

241 Pennant Hills Road, Carlingford

Planning Proposal

For: Triple Eight Pty Ltd
Date: December 2015

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This report is considered a draft unless signed by a Director



December 2015

Michael Harrison, Director Urban Design and Planning

Revision history

Issue Reference	Issue Date	Issue Status
A	7 December 2015	Draft for internal review
B	22 December 2015	Final Version

File reference	K:\150025.00\Docs\C_Client\151022Jm_DRAFT Planning proposal.docx
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Attachments

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|---|---|
| A | Traffic Impact Assessment (November 2015)
<i>Prepared by Traffic Solutions Pty Ltd</i> |
| B | Urban Design Report (November 2015)
<i>Prepared by Architectus Group Pty Ltd</i> |
| C | Site Survey (July, 2015)
<i>Prepared by H Ramsay & Company Pty Ltd</i> |
| D | Section 149 Planning Certificate
<i>Issued by The Hills Shire Council</i> |
| E | Indicative Apartment Yield Summary (November 2015)
<i>Prepared by Architectus</i> |
| F | Stage 1 Environmental Site Assessment (April 2015)
<i>Prepared by Environmental Investigations</i> |

Executive summary

This Planning Proposal has been prepared by Architectus on behalf of Triple Eight Pty Ltd to present to The Hills Shire Council an opportunity to redevelop a strategic and well situated site located at 241 Pennant Hills Road, Carlingford. This Planning Proposal promotes an opportunity to redevelop a large site in single land ownership for a mix of residential and non-residential uses that will contribute to the growth of the Carlingford Town Centre, maximising the opportunity afforded to the site through its proximity to existing services, infrastructure and amenities. The subject site is also within walking distance the announced Western Sydney Light Rail link connecting Parramatta to Carlingford. This presents new opportunities for renewal, and direct connectivity to Parramatta via rail transport.

This Planning Proposal seeks to retain current zoning of the subject site as 'B2 Local Centre', while increasing the maximum permissible Building Height and Floor Space Ratio controls for the site under The Hills Local Environmental Plan 2012 (The Hills Shire LEP 2012), consistent with adjacent centre controls.

Proposed changes to the current planning controls include:

- Amend the building height control (Clause 4.4 of The Hills Shire LEP 2012) from a maximum of 9 metres to a range of 15 to 57 metres with the tallest height being in the north-east corner of the site, reflecting the building height of developments in the adjacent Carlingford Precinct. The Proposal recommends stepping down of building height from the north east to the south and west to a maximum height of 15 metres along the western edge to ensure an appropriate transition in scale between the town centre and lower density residential development to the west
- Amend the maximum FSR controls from 1.0:1 to 2.7:1 or 2.8:1* to facilitate for an appropriate and well-designed development outcome for the site.

** The Proposal seeks a maximum FSR control of 2.7:1 for the subject site.*

Notwithstanding, a recent draft Planning Proposal has been exhibited for road widening of Pennant Hills Road, which will result in an increase in the area of the site required for road reservations. As such the resultant maximum FSR is proposed at 2.8:1.

This Planning Proposal has been drafted in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and *A Guide to Preparing Planning Proposals*, NSW Department of Planning and Environment (2012).

The subject site is located in Carlingford, adjacent to the Carlingford Town Centre and the services and amenities it provides. The site is also well connected by public transport facilities including Carlingford Railway Station and several local bus routes (546, 615, 513) that connect the site to local destinations including Carlingford Court and other neighbouring suburbs. The site is also serviced by a strategic bus route that runs along Pennant Hills Road (M54) and directly links the site to both Parramatta City Centre and Macquarie Park. The Pennant Hills Road route has been identified as a potential future rapid transit route that will service Rydalmere and Macquarie Park via Carlingford.



Figure 1 The subject site

Source: Base map, Nearmap

Within Greater Western Sydney, the site is strategically positioned with fast and frequent access to the Parramatta City Centre, Sydney's dual CBD, and a number of evolving job rich centres including Rydalmere education precinct and Macquarie Park. The strategic positioning of the site is further reinforced by the announced Parramatta to Carlingford Light Rail Link which will replace the existing rail service which connects to Clyde.

The purpose of the Planning Proposal is to amend maximum building height controls and floor space ratio (FSR) to allow for an appropriate built form which is reflective of the site's location close to Carlingford Town Centre, but provide for an appropriate transition in scale between the town centre and the lower density residential development to the west.

