduction of the height of the primary commercial office building fronting Carrington Road a change in building typology for the building sited on the corner of Victoria Avenue and Carrington Road to be a smaller standalone hotel use, with reduced heights and floorplate sizes, that presents as a key marker for the prominent Carrington Road and Victoria Avenue corner the addition of a low-scale upper commercial office component to the north building with a stepped form implemented enhance the podium appearance and allow for sufficient sunlight amenity to the central plaza. further modulation and massing adjustments to the eastern edge of the proposal to break down the overall massing composition from this elevation and present a more finer grain presentation of mass, in particular from the eastern elevation. Furthermore, the draft site-specific DCP (refer to Attachment L) adopts controls to support the breaking down of coarse grain elements and minimise the visual bulk and scale of future buildings on the site. Specifically, this will require future development on the site to: present the development as a series of separate and inter-related buildings be articulated using architectural elements and a variety of design languages for each building:
There would be significant merit to utilising the flow-path through the site as	 incorporate visual breaks in the façade through building recesses and modulation; and use a variety of materials and finishes. Council's suggestion for an open through-site link along the stormwater flow path was explored
an open, through-site link which would preserve easement access and address the pedestrian legibility issues previously raised.	 during the concept phase of the project prior to lodgement. The key reasons for not pursuing this approach as part of the submitted proposal, include: The existing development presently builds over existing twin 1800 stormwater pipes beneath the site. The site was acquired with a DA approving construction of a retail centre over the easement containing the pipes. The reference design adopted a similar approach to maintain and protect the existing pipes in-situ and design appropriate pipe maintenance and replacement access into future development of the site.

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	 The suggestion to provide a through site link in or adjacent to the flow path is a strategy adopted most often in green field subdivisions where the policy of water authorities seek to regenerate waterways in their pre-cleared condition with wide revegetated riparian zones incorporating shared paths. This approach is not considered optimal to producing the best overall outcome for an urban regeneration project such as this. Locating a through site link with an overland flow path presents safety issues which should be avoided where possible. The site falls 4-5m from Carrington Road and Salisbury Road to an east-west flow path traversing the site. To provide pedestrian permeability into the site from adjoining streets that connects to a central public plaza, the main ground plane of the development needs to be elevated above the flow path. This has the benefit of grade separating the activated plaza and ground plane from a flood way, and, enabling continuous movement and connection of workers and visitors into and throughout the development. If the flow path was used to provide a through site link, in order to provide effective street access and building entries, the ground plane would need to be stepped down 4-5m to connect with a hypothetical link at the low point of the flow path which given the grade change would effectively truncate the development. The alternative of providing an elevated, continuous ground plane connected to adjoining streets and the through site link with the flow path integrated into the lower ground level responding to site levels was considered to be a far superior approach that will produce better development and public benefit outcomes. The quality and connectivity of the through site link provided in the reference design is superior to that which would have stemmed from it being located in the flow path at the low point of the site.
Greater variation to the building heights and widths may also afford greater permeability throughout the site, encourage superior building articulation and increase natural light into the development.	As noted previously above, the proposal has adopted changes to the proposed building heights to deliver greater variation of height across the site, while measures to further modulate massing have been incorporated to reduce the visual bulk and scale of any future buildings on the site.
DCP Amendments	
Changes to planning controls under The Hills Development Control Plan 2012 would be required to facilitate the proposed concept and secure key outcomes of any supported development concept. A package of proposed DCP amendments should also be submitted for consideration along with any proposed revisions to the planning proposal.	 A draft site-specific Development Control Plan has been prepared to outline proposed amendments to The Hills Shire Development Control Plan. The draft DCP addresses the following: Building height Setbacks Building design Active frontages Public domain Landscaping and deep soil Parking loading and access Stormwater management

Response to Clarification Letter – Dated 15 December 2021

a) Road Widening

Can you please provide an update on the modelling outcomes and the status of its approval and any update to the preliminary design drawing provided with your letter?

