

Vivien Place, Castle Hill

Urban Design Strategy

Prepared For:

CASTLE 7 PTY LTD

OCTOBER 2019



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ae Design partnership

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1.0 Introduction



1.1 Purpose

This urban design strategy has been prepared by ae design partnership. Its purpose is to review and provide opinion on the previously lodged Planning Proposal and to provide further urban design direction for the Planning Proposal on the properties formally identified as:

- Lots 4 - 11 in DP 227212; and
- Lots 30-32 in DP 257208.

Otherwise known as No. 1-6 Vivien Place, 1-7 Gay Street and 12 Gilham Street, Castle Hill (**the site**).

This report is to be read in conjunction with the planning proposal for the site prepared by Urbis which seeks to amend The Hills Local Environment Plan 2012 (**the LEP**):

- Amend the zoning from R2 Low Density Residential to R4 High Density Residential;

1.2 Background

Council Planning Proposal

On January 2016, Council submitted a Planning Proposal to facilitate the implementation of the Castle Hill North Precinct, which sought generally the following amendments:

- Rezone land to R1 General Residential and R3 Medium Density Residential to R4 High Density Residential;
- Apply floor space ratios across sites between 0.6:1 and 2.4:1;
- Remove height of buildings on land proposed to be rezoned R1 General Residential and R4 High Density Residential;
- Add Clause 4.4 Incentive for developments that meet certain criteria; and
- Amend draft Clause 4.7 Design Excellence to apply to all developments with a height of 25m or more.

In November 2016, the Planning Proposal was determined by the Delegate of the Greater Sydney Commission to proceed subject to conditions.

Proponent's Planning Proposal

On August 2017, the proponent submitted a Planning Proposal to amend the Castle Hill North Planning Proposal, which sought the following amendments with regard to the site:

- Rezone the site from R2 Low Density Residential to R4 High Density Residential;
- Amend the lot size to 1,800 sqm;
- Apply a base floor space ratio of 1:1; and
- Apply an incentive FSR of 1.9:1
- Amend the Key Sites Map to identify the site as 'Area N' (which would allow an additional 20% floor space incentive subject to conditions)

It was envisioned the outcome of built form on the site relied on floor space ratio and development controls to determine the height of development.

In September 2017, the Planning Proposal was deemed to have merit and was supported to proceed with conditions at Gateway.

During The Hills Shire Council Ordinary Meeting on 27 November 2018, a motion was moved that:

- The Planning Proposal not progress to finalisation;
- The Draft Hills Development Control Plan 2012 (Part D Section 18 - Castle Hill North) not be adopted; and
- The Draft Voluntary Planning Agreement not be entered into.

Subsequently, the Planning Proposal was withdrawn.

1.3 Objectives

The objectives of this report are to:

1. Conduct analysis and identify opportunities in strategic and local context to establish the desired future character of the site.
2. Provide an assessment of the proposal against key opportunities derived in the desired future character of the site.
3. Provide recommendations based on assessment of the proposal with respect to urban design matters.

2.0 Strategic Drivers



2.1 A Metropolis of Three Cities

Castle Hill is located within the Central River City under the Greater Sydney Region Plan 'A Metropolis of Three Cities' (the **Region Plan**).

The Central City District Plan (**District Plan**) identifies Castle Hill as one of ten strategic centres within the Central City. Strategic Centres are the focus of public transport investments that seek to deliver the 30-minute city objective with particular regard to the new Northwest Sydney Metro.

Planning Priority C9

Delivering integrated land use and transport planning and a 30 minute city.

The Central City has been prescribed the largest housing target across the district plans, stressing opportunities for growth within the region.

Population is projected to increase by 36.2%, which equates to an additional 550,500 residents by 2036. To accommodate this growth, the Region Plan has set a housing target of 207,500 to be reached by 2036.

Planning Priority C5

Providing housing supply, choice and affordability, with access to jobs, services and public transport



2.2 North West Rail Link - Castle Hill Structure Plan

2.2.1 Overview

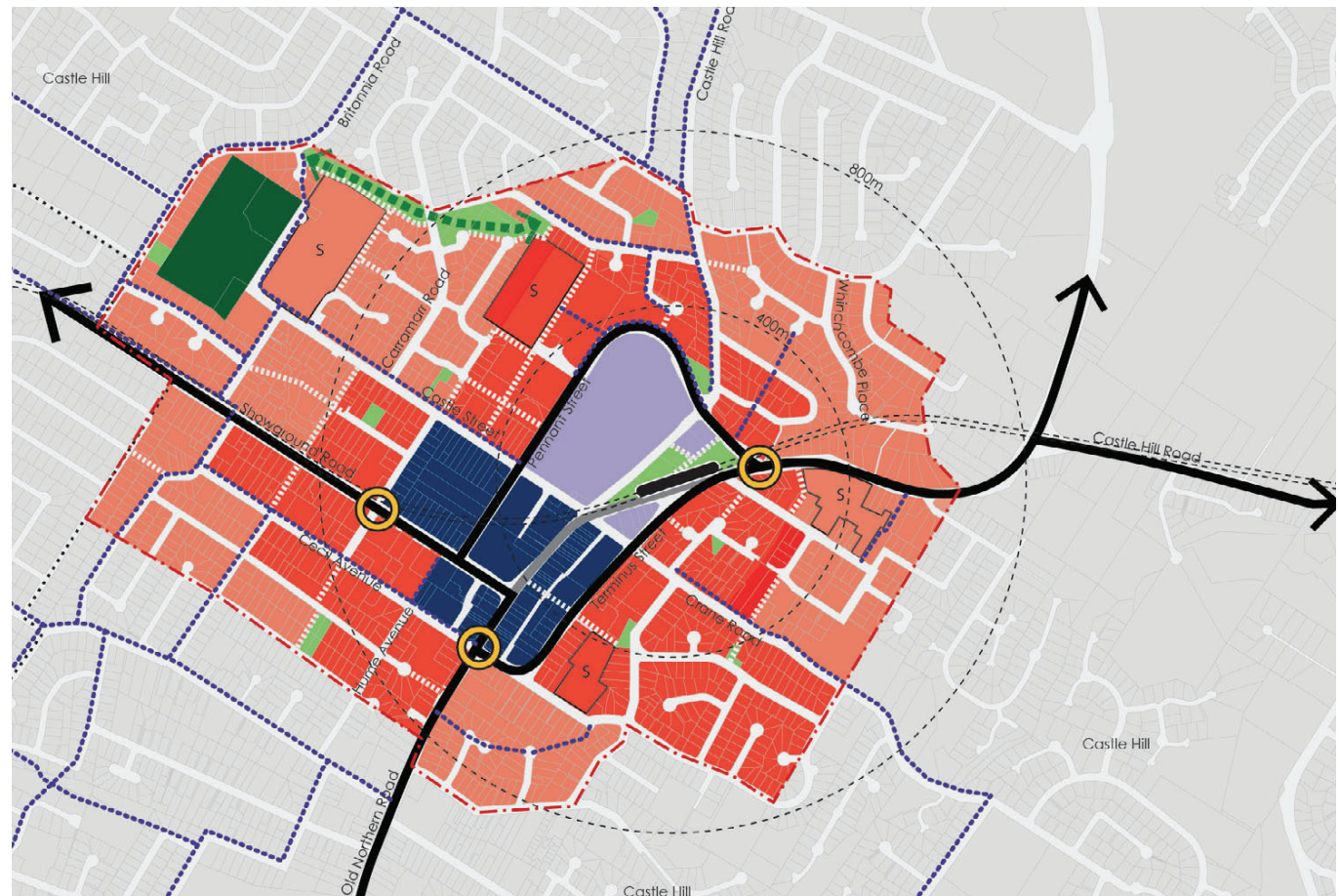
The North West Rail Link (NWRL) is a priority transport infrastructure project that will provide connections with the broader rail network in Sydney, specifically the Epping to Chatswood Rail Link. The NWRL includes the new underground station at Castle Hill which has been identified as strategic centre under the Region Plan.

On September 2013, the Castle Hill Structure Plan (**the Structure Plan**) was published to identify the challenges and opportunities the new underground station will present to the area and in turn guide future development in Castle Hill. The Study Area boundary is shown in dashed red in **Figure 1**.

The Structure Plan has given consideration the following matters:

1. Role of the Study Area in the NWRL corridor.
2. Analysis of the physical characteristics.
3. Analysis of the existing planning controls in the Study Area.
4. Identification of opportunities for growth.
5. Vision for the Study Area.
6. Actions and Implementation.

The site is located directly north of the mixed-use centre and envisioned for high density residential developments.



LEGEND

	Site Boundary		Commercial
	Cadastre		Mixed Use
	High Density Residential		Private Recreation
	Medium Density Residential		Open Space

Figure 1: North West Rail Link - Structure Plan



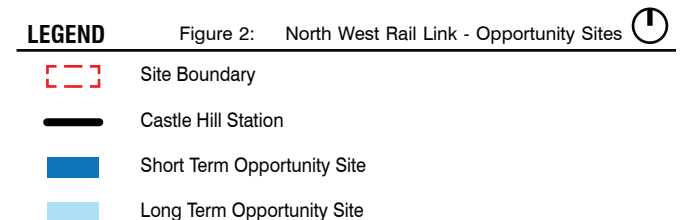
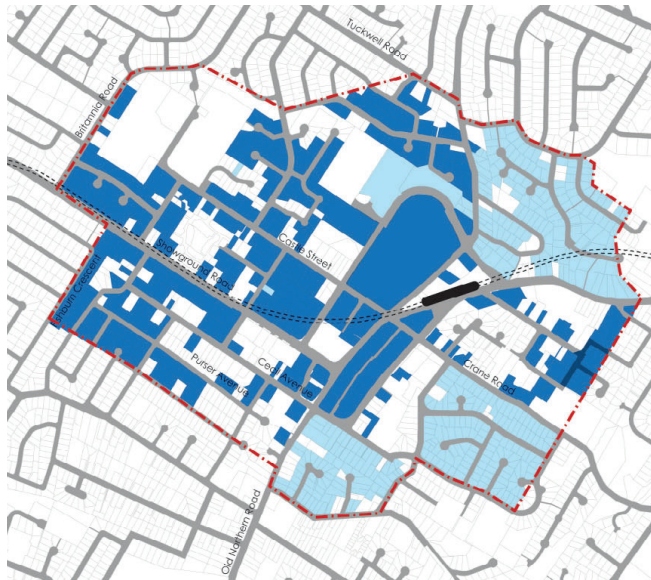
2.2.2 Opportunity Sites

The Structure Plan has identified potential sites for renewal that will capitalise on the new rail link and station within the Study Area.

“These opportunity sites vary in their capacity to contribute to the future growth of the Study Area. Some of the identified sites are currently unconstrained and present an immediate opportunity to stimulate growth within the corridor.”

(p.20 NWRL Castle Hill Structure Plan)

The site is identified as a short term opportunity site with few constraints, good connectivity and within a walking catchment of the proposed Castle Hill Station.



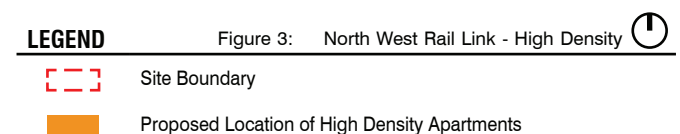
2.2.3 High Density Apartment Living

One of the visions for Castle Hill is for High Density Apartment Living. The site has been identified as an appropriate location for these high density apartments.

Objectives: *To provide for the housing needs of a growing community and to encourage an increased residential density in areas with direct access to the new rail link and station.*

Character: *It is anticipated that under the vision and Structure Plan 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 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.”*

(p.29 NWRL Castle Hill Structure Plan)



2.3 Draft Hills Future 2036 - Local Strategic Planning Statement

The Hills Shire Council (**Council**) Draft Local Strategic Planning Statement (**LSPS**) was put forward to Councilors during the Ordinary Meeting of Council held on 25 June 2019.

"The draft LSPS and Implementation Plan sets out planning priorities and corresponding actions to be delivered over the next 5 years that will provide for housing, jobs, parks and services for our growing population."

(p.71 Council Meeting Agenda 25 June 2019)

The key planning priorities for the site are:

PP2: Build our strategic centres to realise their potential

Development beyond the commercial core and mixed use surrounds will provide a diversity of housing including higher density residential (7 to 20 storeys) principally to the north, within an easy walk of facilities and transport.

P6: Plan for housing supply to support Sydney's growing population

For high densities to be sensible, it must be provided in areas that are well connected and with reach of available transport and other urban support services.

PP7: Facilitate housing in the right locations

To ensure the creation of liveable, connected neighbourhoods, it is vital that the delivery of high density development is supported by the delivery of the right infrastructure.

PP8: Deliver a diversity of housing

Most new households will comprise family groups with the average household sizes likely to increase slightly beyond 3.2 people per household. A proportion of high density dwellings must be able to accommodate these groups.

PP11: Plan for convenient, connected and accessible public transport

The Sydney Metro Northwest has improved connections to Macquarie Park/Sydney CBD and within the local area. In order to make the most of this, Council must ensure that Metro stations are easy to get to. Linking our network of cycleways and footpaths to the Metro stations will further facilitate accessibility to public transport.

PP12: Influence travel behaviour to promote sustainable choices

Adopting a Transit Oriented Development approach, locating high densities and a mix of uses close to Metro stations will assist in reducing dependence on private vehicles for short trips and encourage public transport use amongst residents.

PP13: Expand and improve our active transport network

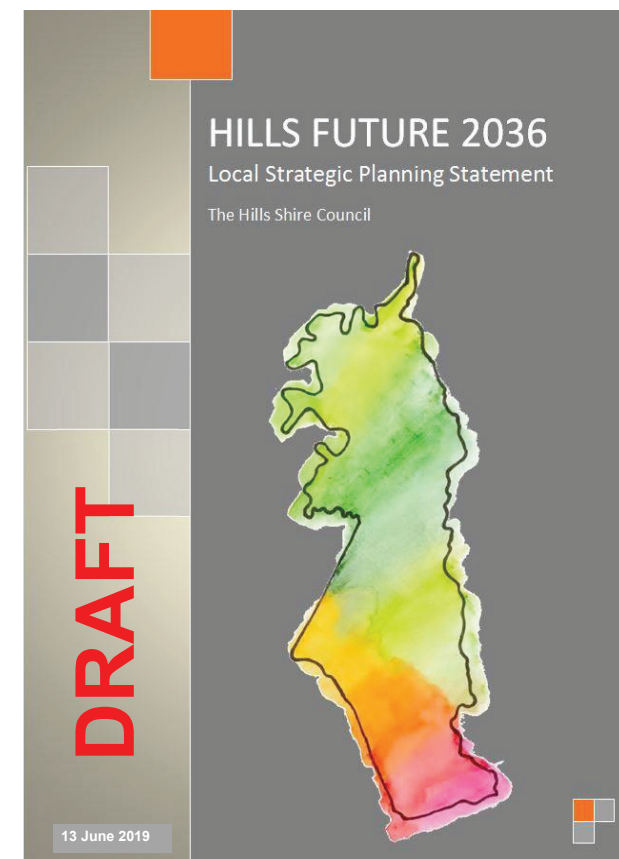
Increasing active transport links throughout the Shire will facilitate more opportunities to create places for people, characterised by slower movement and the prioritisation of walking and cycling over vehicle use.

PP15: Provide new and upgraded passive and active open spaces

High quality and well maintained playing fields, parks and playgrounds should be within easy reach of all Hills Shire residents, to provide them with every opportunity to develop a strong physical, social and emotional connection with the outdoors and with their wider community.

PP18: Promote increased urban tree canopy cover

Tree-lined streets, urban bushland and tree cover on private land form the urban tree canopy. The urban tree canopy is a form of green infrastructure that mitigates the urban heat island effect, supports cleaner air and water and provides local habitat.



2.4 The Hills Shire Draft Housing Strategy

The Hills Shire Draft Housing Strategy forms the basis for Council's strategic planning decisions regarding residential land use within the Shire in the near and far future.