Redevelopment of the site presents an opportunity to retain existing employment use on site by co-locating residential uses with a mix of complimentary non-residential uses, consistent with the site's B2 Local Centre zoning. This mix of uses can benefit the broader residential community of Carlingford and the future occupants of the site.

Justification

The Planning Proposal is justified on the following basis:

1. **Appropriate for the strategic context of the site:** This Proposal is seen to be in line with the West Central Subregional priorities set out under the *Plan for Growing Sydney* for residential and employment growth in established centres, particularly in the greater Parramatta area, in addition to the local directions established by the Hills Residential Strategy 2008. Carlingford is rapidly evolving in to an urban centre catalysed by a growing demand for residential dwellings that is in close proximity to the job rich centres of Parramatta, Rydalmere and Macquarie Park, which also offer high order of health and educational services. The proposal also exploits the opportunity of the recently announced Parramatta to Carlingford Light Rail Line, which will see urban renewal along this corridor.
2. **Maximises the use of existing transport facilities:** The subject site falls within the 400 metre catchment of Carlingford Station, and is also serviced by a strategic bus route between Macquarie Park and Parramatta (M54) and several local bus routes that run via Pennant Hills Road. It was recently announced that the Parramatta to Carlingford Light Rail Link will be constructed in the short term, which will see Carlingford directly connected to Parramatta.
3. **Provides opportunity for density and non-residential uses in accordance with the current zoning of the site as a B2 Local Centre:** The site will provide opportunities to maintain the ongoing uses of the site for employment uses and provide services and amenities that would benefit future residents and the broader community, including retail and commercial floor space, a childcare centre, gym and other like uses.
4. **Provide a mix of well-designed, high amenity residential apartment types** that will cater to Carlingford's wider demographic including families and young adults.
5. **Provides an appropriate built form transition:** The site is relatively large site and currently sits juxtaposed between the higher density of Carlingford Town centre, east of the subject site, and the low to medium density residential development west of the site. Accordingly, the proposed built form as set out in the attached concept plan offers to ameliorate the sharp distinction in building height , a consequence of current height and FSR controls, by integrating three (3) modulated buildings of varying heights and providing an appropriate transition.
6. **Presents an opportunity to redevelop a large site unrestrained by strata land ownership.** The site is among the last few sites in Carlingford Town Centre that remains unaffected by strata and heritage constraints. Combined with its size the site is ideal for appropriate redevelopment and renewal.
7. **Provide an opportunity for public domain upgrades through a Voluntary Planning Agreement:** increasing pedestrian connectivity between the site and adjacent Town Centre and Carlingford Station.

Conclusion

It is considered that the Planning Proposal holds strategic merit under both the State's strategic directions, illustrated by the *Plan for Growing Sydney*, and Council's local directions (Hills local strategy, Residential direction 2008).

Additionally, forecast mapping data for the suburb of Carlingford indicates doubling of the population between 2015 and 2031 (BTS data 2011, forecast id 2012). As such the Planning Proposal is seen to be conducive to demand and will contribute to a mix of well designed, high amenity apartments in close proximity to Carlingford's existing transport services and amenities.

Recommendation

Having undertaken a thorough Urban Design Study of the site and its immediate surroundings, the Planning Proposal recommends a preferred concept plan that is mindful of the site's strategic context and is facilitative of density consistent with the current zoning of the site as a B2 Local Centre.

Accordingly, the Planning Proposal recommends that site specific controls of Carlingford Precinct (town centre) as provided by the Hills Shire DCP 2012 Part D Section 12 Carlingford Precinct be applied to the site and subsequently recommends a built form consisting of three (3) modulated buildings of varying heights.

The proposed concept plan has been carefully tested to provide contextual built form controls that allow for the stepping down of building heights across the site, and as such ensures that the proposed density offers an appropriate built form transition between the higher density of the Town Centre and the existing low density dwellings on the western edge of the subject site.

Despite the site's location outside the demarcated Carlingford Precinct boundaries, the Proposal presents an opportunity for a Voluntary Planning Agreement to provide contributions in accordance with the rates provided under the Contribution Plan No. 14 Carlingford Precinct. Under the above specific rates, and based on an apartment yield of 135 apartments (**Attachment E**), developer contributions amount to \$1,857,327. This represents a substantial increase in developer contributions in comparison to site's current S94 Contribution rates which are provided under Contribution Plan No.7- Southern Precinct, with a difference of \$1,655,220. These contributions further provide an opportunity to facilitate public domain upgrades, which may contribute to improving pedestrian connectivity and accessibility between the site and the adjacent Town Centre and Carlingford Station. In addition, the proponent will also provide for dedication of the Pennant Hills Road reservation to the RMS.