Advice with respect to this matter has not changed since Council's letter on 1 April 2021 and further correspondence on 10th August.

While it is appreciated that your traffic engineer has assessed an alternate design without a left turn slip lane, the final design will ultimately be determined by TfNSW, following the completion of the regional transport and traffic modelling. The preliminary drawing design provided to you on 1 April 2021 is the most current information available and should be incorporated into your development concept and the potential land-take accounted for.

Noted. It is understood that the proposed intersection design and road widening is still in its preliminary stages and is subject to change. It is anticipated that any future revisions to road widening alignment can be adopted as the planning proposal progresses through Gateway review and public exhibition and should not prevented progressing to these stages.

b) Setbacks and Landscaping

Can you advise if a building setback of 15 metres to lower levels from Victoria Ave with upper levels setback 12 metres will achieve the desired deep soil planting along Victoria Ave?

This approach is not supported as it is contrary to the objectives of the setback controls and as trees will be limited in growth once they reach the reduced setbacks.

Setback controls seeks to achieve a range of objectives, not just deep soil. Councils preference is for a 15m setback as per the previous advice. However, alternative setback controls can be considered, however the onus is on the Proponent to submit information to justify and demonstrate that alternate controls would be a superior outcome.

Noting Council's current work to update strategic planning for the Norwest Strategic Centre, what are Council's views on variable building setbacks along Victoria Ave which add visual interest to the corridor at key points and deliver deep soil planting for large trees?

The applicable setbacks are contained within Part D Section 19 – Showground Station Precinct, which was recently adopted by Council in September 2018. This DCP part stipulates a 15m setback (measured from any revised property boundary after land take) and represent the current adopted position of Council. There are opportunities to provide a visually interesting building within the existing minimum setback requirements. If you wish to seek an alternative setback controls, the onus is on the Proponent to submit information to justify and demonstrate that alternate controls would be a superior outcome.

We would like to confirm with Council how the different setbacks from Carrington Rd and Victoria Rd can be applied to our site.

The planning proposal should be consistent with the setback requirements in Part D Section 19 – Showground Station Precinct and should be measured

We note Council's position for a 15m building setback (measured from any revised property boundary after land take) to be applied along Victoria Road. The revised reference scheme and draft site-specific DCP has adopted an alternative setback approach to Victoria Road (based on the revised property boundary) with:

- A transitional building setback from 5m at the corner of Victoria Avenue and Carrington Road to 15m at the beginning of the proposed left turn slip lane as part of the future intersection upgrade which provides increased emphasis on the corner condition
- A 15m building setback to the central portion of the site's frontage to Victoria Avenue
- A 12m building setback from the northern building.

With respect to the setback controls in Part D Section 19 – Showground Station Precinct of the Hills DCP 2012 that were adopted in 2018, we understand that the adopted DCP retained the existing 15m setbacks to employment roads. However, we understand that upon review of the Showground Precinct Public Domain Plan (2018) this was without a detailed interrogation of alternative setback distances that could achieve an equivalent outcome with regard to the objectives of the setback controls, which are:

a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes light industrial activity.

b. To provide an adequate buffer between industrial development and residential development

Given this, further analysis has been undertaken of the current setback condition along Victoria Avenue to understand the various street conditions present and to highlight any instances where there is a non-compliance with council's setback controls (refer to Section 6.4 of the Urban Design Report at **Attachment A**). The key findings of this analysis, highlighted the following:

• the majority of buildings are setback at 15m or greater, however there are instances where setbacks are less than 15m. This is evident along the northern end of Victoria Avenue on the Super Centre, Bunnings and Mercedes Benz dealership sites