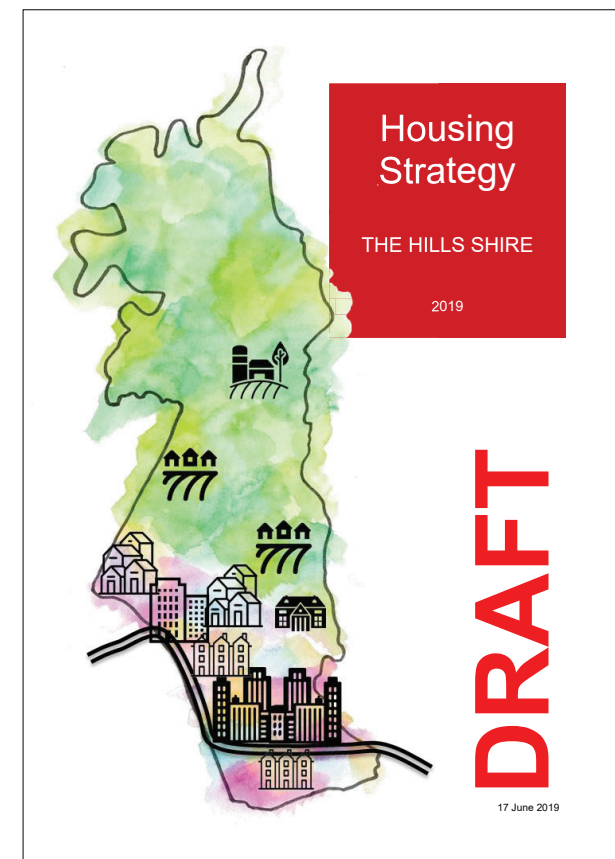
The following planning priorities included in the Draft LSPS guide the strategy:

- PP6: Plan for housing supply to support Sydney's growing population
- PP7: Facilitate housing in the right locations
- PP8: Deliver a diversity of housing
- PP9: Renew and create great places
- PP10: Provide services and social infrastructure to meet residents' needs

According to the strategy, the population within the LGA is expected to grow by around 128,000 over the next 20 years.

To accommodate this population growth it is predicted that an additional 38,000 dwellings with an average occupancy rate of 3.3 persons per dwelling would need to be built by 2036.

To ensure this growth occurs in the right areas, the strategy outlines the capacity for additional dwellings in a number of residential release areas and infill/station precincts. Castle Hill has been identified as one of the key station precincts which can accommodate additional dwellings with the strategy stating it has a capacity to accommodate 6,500 dwellings by 2036 and an additional 3,000 dwellings beyond 2036.



2.5 Site Specific Planning Proposal

In 2016 a Planning Proposal to amend planning controls within The Hills Local Environment Plan 2012 for the Castle Hills North Precinct was proposed (PP_2016_THILL_002_02). The planning proposal aims to:

- apply a minimum lot size of 1800sqm across the precinct; and
- rezone land and amend floor space ratio controls to facilitate higher density development

A site specific DCP for the Castle Hill North Precinct was also produced, aligning with the proposed amendment to THLEP.

In November 2018 a motion was carried to forward the planning proposal to the Department of Planning and Environment (DPE) for finalisation, as Council did not have delegation to make the plan due to outstanding public authority objections. But Council also requested DPE withhold gazettal of planning proposal until the Draft Contributions Plan No. 17 - Castle Hill North has been endorsed by the Independent Pricing and Regulatory Tribunal (IPART).

IPART plan to release their final report on the Draft Contributions Plan in November 2019.

Therefore it is expected the amendments to THLEP and implementation of the site specific DCP will not come into force until early 2019.

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: The Hills Local Environmental Plan 2012 (Amendment No X) – Castle Hill North Precinct

ADDRESS OF LAND: Castle Hill North Precinct (refer to Attachment G for addresses of subject land)

SUMMARY OF HOUSING AND EMPLOYMENT YIELD

	EXISTING	PROPOSED	TOTAL
Dwellings	292	3,575	3,283
Jobs	N/A	N/A	N/A

SUPPORTING MATERIAL:

Attachment A Assessment Against State Environmental Planning Policies
Attachment B Assessment Against Section 117 Ministerial Directions
Attachment C Key Sites Provision (Clause 4.4B) and Design Excellence Provision (Clause 7.7)
Attachment D Council Report and Resolution, 25 July 2017
Attachment E Council Report and Resolution, 24 November 2015
Attachment F Gateway Determination and Attachments
Attachment G Addresses of subject land
Attachment H Draft Development Contributions Plan No.17 – Castle Hill North
Attachment I Draft The Hills DCP 2012 (Part D Section 20 – Castle Hill North)
Attachment J Draft The Hills DCP 2012 (Part C Section 1 – Parking)
Attachment K Draft Public Domain Plan – Castle Hill North

THE SITE:
 The Castle Hill North Precinct is generally bound by Pennant Street and Castle Street to the south, Gilham Street to the north, Old Northern Road to the east and Carramar Road to the west.



Figure 1
Subject Site

ORDINARY MEETING OF COUNCIL 27 NOVEMBER 2018

The Hills

Development Control

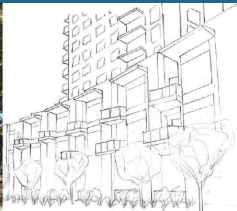
Plan (DCP) 2012

www.thehills.nsw.gov.au

ATTACHMENT 1

THE HILLS

Sydney's Garden Shire


Part D Section 18
Castle Hill North Precinct

POST EXHIBITION DRAFT – NOVEMBER 2018

In Force XXXXXXXX

PAGE 60

2.6 Key Current LEP Controls

2.6.1 Land Use Zoning

The site is currently zoned R2 Low Density Residential under the LEP. The objectives of this land zone are:

- 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; and
- to maintain the existing low density residential character of the area.

2.6.2 Height of Buildings

The site has a maximum building height of 9m under the LEP.

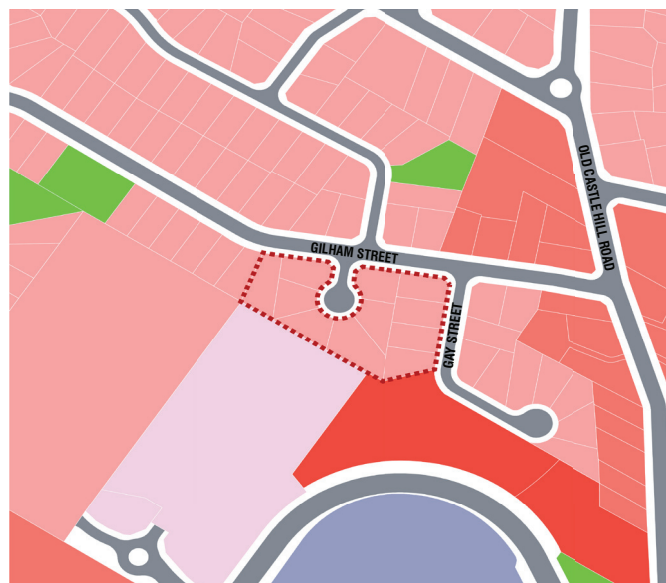
The objectives listed under clause 4.3 Height of buildings are:

- to ensure the height of buildings is compatible with that of adjoining development and the overall streetscape; and
- to minimise the impact of overshadowing, visual impact, and loss of privacy on adjoining properties and open space areas.

2.6.3 Floor Space Ratio

The site has not been prescribed a floor space ratio control under the current LEP.

The site adjoins floor space ratio zones of 1:1 to the south-west and 5.5:1 to the south-east.



LEGEND

	Site Boundary		R2 Low Density Residential
	Cadastre		R3 Medium Density Residential
	B4 Mixed Use		R4 High Density Residential
	R1 General Residential		RE1 Public Recreation

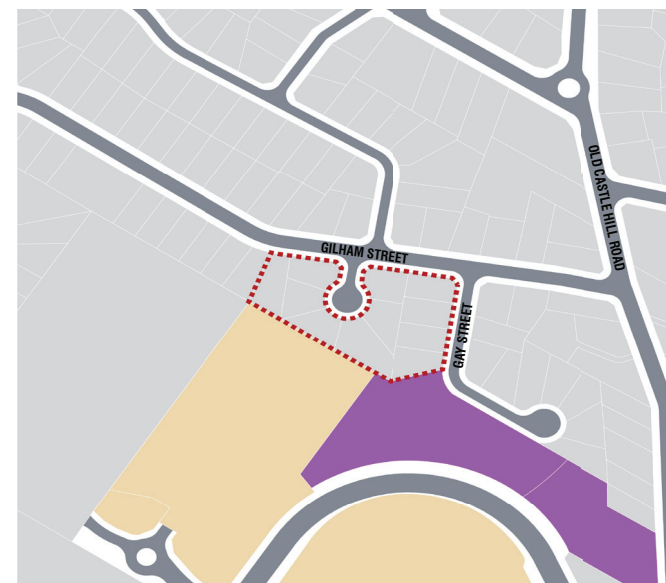
Figure 4: Current Land Use Zoning



LEGEND

	Site Boundary		12m
	Cadastre		16m
	9m		54m

Figure 5: Current Height of Buildings



LEGEND

	Site Boundary
	Cadastre
	1.0:1
	5.5:1

Figure 6: Current Floor Space Ratio

2.7 Key Site Specific Planning Proposal Controls

2.7.1 Land Use Zoning

The Draft LEP Amendment is currently on public exhibition and proposes an amendment to the site’s zoning from R2 Low Density Residential to R4 High Density Residential.

This is consistent with adjoining development east of the site.

2.7.2 Height of Buildings

The maximum building height of 9m currently prescribed to the site is proposed to be removed to allow the floor space ratio control to manage built form outcomes.

2.7.3 Incentive Floor Space Ratio

The Draft LEP proposes an incentive floor space ratio scheme which would prescribe and FSR of 1.54:1 for the site, providing certain requirements such as apartment size, mix and car parking are met.

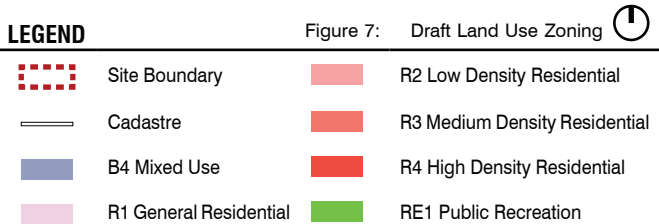
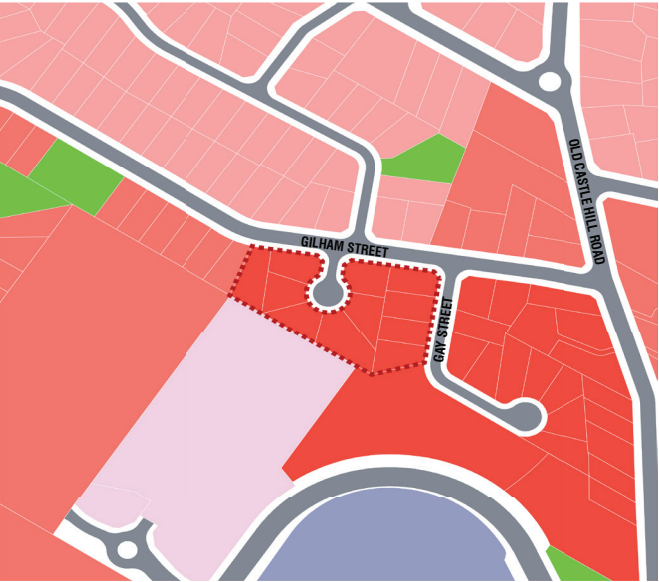


Figure 7: Draft Land Use Zoning

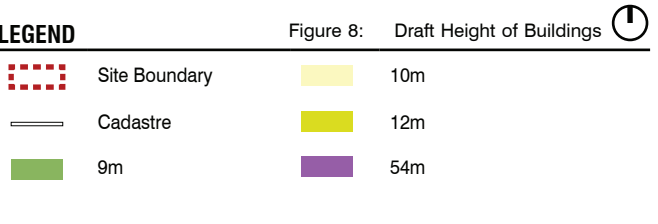
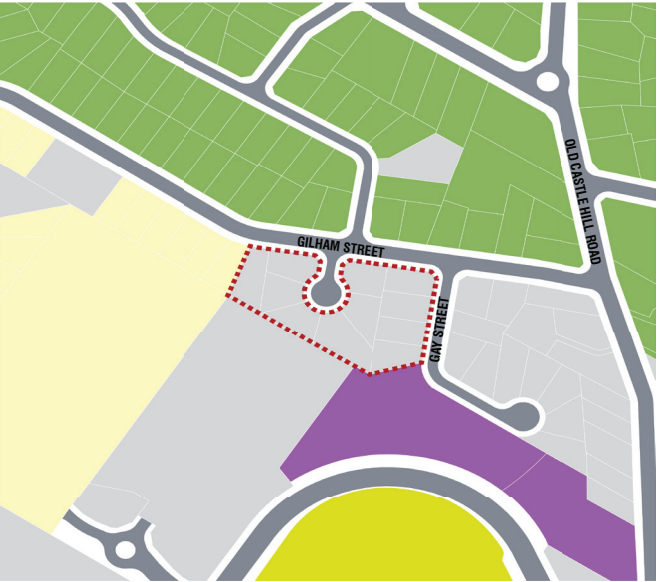


Figure 8: Draft Height of Buildings

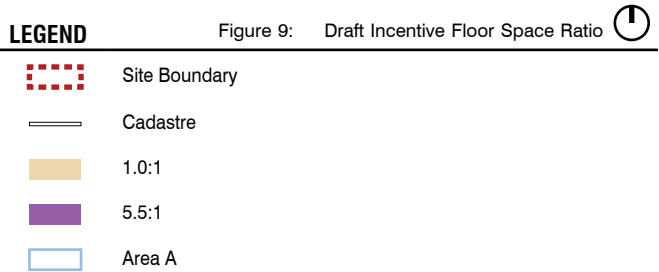


Figure 9: Draft Incentive Floor Space Ratio

3.0 Urban Context



3.1 Recent Proposals & Developments

Development Sites	Draft DCP Height	PP Height	DA Height	Stage
1 2-22 Larool Crescent and 44-48 Carramarr Road	3-5 storeys	5 storeys	Not yet DA	Planning Proposal referred to DPIE for Gateway
2 6-12 & 16-20 Garthowen Crescent	4-10 storeys	18 storeys	Not yet DA	Planning Proposal with DPIE for finalisation
3 93 Cecil Avenue & 9-10 Rodger Street	Not in Castle Hill North Precinct	18 storeys	Not yet DA	Planning Proposal with DPIE for finalisation
4 299-301 Old Northern Road	Not in Castle Hill North Precinct	68m/18 storeys	21 storeys (additional 3 storeys)	DA Approved (construction completed)
5 51 Old Castle Hill Road	No height prescribed	54m	17-23 storeys (additional 5 storeys)	Approved
6 Terminus Precinct*	Not in Castle Hill North Precinct	18 storeys (not PP)	Not yet DA	DCP Masterplan

There are five Planning Proposals which are similar in scale to the Proposal for Vivien Place. These Proposals which are located within close proximity to the site are currently in the final stages of assessment or have been approved.

Both the developments at 299-301 Old Northern Road (4) and 51 Old Castle Hill Road (5) have approved DAs which contain building heights that are significantly higher than what they proposed in their respective Planning Proposals.

The development at 6-12 and 16-20 Garthowen Crescent (2) proposes buildings with a range of heights, the tallest being 18 storeys. This is inconsistent with the Castle Hill North Structure Plan which identifies a height of 4-10 storeys for the site.

* While not a current Planning Proposal, the Terminus Precinct (6) is expected to be developed in the near future. The Hills DCP Part D Section 11 - Terminus Street Precinct depicts an indicative built form for the site with buildings reaching heights up to 18 storeys.

LEGEND

- Site Boundary
- Cadastre
- Castle Hill North Precinct
- Recent Proposal & Development Boundary

Figure 10: Recent Proposals & Developments ①



3.2 Open Space & Public Domain

The site has a high accessibility to public open space including the following parks within an 800 metre walking catchment (10 minute walk):

- Pioneer Place Reserve;
- Maurice Hughes Reserve;
- Coolibah Street Reserve;
- Mercer Street Reserve; and
- Olola Avenue Reserve.

LEGEND

Figure 11: Open Space, Public Domain & Community



-  Site Boundary
-  Cadastre
-  Open Space
-  Contours (2m Intervals)
-  Existing Vegetation
-  Waterways
-  Major Collector Road
-  Minor Collector Road
-  Recent Proposal & Development Boundary
-  Retail Centre
-  Location of Education Facilities
-  Location of Childcare Facilities
-  Location of Retail
-  Location of Food and Beverage
-  Pedestrian Links



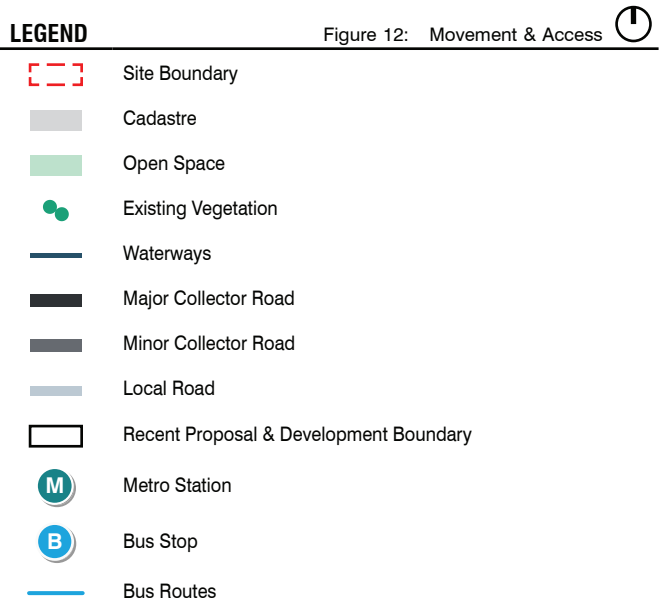
3.3 Movement & Access

Public Transport

Castle Hill Metro Station is located approximately 500m from the site, providing excellent accessibility key employment regions north of Sydney including Norwest Business Park and Macquarie Park.