1.0 Introduction

1.1 Preliminary

The report has been prepared by Architectus on behalf of Triple Eight Pty Ltd to present to Hills Shire Council an opportunity to facilitate the redevelopment of a strategic and well situated site within 400 metres of Carlingford Station. This Planning Proposal seeks to amend the maximum permissible height and floor space applicable to the site, 241 Pennant Hills Road, Carlingford under The Hills Shire Local Environmental Plan 2012 (The Hills LEP 2012). The proposed amendment s are as follows:

- Amend the building height control (Clause 4.4 of The Hills Shire LEP 2012) from a maximum of 9 metres to a range of 15 to 57 metres with highest density at the north eastern corner of the site, reflecting the building height of developments in the adjacent Carlingford Precinct. The Proposal recommends stepping down of building height from the north east to the south and west to a maximum height of 15 metres along the western edge to ensure an appropriate transition in scale between the town centre and lower density residential development to the west
- Amend the maximum FSR controls from 1.0:1 to 2.7:1 or 2.8:1* to facilitate for an appropriate and well-designed development outcome for the site.

**This proposal seeks to increase the maximum FSR control to 2.7:1 for the subject site. Notwithstanding, a current draft Planning Proposal seeks to increase the area zoned for future road widening of Pennant Hills Road, which will result in a reduction of the total site area, and as such the maximum FSR control is proposed at 2.8:1.*



Figure 2 The subject site

The site, situated at 241 Pennant Hills Road, Carlingford, has a two street frontage bound by Felton Road to the north and Pennant Hills Road to the south. *Source: Base map, Nearmap*

The subject site is located at 241 Pennant Hills Road, Carlingford. The suburb of Carlingford is split across three different local government areas: The Hills Shire, Hornsby Shire and Parramatta City LGA. The subject site falls under the Hills Shire Council LGA and is bound by Pennant Hills Road to its southeast, Felton Rd to its north and existing single and two storey detached houses, townhouses to its west.

The site presents various opportunities for greater density due to its central location in close proximity to transport services and the higher density of the evolving Carlingford Town Centre. Additionally the site is among the largest in the area that is not constrained by strata title ownership.

Carlingford's strategic location in close vicinity to a number of evolving job rich centres is reinforced by the announced Carlingford to Parramatta Light Rail line, which will see the Carlingford Line converted from heavy to light rail, and provide direct connection to Parramatta.

In light of the above, the proposal to increase density close to existing and planned transport infrastructure and amenities is seen to be in line with State and Council objectives as set out under the Plan for Growing Sydney and The Hills Shire Council's Local Strategies.

This Planning Proposal has been drafted in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and 'A Guide to Preparing Planning Proposals' (NSW Department of Planning and Environment, 2012).

The purpose of this planning proposal is to amend current building height and FSR controls that govern the subject site as set out in the attached concept plans, illustrated by the Urban design study **Attachment B**.

The following Planning Proposal is a result of a thorough analysis of the site and its context, design investigations that considers the site specific opportunities and addresses the constraints and proposes planning controls that will facilitate a built form that will complement the evolving character of Carlingford and is in line with future demand.

1.2 Structure of this report

This report is prepared in accordance with the NSW Government's 'A Guide to Preparing Planning Proposals', and is set out as follows:

- **Section 2: The site.** Provides an overview of the site and key planning controls which are relevant to the Planning Proposal.
- **Section 3: Objectives or intended outcomes.** Provides a concise statement of the proposal objectives and intended outcomes of this Planning Proposal.
- **Section 4: Explanation of provisions.** Outlines the proposed amendments to the planning provisions within The Hills LEP 2012 to achieve the proposal.
- **Section 5: Justification:** Provides the urban planning justification to support the proposal.
- **Section 6: Consultation.** Outlines the community consultation program that should be undertaken in respect of the proposal.
- **Section 7: Conclusion:** Concludes the report with a summary of findings and recommendations.

This report should be read in conjunction with **Attachments A to E**.