Issue	Response
from the revised property boundary following the additional land take for the left turn slip lane. Alternatively, as part of the planning proposal, it is open to you to seek alternative setback controls, through amending the Hills DCP 2012, and the onus is on the Proponent to submit information to justify and demonstrate that alternate controls would be a superior outcome.	 setback areas along Victoria Avenue are delivering a range of conditions, including carparking, hardstand and landscaping, with limited instances where setbacks of 15m are being used for the sole purpose of landscaping and/or planting of mature trees where green verges are provided, there are many instances where green landscaped/deep soil areas are as narrow as 7m there are many instances where mature trees have been planted within narrower setbacks.
	 When comparing the existing setback condition along Victoria Avenue, the landscaped setback treatment proposed by the reference scheme demonstrates that a superior outcome can be achieved, despite having varying setbacks proposed. This will be achieved by the following measures: ensuring the setback area along Victoria Avenue provides generous landscaped verges that include deep soil areas requiring landscaped setbacks to accommodate existing mature trees (where appropriate), as well as allow for new planting that are capable growing to a mature size incorporating understorey planting and permeable surfaces should reduce the extent of
	paved areas and to enhance the amenity of the streetscape environment. These measures are reflected by the landscape design of the reference scheme and have been adopted as controls by the draft site-specific DCP (refer to Attachment L). Through the implementation of these measures through the draft site-specific DCP, we consider that the above objectives of Council's setback controls can be satisfied. In particular to create a positive streetscape and achieving a high quality architectural design.
	In response to Council's concern that setbacks below 15m along Victoria Avenue will limit the growth of street trees, the Public Domain and Landscape Design Report (refer to Attachment C) provides details with regard to the proposed street tree planting along Victoria Avenue. Notably, this includes tree heights and canopy spread of the selected tree species at maturity which confirm that these can be planted within the proposed 12m setback zone without inhibit the growth of these street trees.

c) Stormwater, Flood and Engineering

We appreciate the background and technical underpinning of the Planning Proposal may not be self-evident to Officers and we would like an opportunity to explain this once the flood modelling is resolved.

The detailed input and consultation to date with Council's stormwater engineers is noted. It is understood that further work is required to resolve these important matters and that you are in direct contact with Council's Waterways Team.

d) Traffic, Access and Car Parking

Can you confirm the provision of left-in left-out only access on Victoria Ave Noted. and Carrington Rd, in addition to Salisbury Rd access, is consistent with your advice and acceptable in-principle?

Noted. This matter has been fully addressed and agreed by Council in TTW's response to Council comments regarding flood modelling clarification.

other access points be provided, these should be limited to left-in left-out only with treatments such as median islands and signage provided by the developer to prevent right turn movements into and out of the site."	
We would like to discuss with Officer's a suitable approach to the provision of car parking in this large mixed used development where car spaces are shared between various land uses through day/night and weekday/weekend operation. Clause 2.1.3 of Part C Section 1 – Car Parking of the Hills DCP 2012 facilitates dual use car parking and it is anticipated these provisions could be relied on. As part of precinct planning for Council's Strategic Centres of Castle Hill, Norwest and Rouse Hill, a broader holistic review of car parking rates is currently underway, which may include an approach to dual use car parking. This work has not yet been completed however it is open to a Proponent to submit an alternative arrangement or proposed control, including justifying and demonstrating that it achieves a superior outcome.	Noted.
e) Pedestrian Links	
We would like the opportunity to review design options and explain this to Officers in our meeting. Can you identify key areas where through site links can be improved? Figure 8 within Part D Section 19 of The Hills DCP 2012 identifies a continuous pedestrian link connecting Victoria Avenue to the Metro Station, Cattai Creek and Castle Hill Showground. A portion of this pedestrian link is identified on the subject site and the development concept should include a through site link in this location. The proposed service road will prevent the opportunity to deliver the through site link as identified in the DCP and as such, the service road should be removed and alternative vehicular movement arrangements be explored within the site.	As noted previously above, further revisions have been made to the proposed service laneway to respond to Council's concern regarding potential vehicle and pedestrian conflicts at the intersection between the pedestrian link and the service laneway. Specifically, the revised reference scheme has adopted an alternative arrangement for the service laneway to traverse at lower ground level that runs below the revised pedestrian though-site link. Through this arrangement, any potential conflict between pedestrians using the through-site link and vehicles using the service laneway will be avoided.
Can you elaborate on the design criteria for through site links listed in Council's DCP and how they are best applied to our proposal? Figure 8 of Part D Section 19 of The Hills DCP 2012 identifies the location of through site links to be provided on your site. The DCP also includes design criteria for through site links, specifically development control 4 within Section 4.3 page 28 of the DCP.	Noted. The proposed minimum widths proposed by the draft site-specific DCP is 6 metres. This exceeds the minimum width of through-site links currently required by development control 4 within Section 4.3 page 28 of the Hills DCP 2012 (minimum of 4-5 metres).
Can you advise how Council understands the delivery of the link through properties to our east will occur? The delivery of the link through properties to the east will be achieved as individual development occurs in accordance with The Hills DCP 2012 Part D	Noted. To facilitate the coordinated delivery of the east-west pedestrian link, the positioning of the link as part of our proposal has been re-positioned further north of the site to align the cadastre boundary of the adjacent properties to the east. This aims to allow adjacent properties to deliver the link without significantly inhibiting the developable areas on these sites that will ultimately enhance the likelihood of extending the pedestrian link east as part any future