Upon completion of stage 2 (expected to occur in 2024), the metro will continue from Chatswood where it currently terminates, to the CBD onwards to the inner and south west terminating at Bankstown.

The bus interchange located next to the Metro Station also provides access to surrounding suburbs not serviced by the Metro.



3.4 Built Form

3.4.1 Height of Buildings

Areas within a walking catchment of the new metro station are undergoing transition with increased building heights enable a greater mix of land uses to capitalise government spending. Building heights are indicative of:

- 1-2 storeys north of the site and surrounding the commercial core of Castle Hill;
- 3-4 storeys within the commercial core and surrounding the core to the south-east and south-west; and
- Large 17+ storey buildings in close proximity to the commercial core and metro station.

The Planning Proposal at 6-12 & 16-20 Garthowen Crescent proposes buildings with a range of heights up to 18 storeys. No built form transition is provided to 1-2 storey homes surrounding this development. The Castle Hill North Structure plan proposes heights up to 20 storeys for lots located west of the development close the Castle Towers Shopping Centre, consistent with recently approved and constructed developments. The plan also proposes 3 storey terraces to the north and east of the development which will provide a suitable built form transition between the 18 storey tower and low scale residential development to the north-west

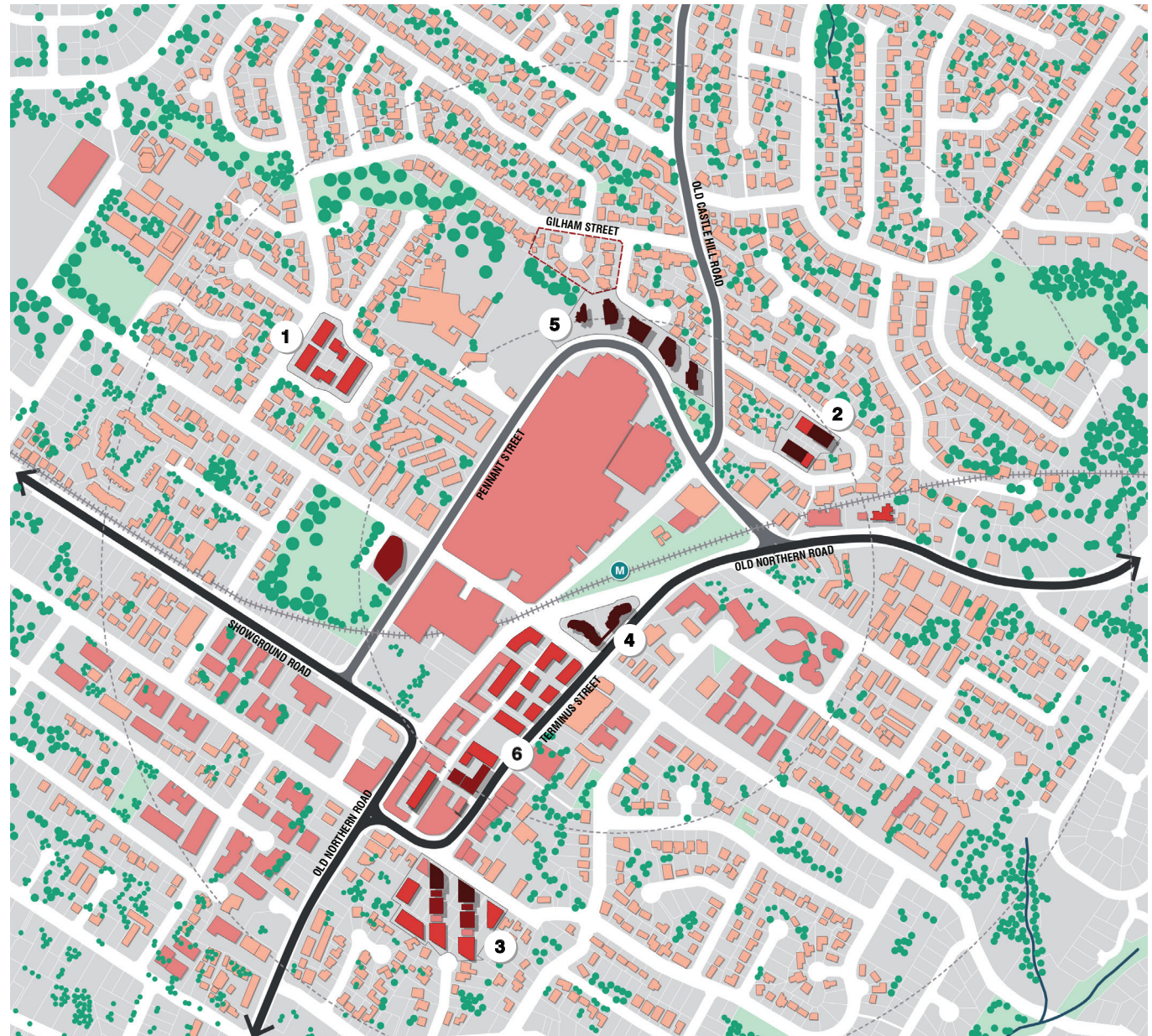
LEGEND

Figure 13: Height of Buildings



-  Site Boundary
-  Cadastre
-  1 - 2 Storeys
-  2 - 4 Storeys
-  2 - 4 Storeys
-  11 - 12 Storeys
-  17+ Storeys

-  Planning Proposals and DAs which are approved or under assessment. (refer to page 13)



3.4.2 3D Massing Orthogonal View

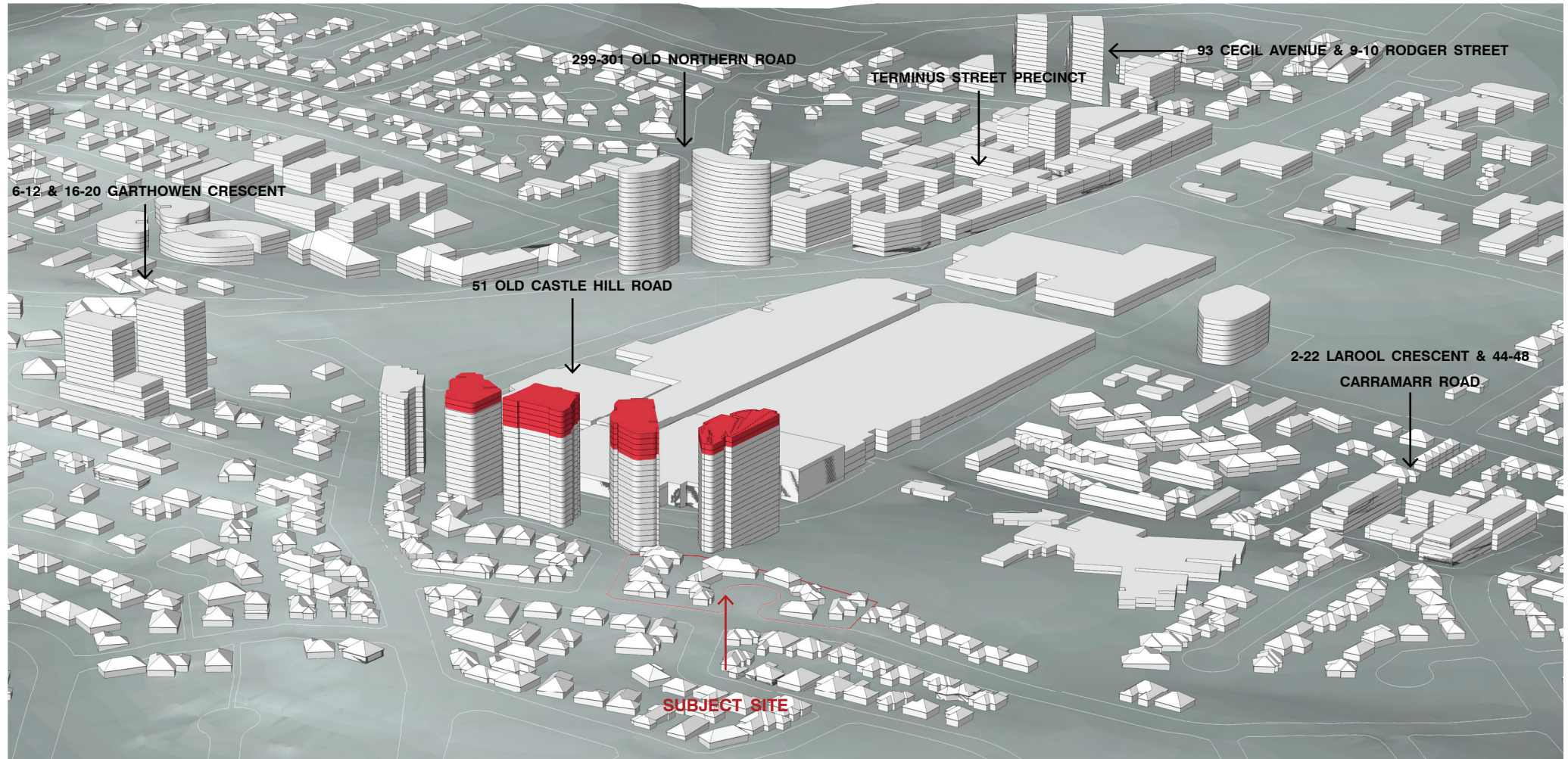


LEGEND

■ Additional height approved at DA Stage

Figure 14: Existing 3D Massing View 1

3.4.3 3D Massing Perspective View



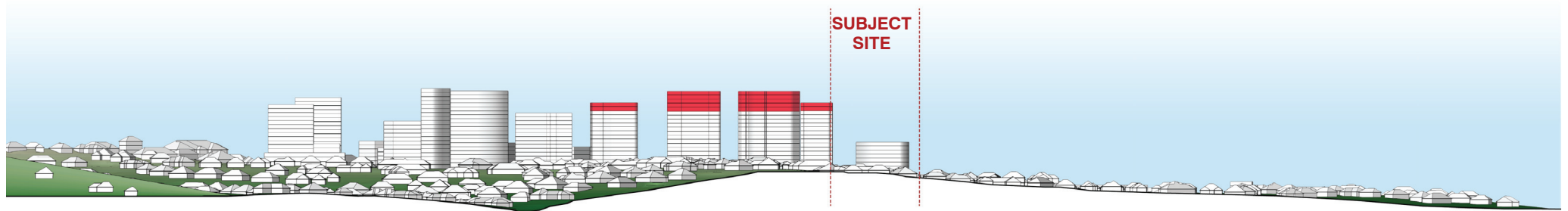
LEGEND

Additional height approved at DA Stage

Figure 15: Existing 3D Massing View 2

3.4.2 Sections

Section AA

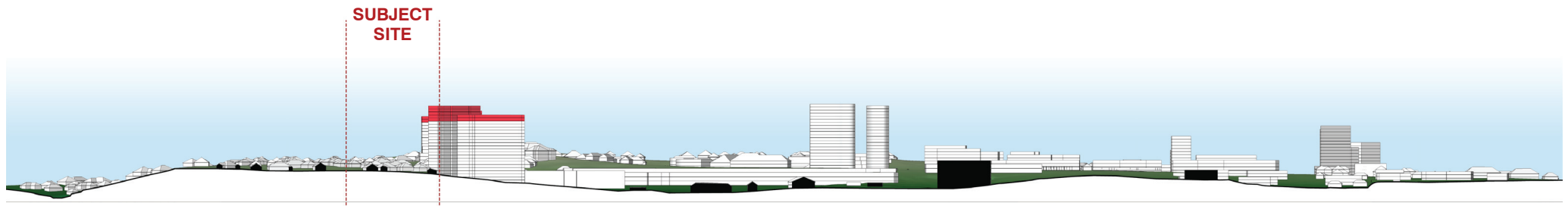


LEGEND

Additional height approved at DA Stage



Section BB

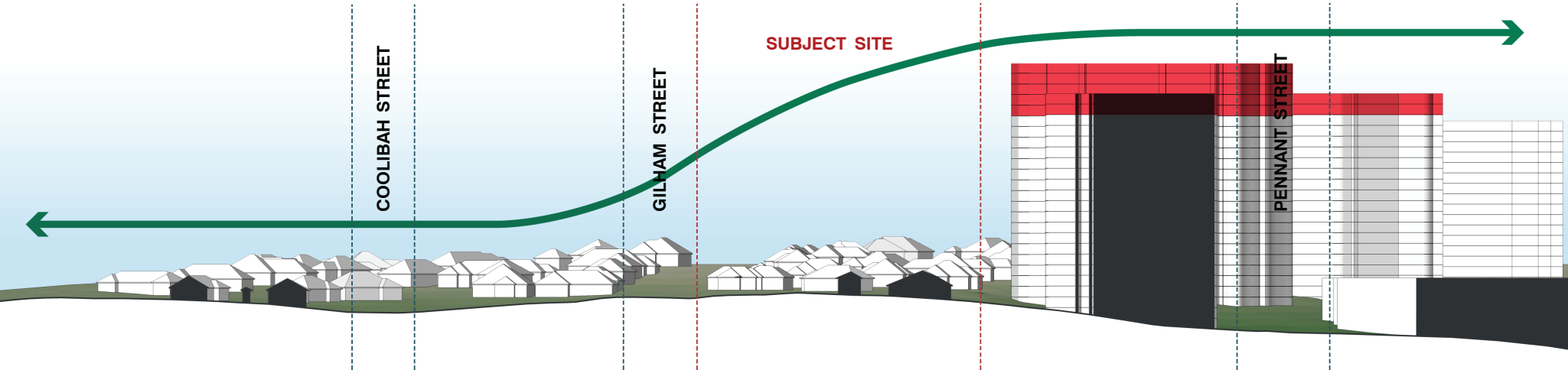


LEGEND

■ Additional height approved at DA Stage



Section CC



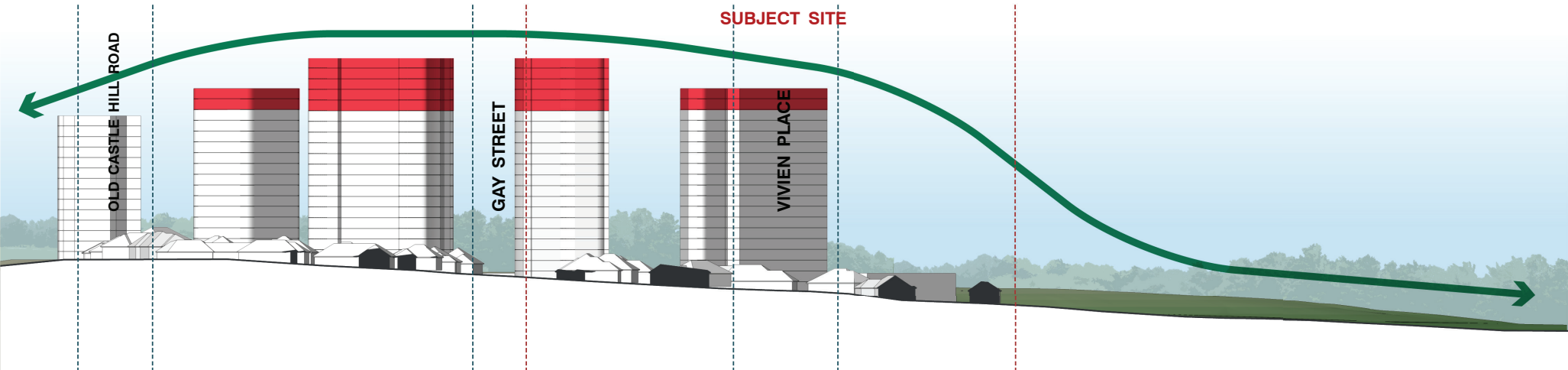
The soon to be completed 17-23 storey towers along Pennant Street are of stark contrast to the existing 1-2 storey brick homes to the north. The site's location between these towers and low rise houses presents an opportunity to provide a built form transition.