Your interpretation appears consistent with the advice in Council's letter dated 1 April 2021 provided below:

Issue

"Due to the large amount of traffic that will be generated by the proposal, it is recommended that vehicular access only be provided via Salisbury Road, to reduce traffic impacts on both Carrington Road and Victoria Avenue. Should

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Section 19 – Showground Station Precinct and providing through site links. Control 10 in section 4.1 of the DCP (page 13) enacts this requirement. redevelopment. The re-positioning of the pedestrian link also provides a more appropriate alignment to connect with the existing open riparian corridor south of Salisbury Road.

f) Bulk and Scale

Can you identify the areas of greatest concern in terms of bulk and scale in the proposal?

Key concerns relating to bulk and scale include:

- Building separation of 6m does not provide appropriate spaces for planting, through site links nor does is it effective in reducing the perception of building bulk;
- Floor plates of 1,200m² to 2,000m² are potentially excessive;
- Building length in excess of 180m is inappropriate;
- Articulation of 6m in a length of 180m is an ineffective in creating interest and depth to the building;
- Setbacks being increased would also reduce the perception of building bulk;
- Deep soil provision on the site is minimal, increased deep soil zoned would create more space between buildings and reduce the perception of bulk and scale.

As stated in Council's letter dated 1 April 2021, a reduction in the scale and overall FSR for the site may provide some flexibility to resolve the issues relating to bulk and scale.

Current DCPs applying to industrial and business zoned land anticipate development at a significantly smaller scale that is being considered in this planning proposal and are therefore not appropriate to regulate the proposed development. Regulation via the current DCP would result in an unacceptable design outcome. A site specific DCP will be required to overcome this lack of harmony to ensure a poor design outcome is avoided. Further discussion regarding DCP amendments is provided below.

As noted previously above, the reference scheme supporting the planning proposal has been revised based on further feedback provided from Council over the past 18 months. This has led to a number of amendments to the reference scheme and the reduction of the overall FSR from 2.7:1 to 2.6:1.

Key changes to reference scheme that aim to respond to Council's concerns, include:

- the partial redistribution of massing from south of the site to provide a greater balance of density and improved sightlines. This redistribution has allowed for:
 - the reduction of the height of the primary commercial office building fronting Carrington Road
 - a change in building typology for the building sited on the corner of Victoria Avenue and Carrington Road to be a smaller standalone hotel use, with reduced heights and floorplate sizes, that presents as a key marker for the prominent Carrington Road and Victoria Avenue corner
 - the addition of a low-scale upper commercial office component to the north building with a stepped form implemented enhance the podium appearance and allow for sufficient sunlight amenity to the central plaza.
- further modulation and massing adjustments to the eastern edge of the proposal to break down the overall massing composition from this elevation and present a more finer grain presentation of mass, in particular from the eastern elevation.