LEGEND

■ Additional height approved at DA Stage



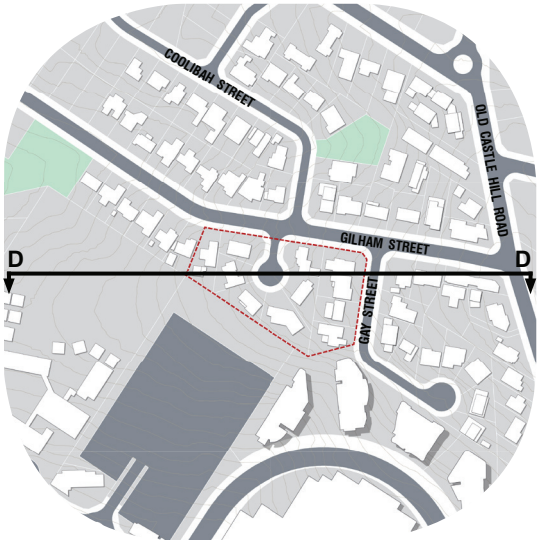
Section DD



Lots to the west of the site are proposed to be rezoned from R2 Low Density Residential to R3 Medium Density Residential. Existing built form provides to transition to these low rise houses or Castle Hill Public school, located south-west of the site.

LEGEND

Additional height approved at DA Stage



3.5 Visual Privacy

3.5.1 Land Zone Transition

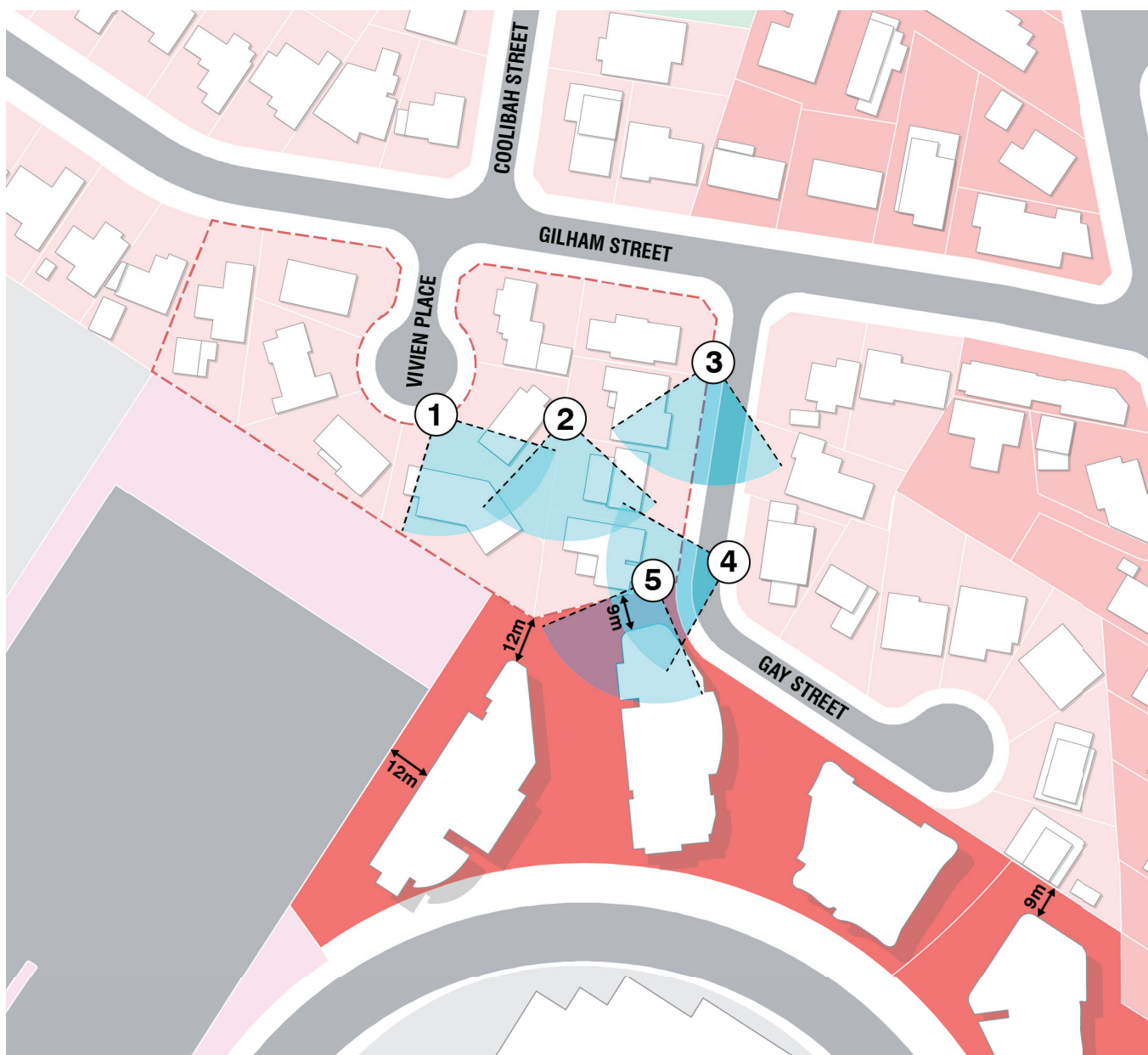
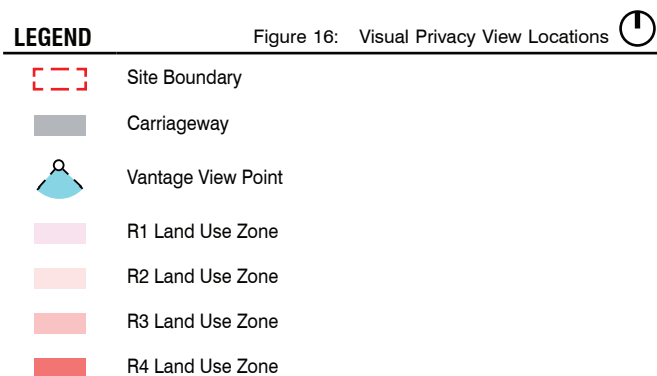
Under existing site conditions the site is occupied by 10 detached dwellings in each lot. These dwellings are currently dominated by the large 17-23 storey towers of adjoining development 'Toplace'.

Five vantage points have been identified in **Figure 16** which demonstrate the built form transition, or lack thereof, between the site and adjacent development to the south which pose significant visual privacy issues for residents in terms of overlooking due to their small separation distances.

Objective 3F Visual Privacy under the ADG, states that built form over 25m (9+storeys) require a 12m side setback and should increase the building separation distance by 3m when adjacent to a different zone that permit lower density residential development.

A 9m boundary setback is only provided to the 23 storey residential tower. Given the zone transition between R4 and R2, an addition 3m side setback is required.

Redevelopment on the site presents opportunity to provide a built form transition between proposed towers in the Toplace Development and 1-2 storey built form in lower density residential zones north of the site.





4.0 Desired Future Character



The desired future character of the site is derived from Council's Development Control Plan at Part D Section 18 - Castle Hill North Precinct.

Streetscape

- Landscaped setback along the site's Gilham Street and Gay Street frontages.
- Developments are to provide:
 - intensively landscaped setbacks which include grass, shrubs and trees of varying heights;
 - wide footpaths and tree lined verges to create a pleasant environment to encourage pedestrian movements;
 - a minimum of two high canopy trees per 30m of street frontage where the street setback is greater than 3m; and
 - deciduous trees within the front setback to facilitate sunlight access in winter.

Built form

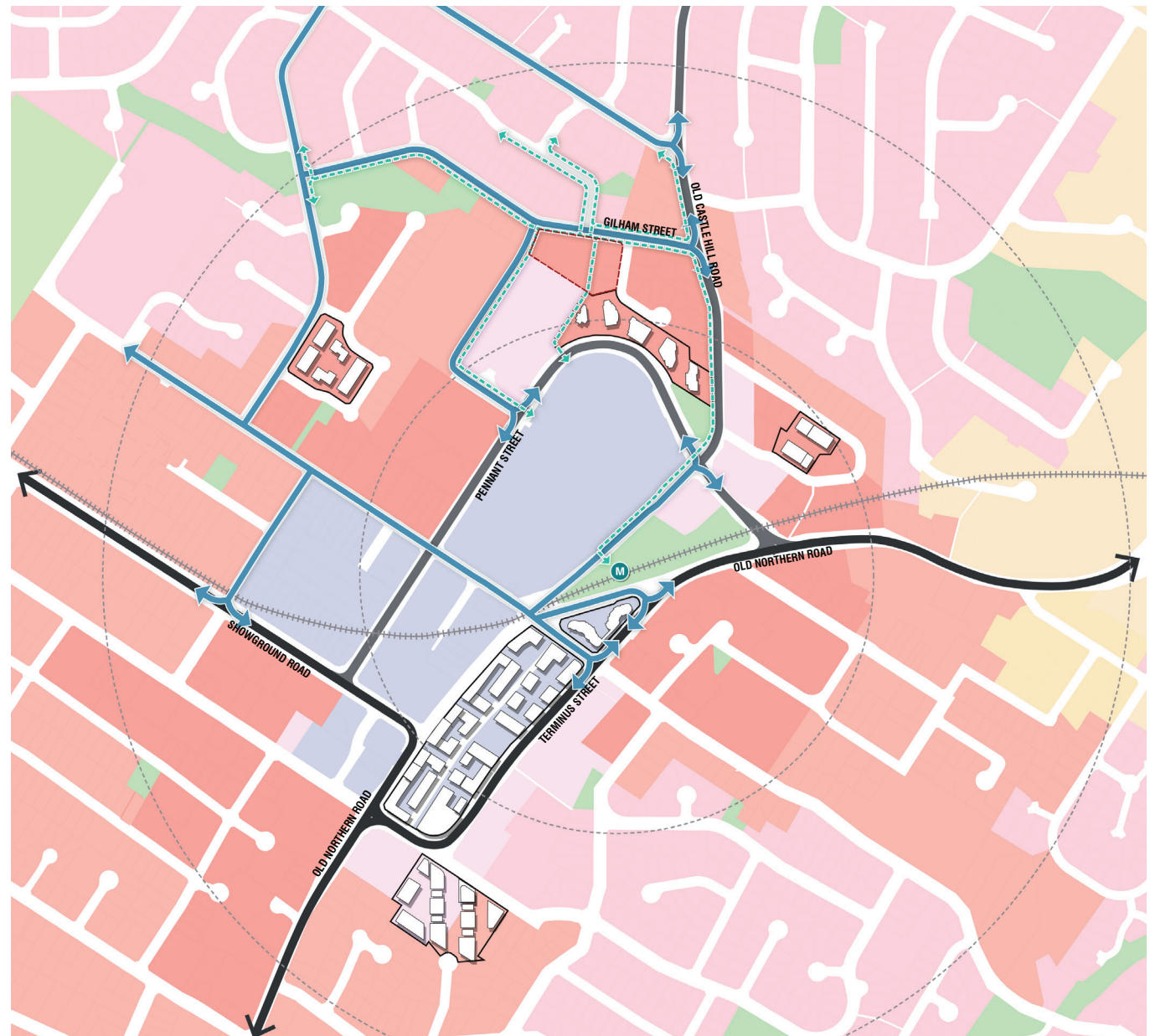
- Higher density in close proximity to the train station and centre;
- Medium to low-rise buildings transition towards the edges of the precinct.
- Upper levels of high rise buildings setback to provide human scale and solar access

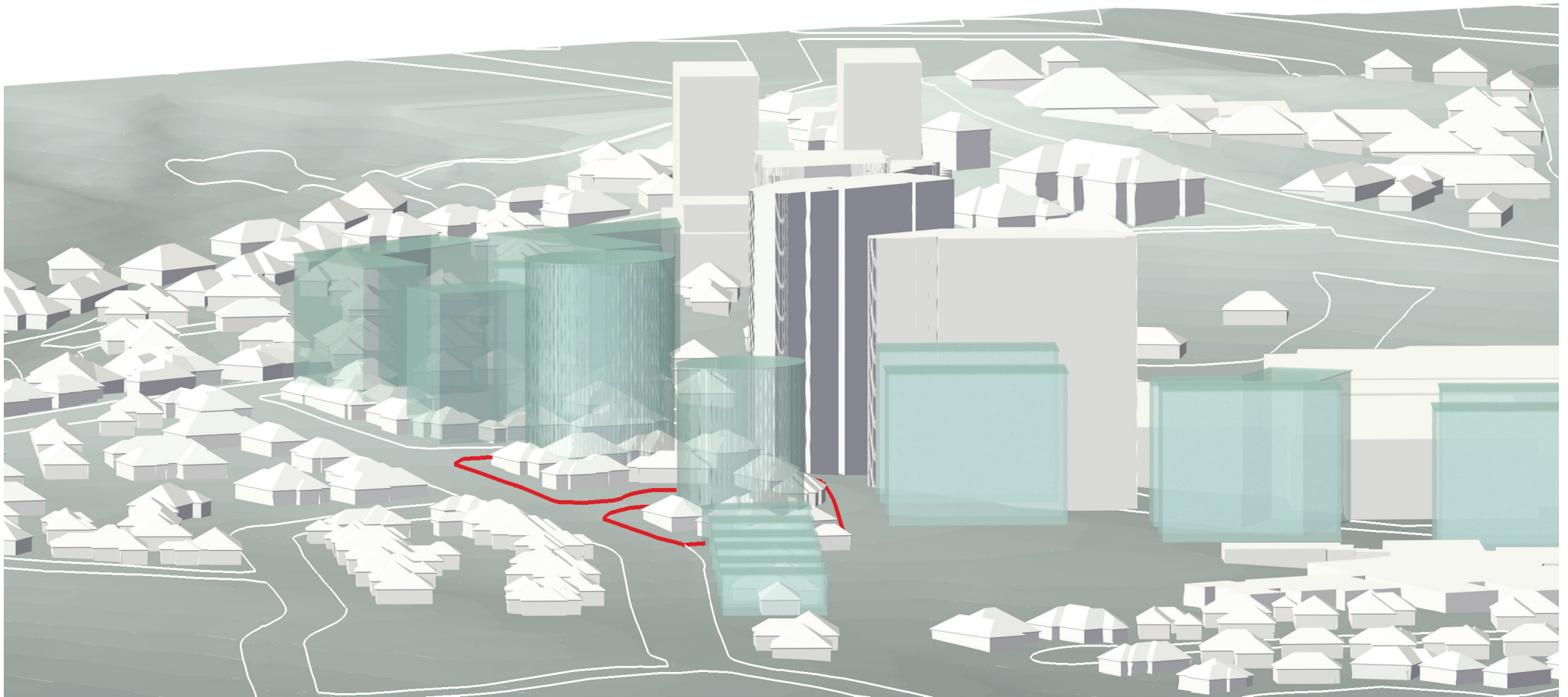
Movement Network

- Existing roads to be retained and in some locations upgraded to enhance access and permeability
- Provision of through site pedestrian links in certain locations to enhance connectivity and walkability

LEGEND Figure 17: The Site - Topography & Vegetation

- Site Boundary
- Cadastre
- Desired future vehicle movement
- Desired future pedestrian movement





LEGEND

 Draft DCP Envelopes

Figure 18: Existing 3D Massing View 2

5.0 Site Opportunities

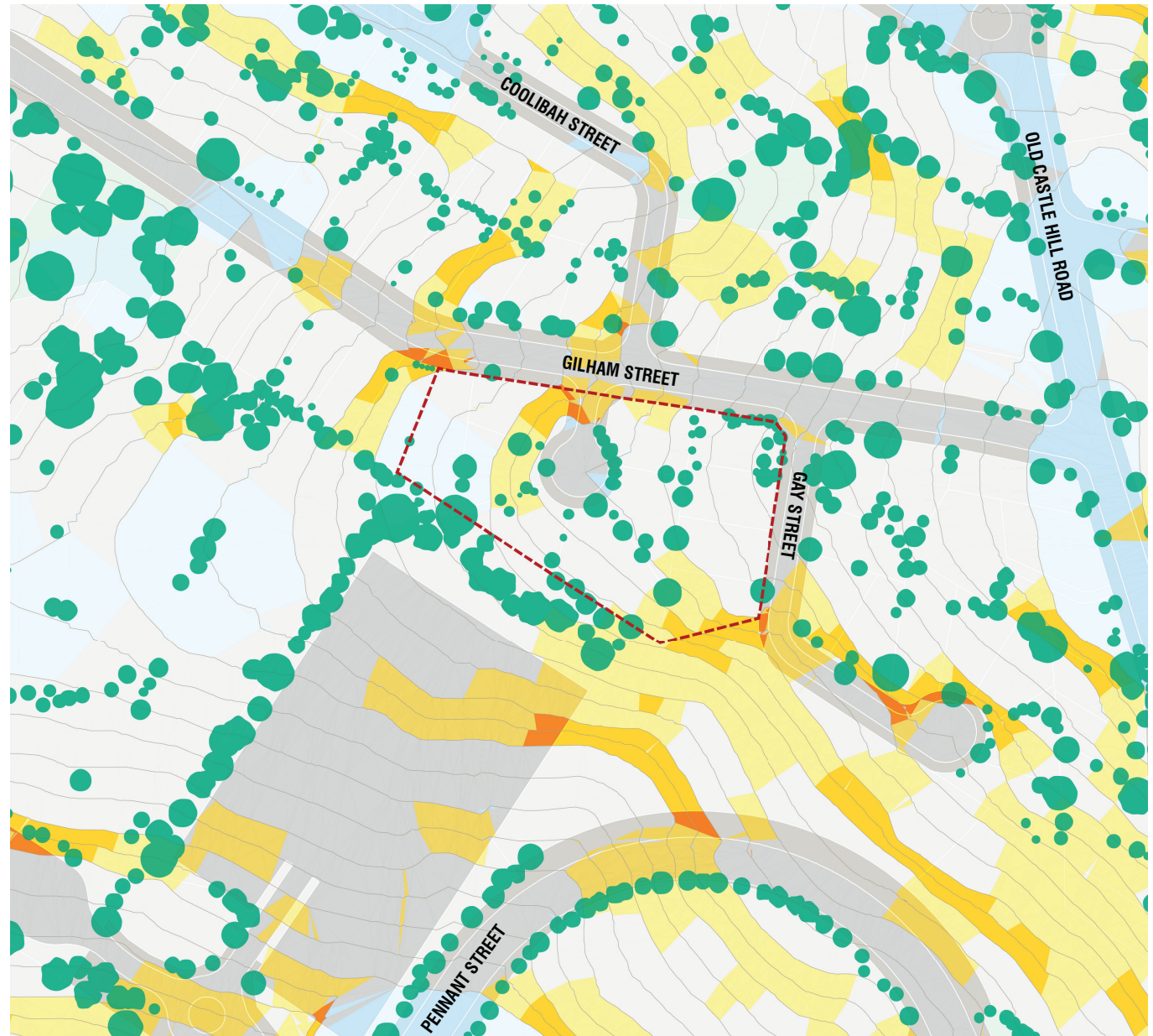


5.1 Topography & Vegetation

Vegetation within the site is concentrated around the eastern verge of the cul-de-sac and the along south-western and eastern lot boundaries of 4 Vivien Place.

Vegetation types include shrubs and trees both small and large in size and canopy coverage.

The site has a fairly steep slope which falls 8.5m (approximately) towards the south and west. This fall is gradual across the 130m (approximately) but results in a 6.5% slope.



LEGEND

Figure 19: The Site - Topography & Vegetation



-  Site Boundary
-  Cadastre
-  Contours
-  5% - 10% Slope
-  11% - 15% Slope
-  16%+ Slope
-  Existing Trees

5.2 Easements and Open Space

Easements

The proposal seeks to provide part of a new local road connection from Gilham Street to Les Shore Place. The roadway which will run along the site's western boundary for 43m will be gifted to council. It is anticipated the remaining 227m will be completed as a part of the redevelopment of the southern site. The area of the new road reserve will match that of the existing cul-de-sac which will be removed as a result of the development.

The new roadway will have a total road reserve width of 16.4m and would include two traffic lanes, two parking lanes and road verges on either side. The road will improve permeability within the Castle Hill North Precinct and would be of great benefit to the community. All roadworks within the site will be borne by the applicant and dedicated to council.

A through site pedestrian link is also proposed as detailed below and on the following page.

Open Space

Generous open space is provided within the site. The two key open spaces include:

- A publicly accessible central spine which will allow for pedestrian connectivity through the site, improving accessibility to the Castle Hill Towers Shopping Centre.
- A landscaped green space along the western edge which will serve as recreation space for residents and the wider community. The space receives direct sunlight between 9am and 3pm in mid-winter, optimising its amenity and encouraging year-round use.

LEGEND

Figure 20: Easements & Open Space

- Site Boundary
- Cadastre
- Trees to Retain
- Closure of Vivien Place
- New Road Connection Dedicated to Council
- Proposed Through Site Pedestrian Link Easement & Pocket Park



5.3 Access & Movement

Development of the site will enable vehicular and pedestrian connections through the site greatly improving the permeability of the Precinct.

Vehicular access & movement

The existing cul-de-sac will be replaced by a new local road link joining Gilham Street to Les Shore Drive. The road will improve access to Castle Hill Public School and reduce congestion along Pennant Street. Overall the proposed link will promote a positive development outcome for the local road network.

Pedestrian access & movement

The central spine located between the two towers will provide a pedestrian link for future residents of the site and existing residents north of the site. The 220m (approx) link which will run from Gilham Street to the entrance of the Castle Tower Shopping Centre will encourage pedestrian activity within the precinct reducing resident's dependence on cars. The pedestrian link also improves accessibility to the new Castle Hill Metro promoting active transport uses within the precinct and its surrounds.

A secondary pedestrian route will be provided along the new roadway, allowing for pedestrian access to Castle Hill Public School from the residential areas to the north of the site.

LEGEND

Figure 21: Setbacks & Easements



- Site Boundary
- Cadastre
- Open Space
- Trees to Retain
- Existing Cul de Sac Street to be removed
- Existing Off-street Footpath
- Potential Site Vehicle Access
- Potential Pedestrian links



5.4 Development Footprint

The developable footprint of the site is based of the setback controls outlined in the amended Draft DCP.

The controls prescribe a 3m street setback for the first three storeys, followed by a 12m setback from the building line along the primary frontage (Gilham Street) and 3m along the secondary frontage (Gay Street).

The proposed central through site link restricts development to two sections of the site. Setbacks above the 3 storey podium restrict the towers to the rear of podium levels.

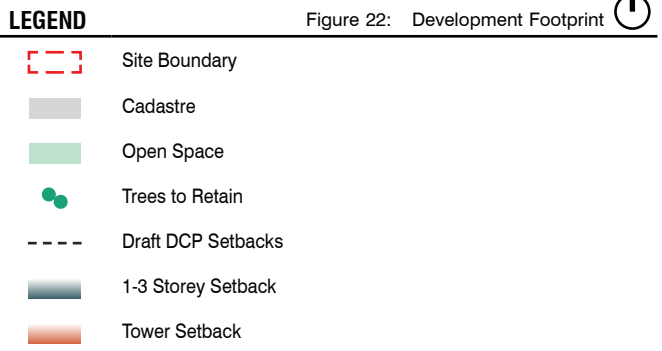
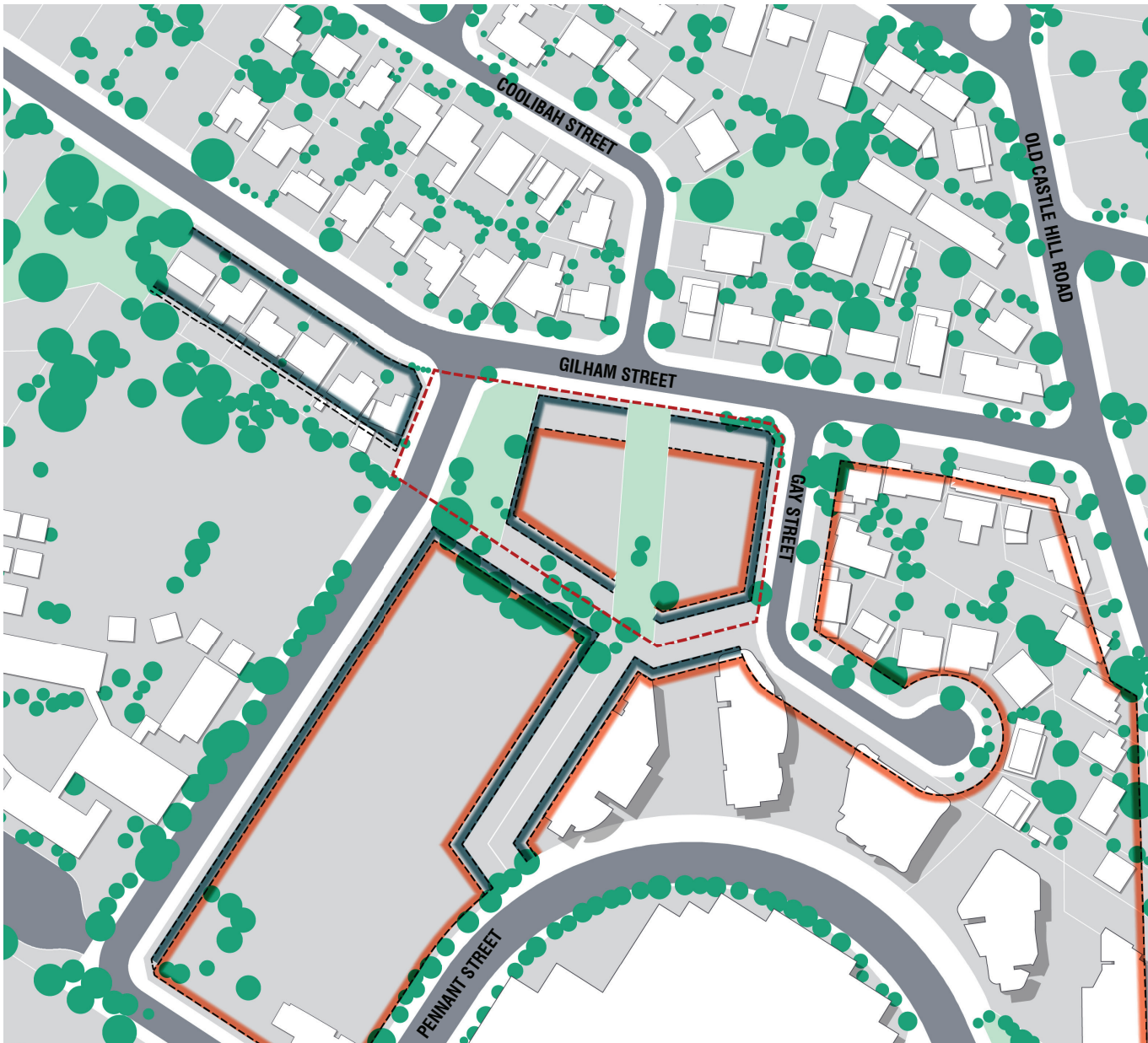


Figure 22: Development Footprint



6.0 Proposal



6.1 The Master Plan

The proposed master plan has carefully considered the sites context and applied urban design principles to create a positive design outcome.

The plan proposes the following:

- amalgamation of the existing 11 lots on the site and the Vivien Place Roadway;
- a new roadway which will run along the site's western boundary linking Gilham Street with Les Shore Place;
- two buildings which have a built form indicative of:
 - a part 2 and 3 storey podium consisting of terrace style housing fronting Gilham and Gay Street and the pedestrian through-site link; and
 - ellipse shaped towers with heights of 17 storeys for the eastern building and 13 storeys for the western building.
- a central landscaped through-site link;
- communal open space along the site's southern and western boundary;
- a total of 220 dwellings;
- a total GFA of 21,820m², which equates to an FSR of 2.28:1; and
- 265 car parking spaces located in basement levels consistent with Council's car parking targets.