Furthermore, the draft site-specific DCP (refer to **Attachment L**) adopts controls to support the breaking down of coarse grain elements and minimise the visual bulk and scale of any future buildings on the site. Specifically, this will require future development on the site to:

- present the development as a series of separate and inter-related buildings
- be articulated using architectural elements and a variety of design languages for each building;
- incorporate visual breaks in the façade through building recesses and modulation; and
- use a variety of materials and finishes.

Regarding deep soil provision on the site, it is noted that the existing urban character of the Norwest Services Sub-precinct comprises largely of areas that are taken up by building footprints and hardstand areas given the nature of development being for the purposes of large format retail and light industrial. Reflecting this urban character, the current Hills DCP 2012 also does not apply minimum deep soil areas for its employment zoned lands which is a common approach among DCP controls for employment lands throughout Greater Sydney. Despite this, the draft site-specific DCP proposes to adopt a minimum 10% of the site area for deep soil provision to ensure an appropriate amount of deep soil can be provided. The proposed reference scheme demonstrates that this would be able to be achieved through the proposed landscape setbacks for the site.

Issue

Response

Can you elaborate on Officer's reference to fine grain street address as it relates to the proposal?

Fine grain street address refers to building and design elements such as smaller entries, smaller tenancies, increased building separation, ensuring building heights are proportionate to road width, the absence of long blank walls and provision of outward facing uses, particularly on the ground floor. Creating interest for pedestrians experiencing the site is also critical, where the ground floor tenancies address the pedestrian connections through the site, for example through significant glazing at the ground level and locating doors and entries from pedestrian links.

It is recommended that you refer to Part D Section 19 – Showground Station Precinct of The Hills DCP 2012, which provides guidance and development controls with respect to place making and good public domain outcomes. Council also recently adopted a Public Domain Plan in 2018 for the Showground Station Precinct, which is applicable to the subject site and available for viewing on Council's website.

To support the fine-grain street address of any future development on the site, the draft sitespecific DCP (refer to **Attachment L**) nominates locations for active street frontages to support greater engagement with the public domain and publicly accessible spaces within the site. This largely adopts the same requirements for active frontages as those currently contained within Part D Section 19 – Showground Station Precinct of The Hills DCP 2012.

While the draft site-specific DCP aims to encourage active frontages as part any future development where appropriate, it needs to be recognised that large format retail forms part of the intended set of land uses for the site (i.e. Spotlight and Anaconda). As you would be aware, large format retailers typically have required design specifications (i.e. sufficient load access, large showroom and storage areas etc.) where the ability to support active fine grain street frontages is not possible. Given this the proposed locations for active street frontages have been indicated where these can be appropriately delivered on the site.

g) DCP Amendments

Can you advise the level of detail envisaged in DCP amendments?

A complete site specific Development Control Plan is required. The site specific DCP should reinforce and ensure delivery of the key development outcomes proposed within your development concept and planning proposal material (where these aren't matters addressed by the LEP amendments). Development controls should not be replicated and where existing controls are intended to be utilised and the DCP should appropriately reference other sections. DCP amendments should relate to reinforcing site planning outcomes (including known environmental constraints such as flood planning), built form outcomes, setbacks, landscaping, solar access, car parking and vehicular/pedestrian access.

Post Meeting Letter - Dated 14 April 2022

Pedestrian Link and Service Road

It remains unclear how the pedestrian link and service road will co-operate effectively and avoid tension between pedestrian and vehicular users. Should the pedestrian link continue to dissect the service link in future iterations, it should be demonstrated through attractive precedents and supporting development controls that ensure the pedestrian experience is not compromised by the externalities of the loading docks, service roads and service vehicles.