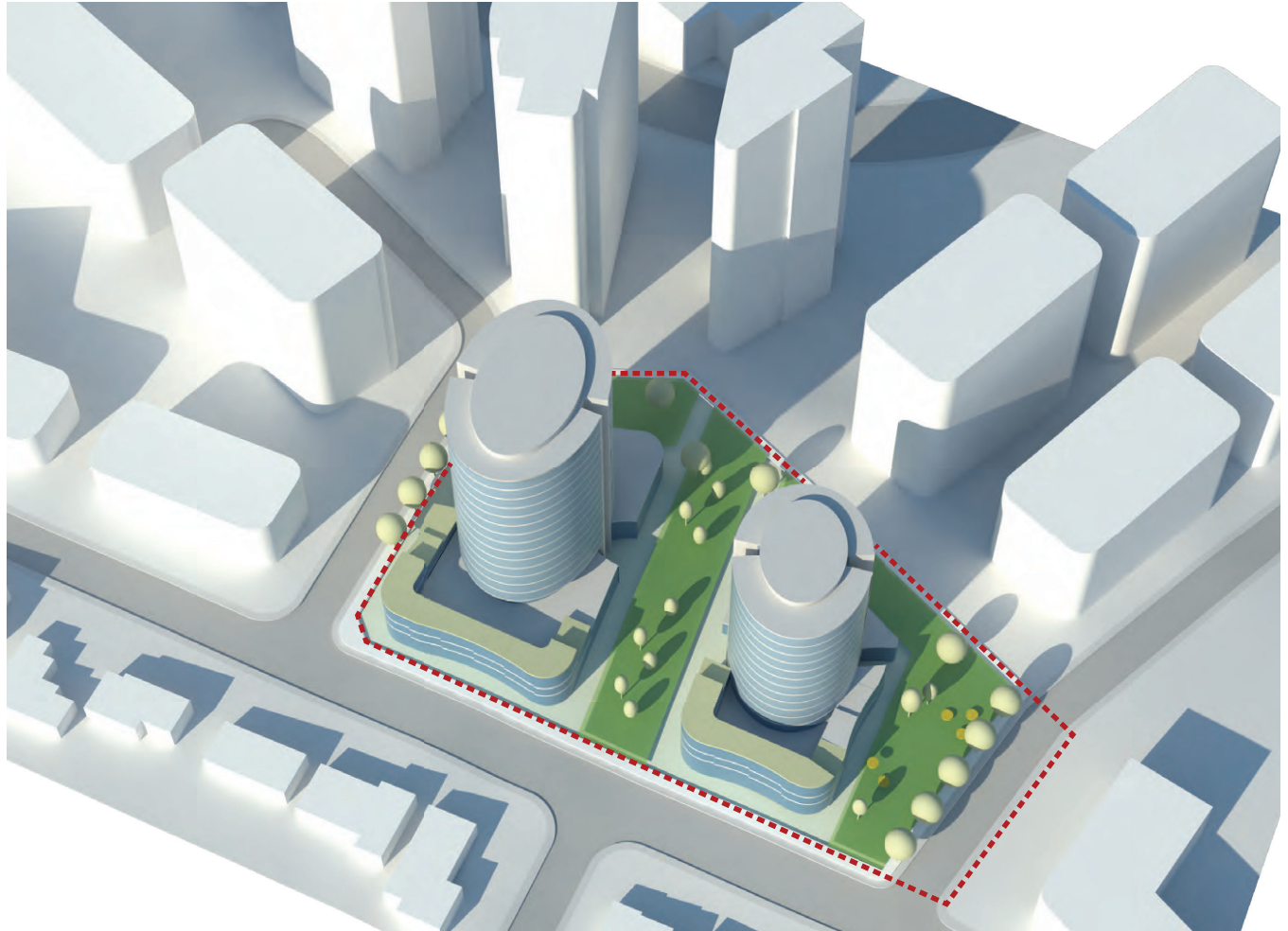


Figure 23: The Master Plan

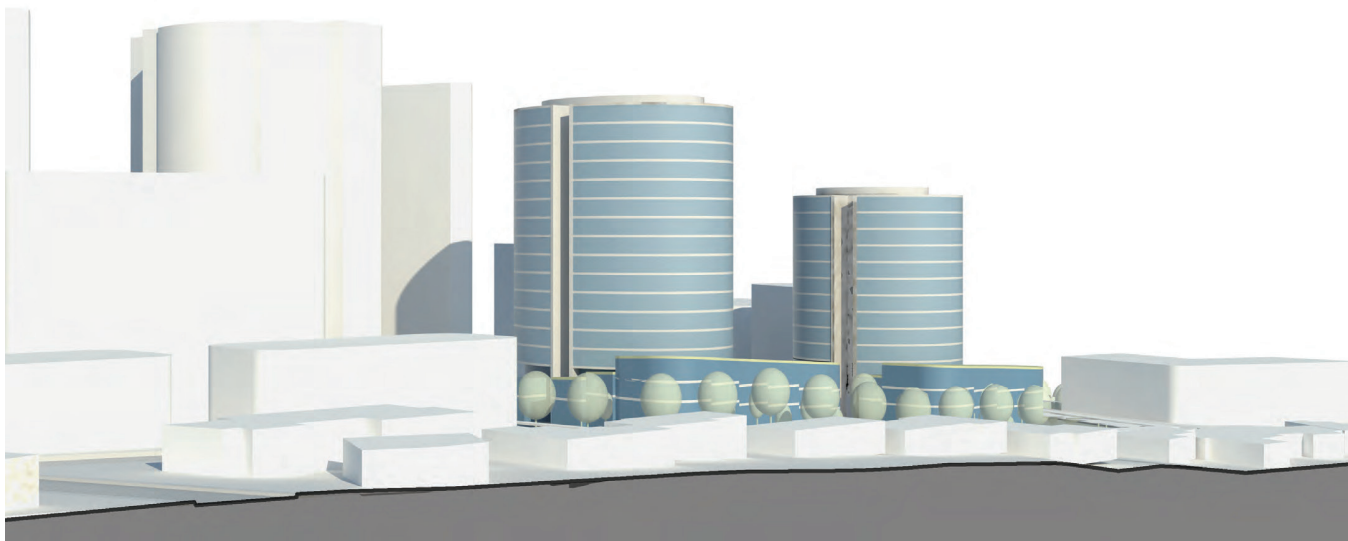
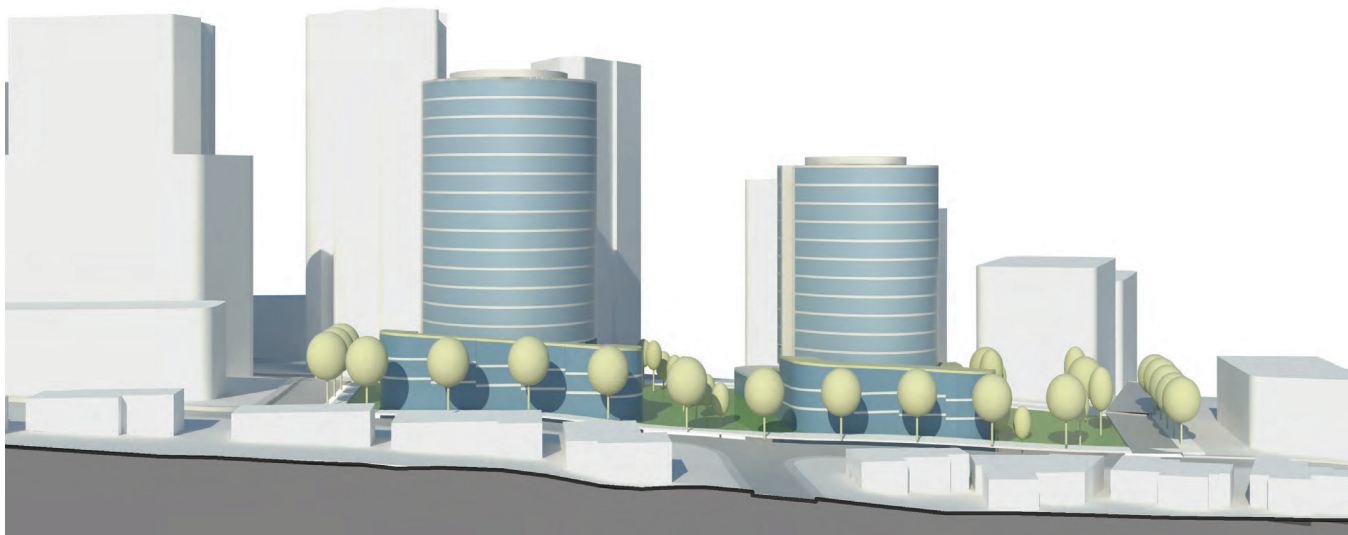
6.2 Massing Views

As illustrated in a 3D massing diagram, the proposed buildings on the site are compatible with the scale of existing and future developments within the precinct.

The tower component is setback well above the three storey podium to the front, rear and side boundaries, [providing visual relief when viewed at the pedestrian perspective from the street.

Proposed massing presents a built form that is indicative of:

- two towers set atop a 3 storey podium;
- well landscaped setbacks which include significant trees around the perimeter; and
- tower heights which provide a suitable transition from the taller developments to the south west to the low scale built form to the north and east.



6.3 Indicative Floor Plans

6.3.1 Ground Level

The podium level will consist of approximately 30 terrace style houses fronting Gilham Street, Gay Street, the communal open space and the through-site link. These podium levels will be split by a pedestrian link running across the site from Gay Street to the western communal open space.

Setback 3m from the sites northern and eastern boundary.

Building footprints of the two buildings are approximately 52m x 32m for the western and 48m x 30m for the eastern.

6.3.2 Tower Level

The towers which sit atop the podium levels are setback 5m from the site's northern boundary. Their elliptical shape reduces the perceived bulk and scale of the towers.

The tower of the eastern building has a height of 17 storeys and the western has a height of 13 storeys. The total GFA of the tower and podium elements of both buildings equates to 21,820m².

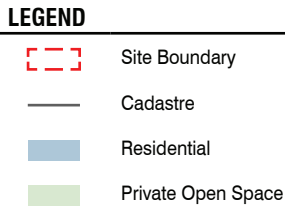


Figure 24: Ground Level

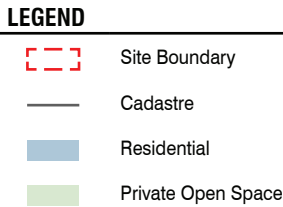
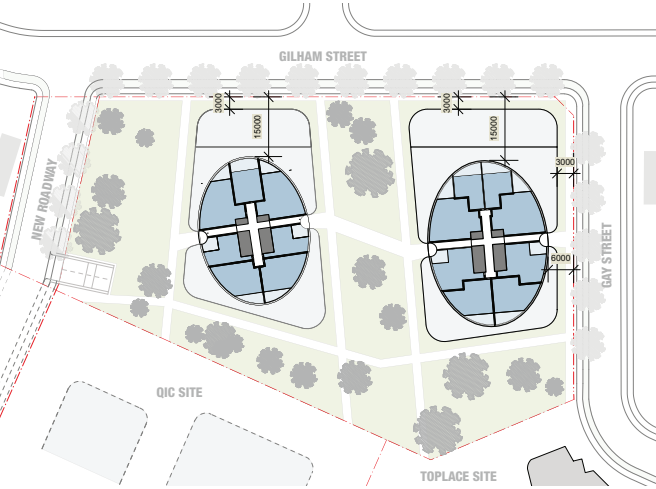


Figure 25: Tower Level

7.0 Assessment of Proposal



7.1 Public Realm

7.1.1 Open Space & Vegetation

A significant portion of the site will be dedicated to landscaped open space, specifically between proposed towers and along the common boundary with the Toplace Development.

Proposed open spaces will provide communal areas open to both residents and the general public ensuring high levels of amenity are achieved through the provision of a diverse range of plantings and trees of significant size dispersed throughout the site.



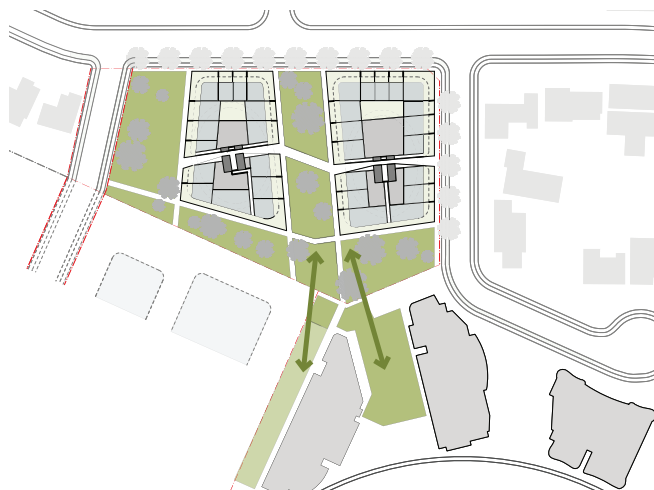
LEGEND

- Site Boundary
- Cadastre
- Residential
- Private Open Space
- Public Open Space

Figure 26: Open Space & Vegetation

7.1.1 Open Space Connectivity

Open space at the southern portion of the site provides direct connections to the Toplace development as shown in **Figure 28**. This allows residents and the general public to move freely between the areas, improving permeability between residential and mixed use areas to the south.



LEGEND

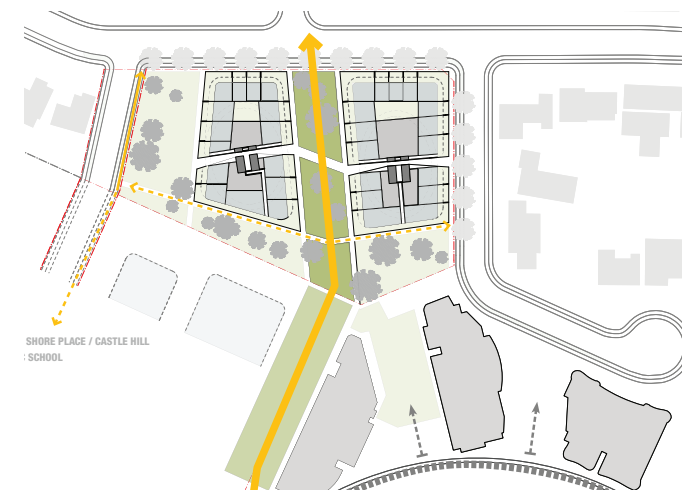
- Site Boundary
- Cadastre
- Residential
- Private Open Space
- Public Open Space
- Connectivity Between Developments

Figure 27: Open Space Connectivity

7.1.2 Pedestrian Movement

Two new pedestrian links are proposed from Gilham Street providing north south connections between residential and commercial/mixed-use zones. These links will improve the permeability of the precinct and facilitate high levels pedestrian activity. The two new links will be of great benefit to the community as they:

- allow easy access to and from the Castle Towers Shopping Centre and Castle Hill Metro Station.
- provide a new access route to Castle Hill Public School from the residential areas to the north of the site
- reduce existing and future resident's dependency on cars



LEGEND

- Site Boundary
- Cadastre
- Residential
- Private Open Space
- Public Open Space
- New Precinct Wide Pedestrian Connections

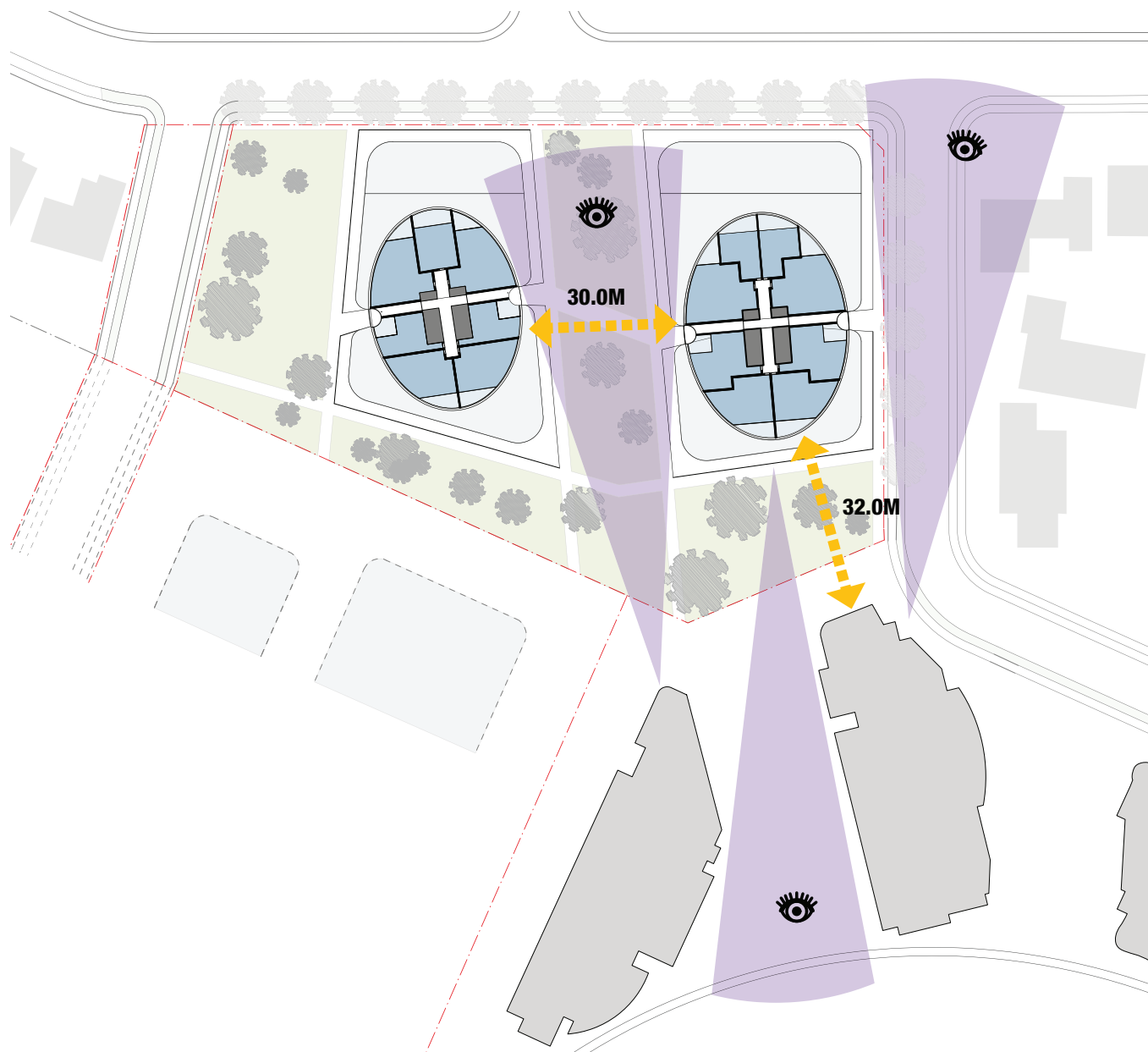
Figure 28: Pedestrian Movement

7.2 Built Form

7.2.1 Setbacks & Separation

The proposed built form complies with the setbacks prescribed in the amended Draft DCP in that:

- A 3m street front setback is provided for the terraces which make up the podium levels. This will create a building alignment along Gilham Street as the controls for the lots west of the site also propose a 3m setback from the front boundary line.
- Upper level setbacks ensure the towers are located as far back on the podium as possible, minimising visual and amenity impacts to the neighbouring residential area to the north.
- Siting of the buildings, particularly the towers is mindful of the neighbouring buildings of the Toplace development to the south. The large separation distance between the towers allows for the two western buildings of the Toplace development to retain their views to the north and for the views to the north and south from the towers on the site.
- The 30m separation distance between the towers is 6m more than required by the controls in objective 3F-1 maximising opportunities for outlook and solar access.



LEGEND

Figure 29: Assessment - Setbacks & Separation

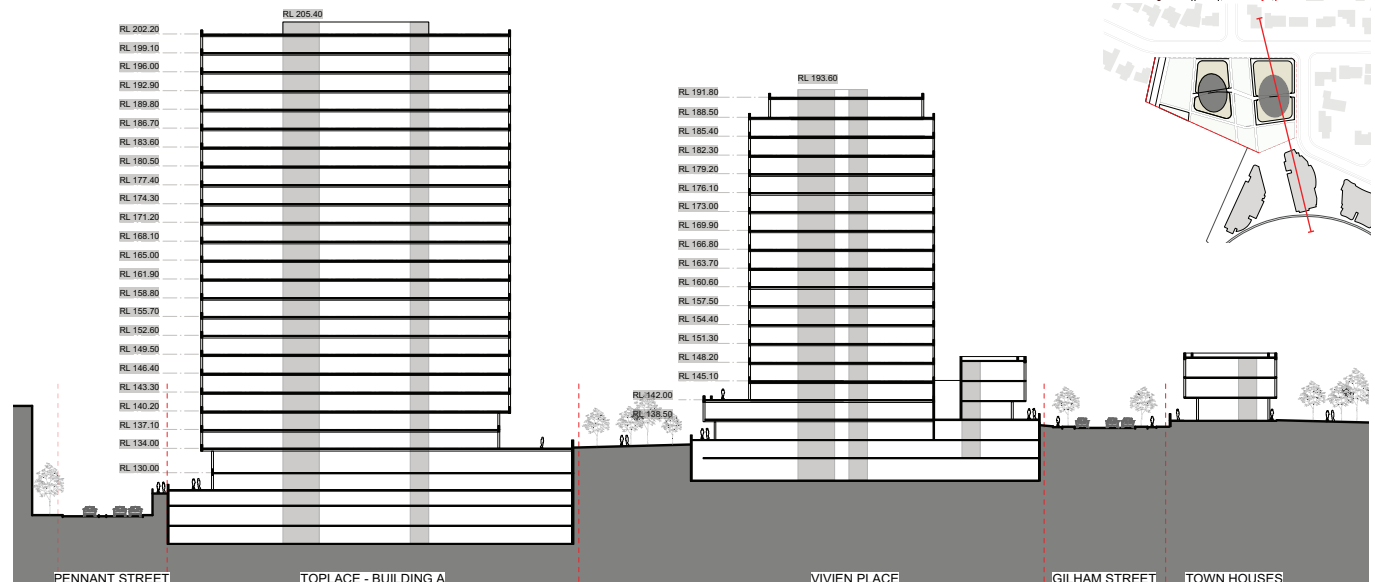
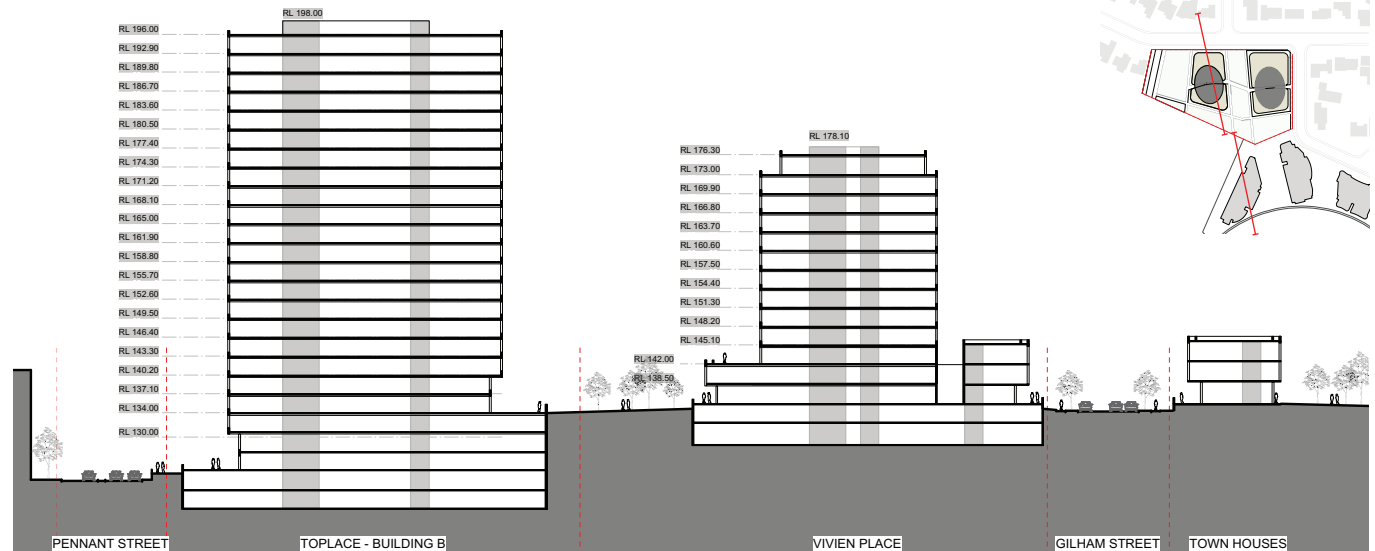
- Site Boundary
- Cadastre
- Residential
- Private Open Space
- Tower Separation Distance
- Tower View Corridor

7.2.2 Buildings in Context

As the site is located on the boundary of the Castle Hill North Precinct adjacent to low density residential zoned land, it should provide an appropriate transition from this low scale built form to the high density towers of the Toplace development to the south.

The proposed massing achieves this transition by providing:

- a far smaller built form than the neighbouring buildings of the Toplace development in terms of its bulk and scale;
- three storey terraces fronting Gilham street which have similar heights to the residential town houses across the road; and
- setting back the tower component a large distance from the street boundary.



7.3 Solar Analysis

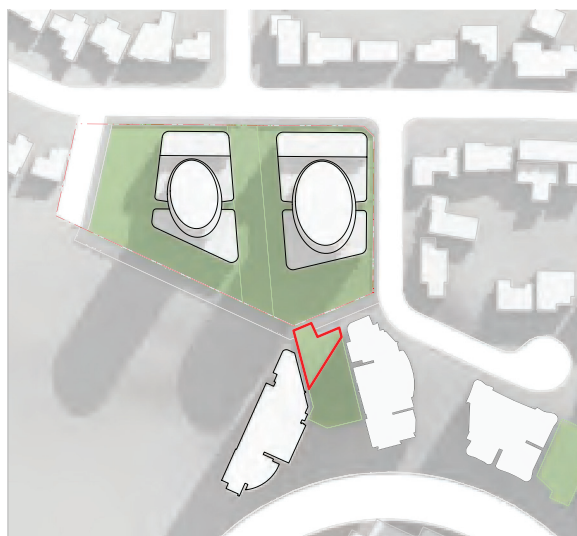
7.3.1 Shadow Diagrams - Plan View

The following diagrams display overshadowing from the proposed massing at Vivien Place and from the buildings of the Toplace development. The diagrams are displayed at hourly intervals between 9am and 3pm in midwinter.

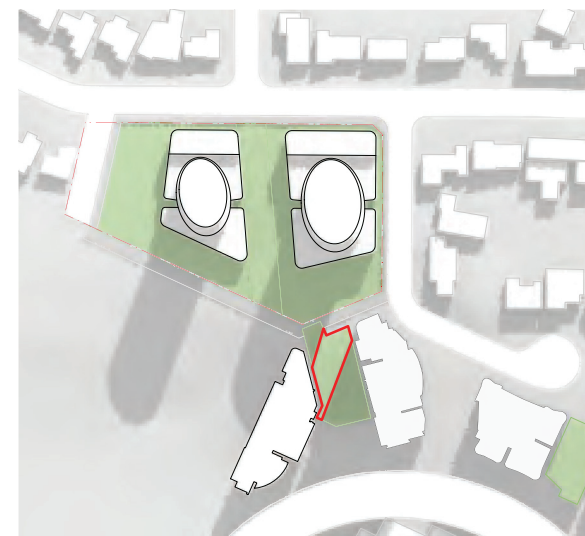
The red outline in the Toplace development displays which area of the communal open space will receive sunlight throughout the day.

While overshadowing is inevitable, analysis of the shadow diagrams shows that the proposed massing provides a positive outcome in terms of shadow impacts to neighbouring development.

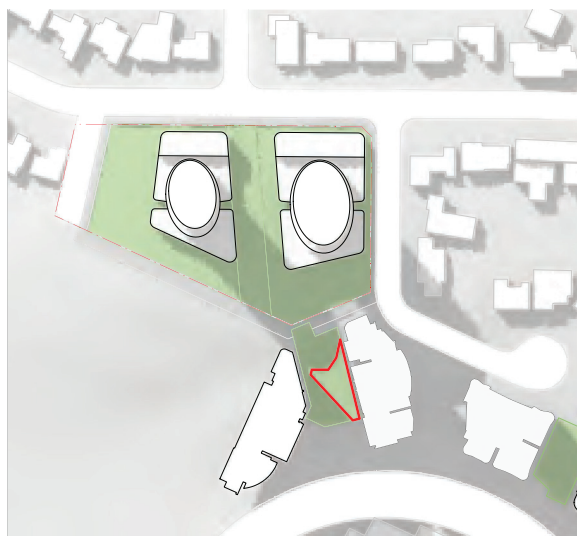
Apart from at 11am, a large portion of the communal open space receives high levels of solar access throughout the day, particularly at the peak lunchtime period of 1pm where nearly the entire communal open space receives direct sunlight.



9.00AM



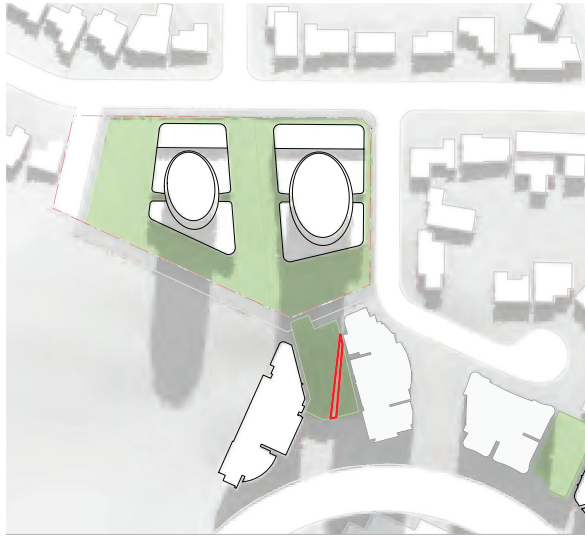
10.00AM



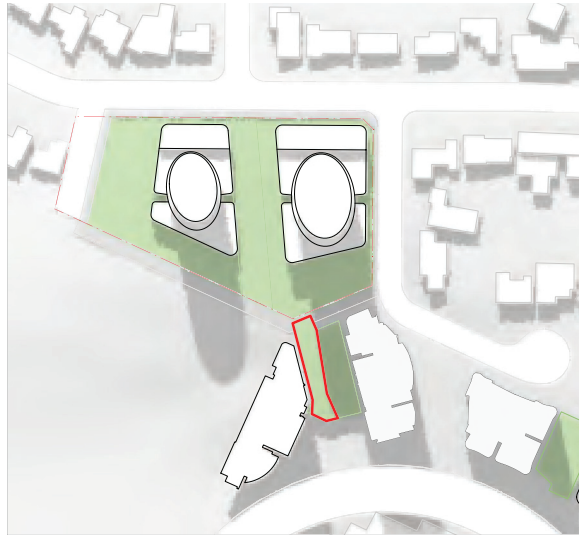
2.00PM



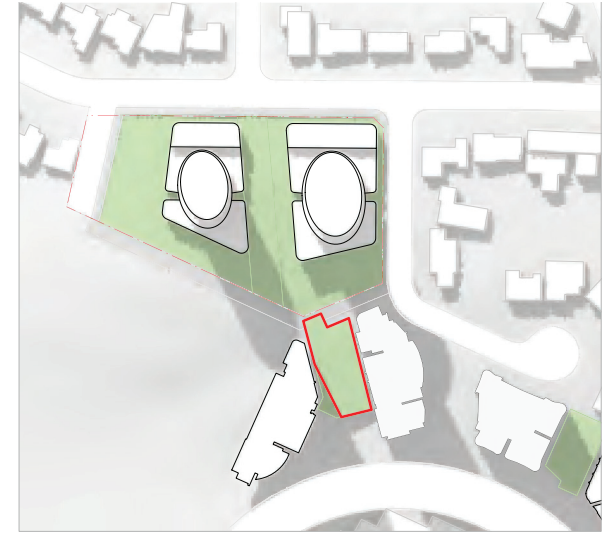
3.00PM



11.00AM



12.00PM

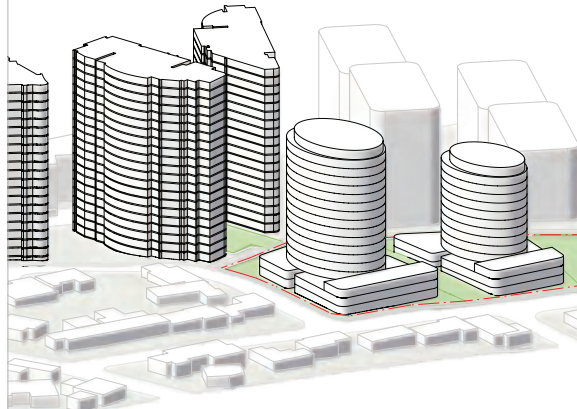


1.00PM

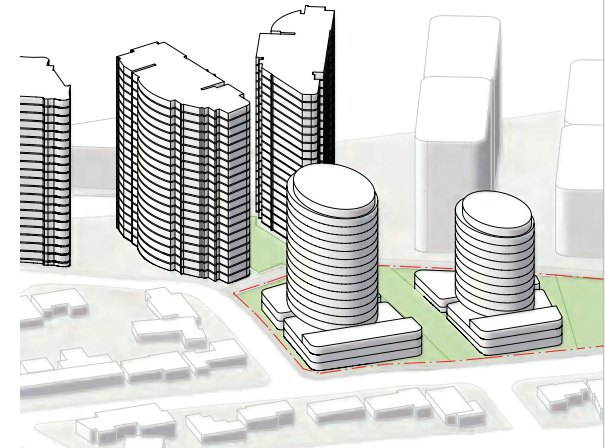
7.3.2 Shadow Diagrams - View From The Sun

The following diagrams provide 'sun-eye views' at hourly intervals from 9am to 3pm in mid-winter. Any surface which is visible will receive sunlight at this specific time while any which is not will be in shade.

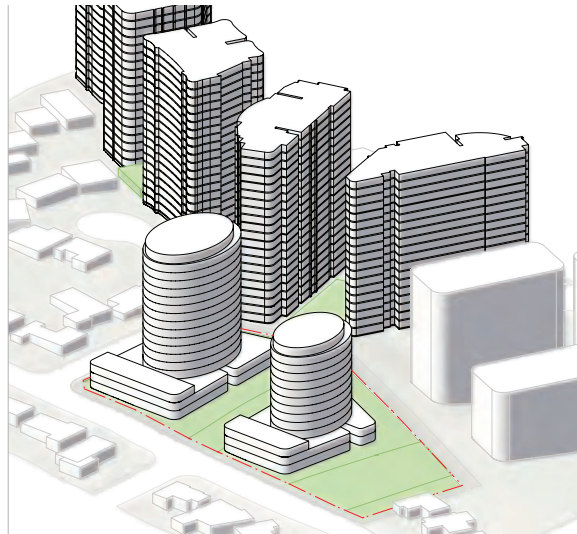
Analysis of the 'sun-eye views' shows that neighbouring developments to the south will not be overshadowed for extended periods of time as a result of development on Vivien Place consistent with Objective 3B-2 of the Apartment Design Guide.