Some of the examples provided, such as Kimber Lane in Haymarket, are considered to present an undesirable outcome. In some of these cases, the pedestrian links are narrow and lack adequate lighting or passive surveillance. Pedestrians would be discouraged from using links that do not appear safe or open and would be further discouraged by rubbish bins, service entries and various discarded items. In some of these cases, it also appears that the Noted. A draft site-specific DCP is provided as part of the resubmitted planning proposal package.

As noted previously above, further revisions have been made to the proposed service laneway to respond to Council's concern regarding potential vehicle and pedestrian conflicts at the intersection between the pedestrian link and the service laneway. Specifically, the revised reference scheme has adopted an alternative arrangement for the service laneway to be located at lower ground level that runs below the revised pedestrian though-site link. Through this arrangement, any potential conflict between pedestrians using the through-site link and service vehicles using the service laneway will be avoided.

Notwithstanding the above, building overhangs to pedestrian links within the site have been removed to increase the sense of openness of these pedestrian links that will further support the sense of the spaces being publicly accessible for users. The draft site-specific DCP also provides controls for signage and wayfinding to be incorporated within the public domain to ensure publicly accessible spaces in the site are clearly identifiable for the public.

Issue

Response

pedestrian link is periodically closed when trucks utilise the laneway to manage pedestrian safety. This is an unacceptable outcome as the reliable access to the pedestrian link is key to its usage. Further demonstration of how the development will incorporate unencumbered pedestrian access at all times, with a level of amenity and night time safety that is satisfactory to Council.

Future designs should prioritise pedestrian activity and minimise the visible presence of loading docks and service roads. At present, the service road and loading dock functions appear to be prioritised in the design. Draft development control plan amendments should be submitted with any revised package of material to demonstrate how the proposed concept will be regulated through planning controls and ultimately delivered.

It is anticipated that the design of all proposed public spaces (including the proposed pedestrian links) within the site will be informed by Council's Designing Safer Communities - Safer By Design Guidelines (2002), which outline the principles for applying crime prevention through environmental design. This aims to ensure publicly accessible spaces are designed to provide an environment that discourages and prevents crime in the site.

Building Envelopes and Massing

It remains unclear how the building envelopes achieve a superior design outcome than what has previously been submitted. While the concept plans do not comprise dimensions, the floorplates appear to remain large, Council understands that the feasibility of A grade commercial space is a key consideration in the buildings configuration, however, this should not be provided at the expense of good urban design outcomes. Should the development require such large floorplates, but remain unable to accommodate appropriate setbacks, building lengths, deep soil space and building separation, it is likely that the proposal breaches the capacity of the site and a reduction in FSR should be considered in order to achieve these outcomes. As noted previously above, the updates to the revised proposal has led to the reduction of the overall FSR from 2.7:1 to 2.6:1.

Notably, the revised proposal adopts key changes that aim to deliver a superior outcome to the proposed reference scheme that was previously submitted to Council. These include:

- the partial redistribution of massing from south of the site to provide a greater balance of density and improved sightlines.
- building sited on the corner of Victoria Avenue and Carrington Road to be a smaller standalone hotel use, with reduced heights and floorplate sizes
- removing building overhangs above pedestrian through-site links within the site to increase the sense of openness of these pedestrian links that will further support the sense of the spaces being publicly accessible for users
- further modulation and massing adjustments to the eastern edge of the proposal to break down the overall massing and building length composition from this elevation and present a more finer grain presentation of mass, in particular from the eastern elevation.

Regarding deep soil provision on the site, the draft site-specific DCP proposes to adopt a minimum 10% of the site area for deep soil provision to ensure an appropriate amount of deep soil can be provided. The reference scheme demonstrates how this can be achieved through the proposed landscape setbacks for the site.