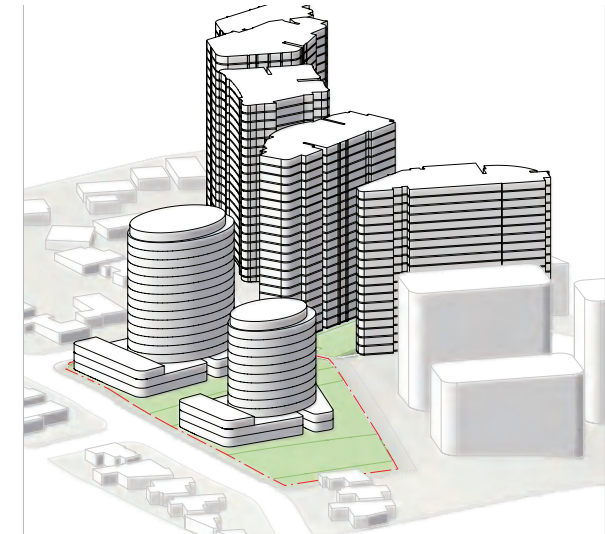
9.00AM



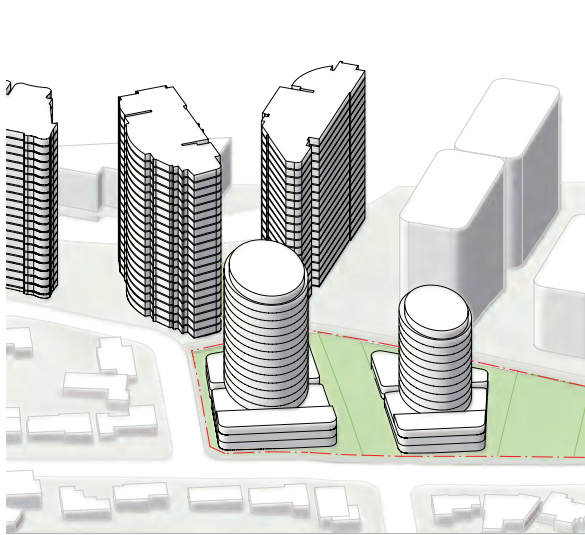
10.00AM



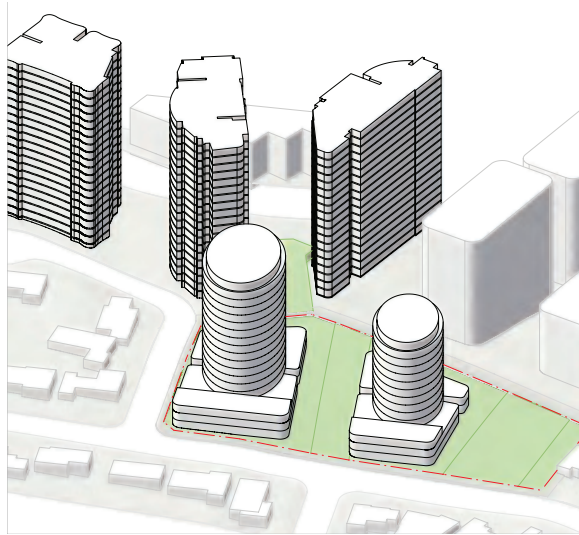
2.00PM



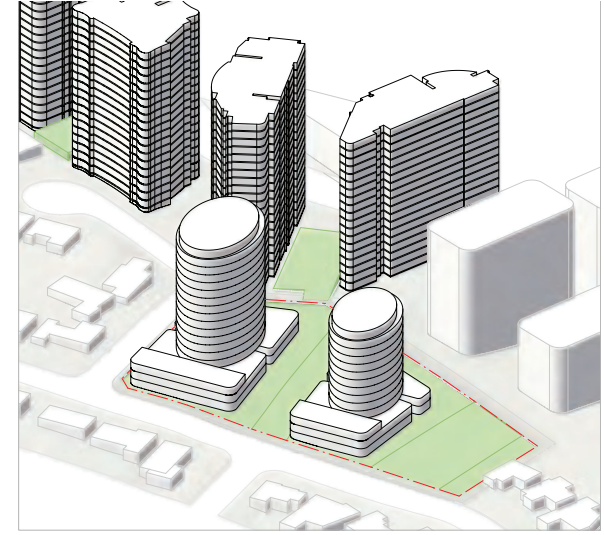
3.00PM



11.00AM



12.00PM



1.00PM

7.4 Assessment against Desired Future Character

Desired Future Character	Response
Streetscape	
Streetscape area map prescribes a landscaped setback along the site's Gilham Street and Gay Street frontages. Developments are to provide:	Setbacks along the sites northern and eastern boundary allow for the provision of an intensively landscaped street frontage along Gilham and Gay Street. ✓
intensively landscaped setbacks which include grass, shrubs and trees of varying heights;	See above comment.
wide footpaths and tree lined verges to create a pleasant environment to encourage pedestrian movements;	Public footpaths along the perimeter of the site and within the site will be of high amenity in order to encourage pedestrian activity. ✓
a minimum of two high canopy trees per 30m of street frontage where the street setback is greater than 3m; and;	Opportunity for high canopy trees within the southern and western setbacks. ✓
deciduous trees within the front setback to facilitate sunlight access in winter.	Room for the planting of deciduous trees within the front setback. ✓
Built form	
Excellent architectural and urban design.	The proposed massing has carefully considered urban design principles to provide a built form that: - is compatible with the adjacent low scale residential area; - provides a built form transition; - minimises amenity impacts to existing and future development surrounding the site; - optimises solar access to the sites communal open space in mid-winter; and - maximises potential for high levels of amenity to dwellings of the buildings on the site. ✓
Tallest buildings in close proximity to the train station and centre.	The development will not be as tall as other buildings closer to the metro station and town centre. ✓
Medium to low-rise buildings transition towards the edges of the precinct.	The site is located on the edge of the precinct but as it neighbours 19-23 storey towers it provides a suitable built form transition. ✓
Upper levels of high rise buildings setback to provide human scale and solar access.	The entirety of the two towers which sit atop the terraces that make up the podium level are well setback to ensure the towers are located as far back on the podium as possible. These setbacks minimise visual and amenity impacts to the neighbouring residential area to the north. The two and three storey podium level creates a human scale. ✓
Movement network	
Existing roads to be retained and in some locations upgraded to enhance access and permeability	Pedestrian and vehicular permeability of the surrounding area will be improved as a result of development of the site.
Provision of through site pedestrian links in certain locations to enhance connectivity and walkability	- The through-site link will provide pedestrian access to Castle Towers Shopping Centre and the new Castle Hill Metro from the new developments in the north of the precinct and the existing residential areas to the north of the site. - The proposed roadway along the site's western boundary will improve access to Castle Hill Public School and reduce congestion along Pennant Street. ✓

8.0 Conclusion



8.1 Opportunities

The proposal presents an opportunity to drastically improve the existing public domain and permeability of the area which will be of great benefit to existing and future residents.

These improvements will be facilitated by the following components of the planning proposal:

- a new roadway linking Gilham Street to Les Shore Place;
- a landscaped through-site link granting pedestrian access to Castle Towers Shopping centre and Castle Hill Metro Station; and
- communal open space.

Development of two towers and numerous terrace houses will provide a diverse dwelling mix that will help achieve the Council's target to provide an additional 38,000 dwellings by 2036.

Suitable built form transition between the taller towers to the south and the existing lower scale homes to the north.

8.2 Consistency with the Desired Future Character

Streetscape

Setbacks along the sites northern and eastern boundary allow for the provision of an intensively landscaped street frontages and public footpaths along the perimeter of the site and within the site will be of high amenity in order to encourage pedestrian activity.

Built form

The proposed massing has carefully considered urban design principles to provide a built form that:

- provides a built form transition;
- minimises amenity impacts to existing and future development surrounding the site;
- maximises potential for high levels of amenity to dwellings of the buildings on the site; and
- creates a human scale.

Movement Network

Pedestrian and vehicular permeability of the surrounding area will be improved as a result of development of the site.

- The through-site link will provide pedestrian access to Castle Towers Shopping Centre and the new Castle Hill Metro.
- The proposed roadway along the site's western boundary will improve access to Castle Hill Public School and reduce congestion along Pennant Street.

8.3 Alternative Urban Design Response

8.3.1 Alternative Master Plan

In undertaking our assessment, ae design have identified the possibility for an alternative master plan that complies with proposed built form controls.

The following section identifies an alternate approach from that which was previously supported by Council staff. Should the Planning Proposal be supported for Gateway Determination, then there is a possibility to explore this alternative option post Gateway.

The proposed built form within the site consists of:

- 4 x 3 storey terrace buildings; and
- 2 x towers, 13 and 17 storeys in height which sit atop 3 storey podiums.

This option has the potential to achieve a dwelling yield akin to the previous proposal but provides a built form which achieves greater urban design outcomes in terms of:

- separation distances
- setbacks
- open space
- pedestrian movement and access
- vehicular movement and access



Figure 30: Alternative Master Plan

8.3.2 Built Form Separation & Transition

Setbacks

Proposed setbacks are all consistent with the setback controls outlined in the amended Draft DCP.

Terraces and the podium levels of the tower have a minimum setback of at least 3m.

Towers above the podium have setbacks of:

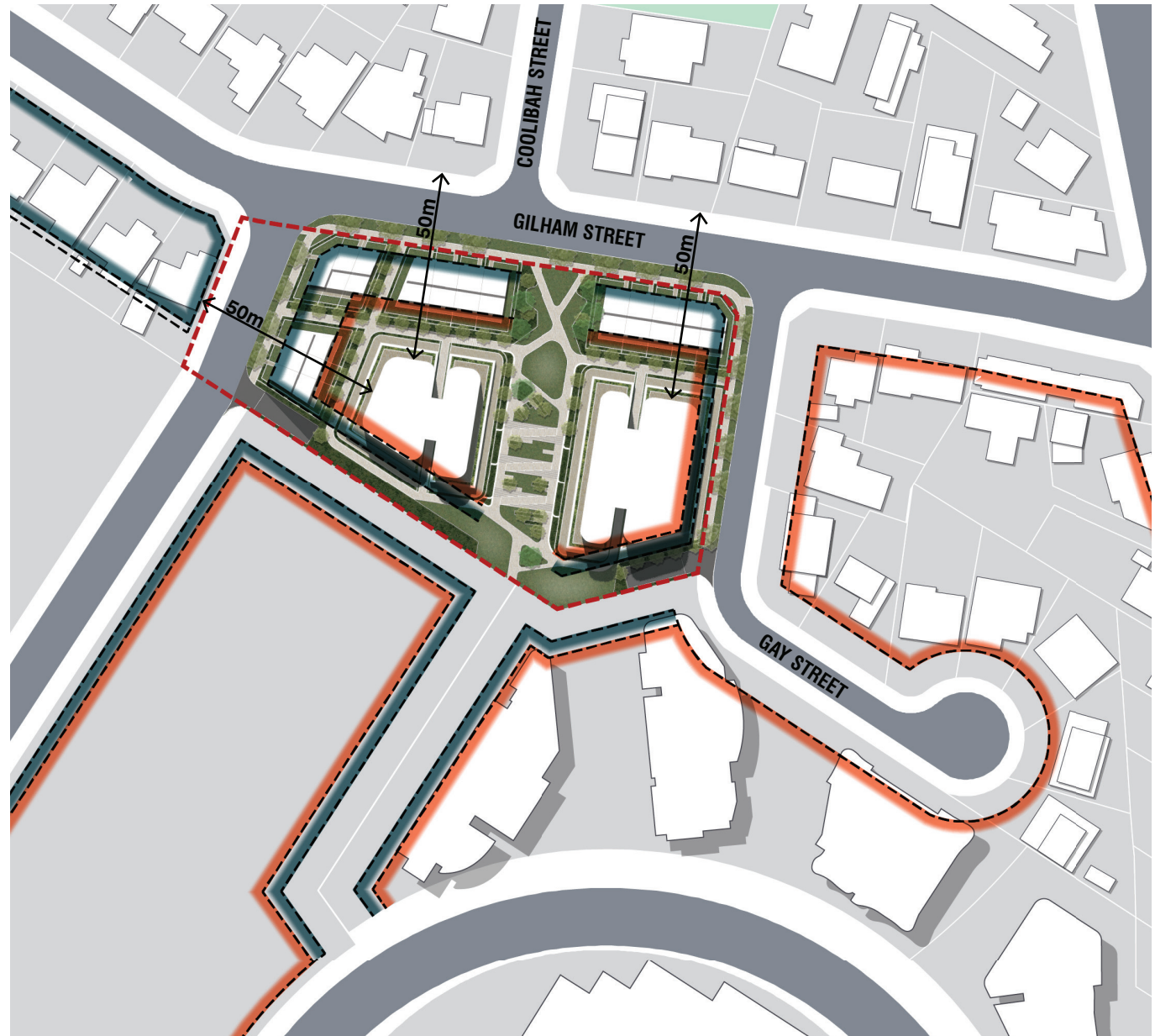
- 6m from Gay Street
- 12m from the rear boundary
- 30m from Gilham

Separation Distances

12m separation distances are provided between the terraces and the podium of the towers as consistent with the separation controls listed in Objective 3F-1 of the Apartment Design Guide.

Transition

Building heights of the towers remain the same as the original proposal but the proposal presents a better built form increased setback distances between the towers and the front and side boundaries along with the provision of 3 storey terraces fronting Gilham Street and the proposed roadway provides an improved built form transition.



LEGEND

Figure 31: Alternative Master Plan Built Form



- Site Boundary
- Cadastre
- Draft DCP Setbacks
- 1-3 Storey Setback
- Tower Setback

8.3.3 Pedestrian Movement & Open Space

Multiple through site links drastically improves the permeability of the site and wider locality.

Primary through site link which runs north-south through the centre of the site will improve accessibility to the town centre, Castle Towers Shopping Centre and the new metro station. The link responds to the sloping topography of the site

The links width of 20m allows for landscaped open space either side of the footpath. This width also allows the inclusion of a ramp ensuring the link can accommodate those with mobility impairments.

Other links within the site include an east-west link connecting Gay Street with the proposed roadway which will connect Gilham Street with Les Shore Place.

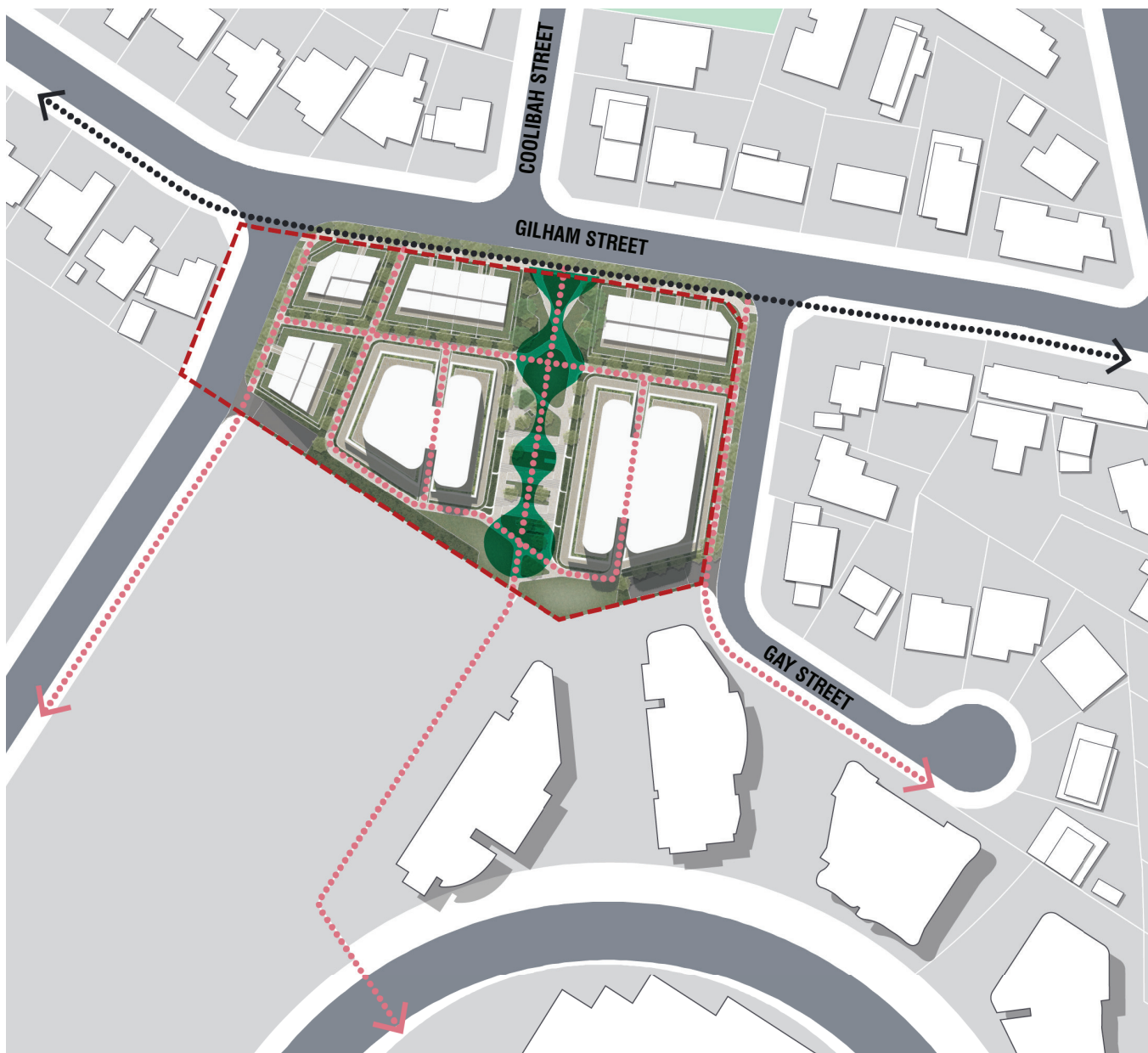
The open space surrounding the buildings allows for the planting of large trees which will ensure the development adds to the existing garden nature of the city.

The two new pedestrian links will greatly improve the permeability of the precinct and facilitate high levels pedestrian activity. The two new links will be of great benefit to the community as they:

- allow easy access to and from the Castle Towers Shopping Centre and Castle Hill Metro Station.
- provide a new access route to Castle Hill Public School from the residential areas to the north of the site.
- reduce existing and future resident's dependency on cars.

LEGEND Figure 32: Alternative Master Plan Pedestrian Movement

- Site Boundary
- Cadastre
- Proposed Open Space
- Existing Off-street Footpath
- Desired Pedestrian Links

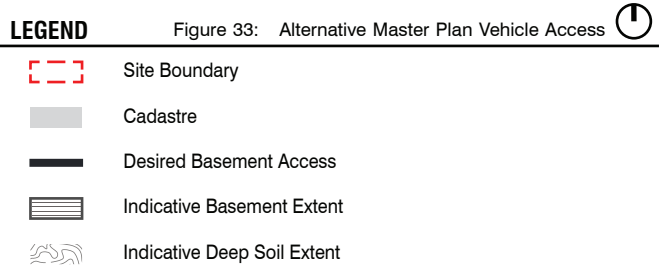


8.3.4 Vehicle Access & Movement

A new roadway which runs along the west of the site linking Gilham Street with Les Shore Place is proposed consistent with the original plan.

The road will improve access to Castle Hill Public School and reduce congestion along Pennant Street. Overall the proposed link will promote a positive development outcome for the local road network.

Access to basement parking located below the towers will be provided off new roadways which run off Gilham Street and the proposed roadway. These roadways will ensure there is minimal disruption to traffic flow along these streets and reduces the risk of pedestrian and vehicle conflict.





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