1.3 Authors

This Planning Proposal has been prepared by Joina Mathew, Graduate Planner, and Camille Lattouf, Senior Urban Planner both of Architectus. Michael Harrison, Director at Architectus, has provided quality assurance and project direction.

2.0 The site and its context

2.1 Regional Context

The subject site, situated at 241 Pennant Hills, Carlingford falls within The Hills Shire LGA and is approximately 6.5 kilometre (km) north-east from Parramatta City Centre, 9.1 km west of Macquarie Park and 24km north-west of Central Sydney.

It is well connected by public transport through an array of bus routes to Parramatta City Centre and Macquarie Park. The site is also in walking distance to the Carlingford Station, which provides access to Clyde Station interchange for services across the broader metropolitan area.

A Plan for Growing Sydney recognises the strategic location of Carlingford within Sydney's Global Economic Corridor, in close proximity to Parramatta City Centre, other specialised precincts such as Westmead health precinct and Rydalmere education precinct, and nominates Carlingford as an ideal location to accelerate housing supply.

Figure 3 identifies the location and context of Macquarie Park.

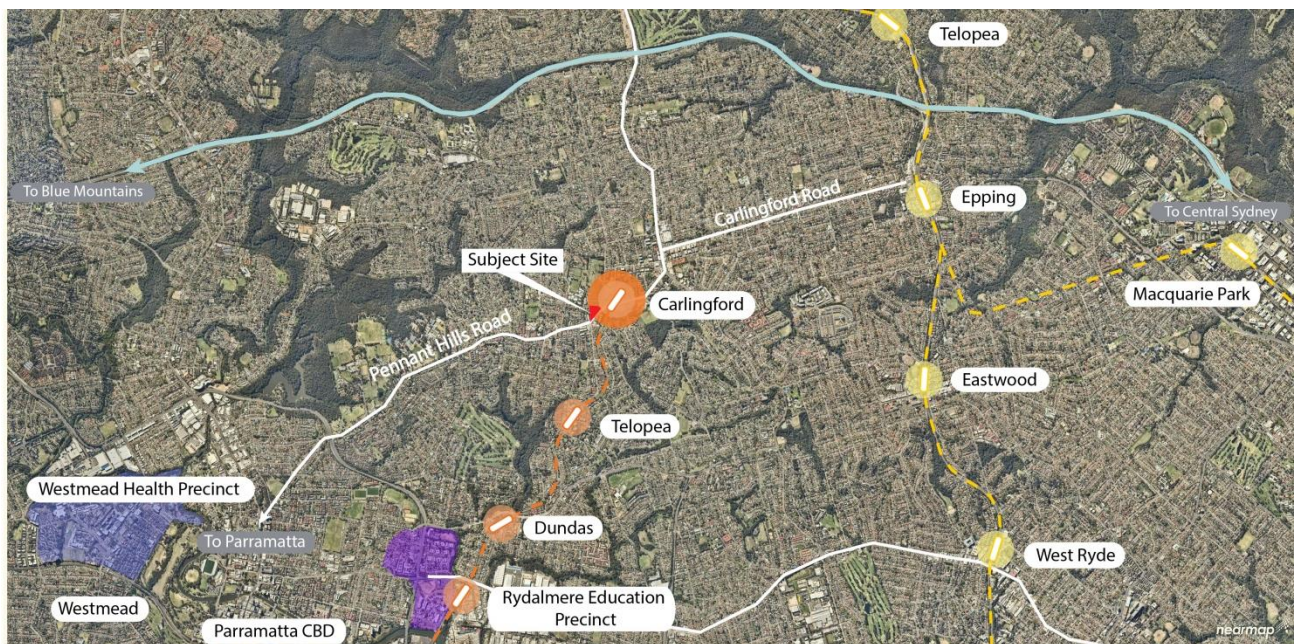


Figure 3 Subject site and its context within Sydney Metropolitan Area

The subject site is located in proximity to a number of job rich centres including specialised health and education precincts, and is serviced by rail transport. *Source: Base map, Nearmap*

2.2 Strategic Context

The site is well equipped to facilitate additional housing and employment density and is strategically located within:

- the Sydney West Central Subregion:
 - the site is approximately 6.5 km from Parramatta City Centre and is close to a number of evolving centres and specialised priority precincts that have been identified for growth. These include Westmead Hospital Precinct (8 km), Rydalmere Education Precinct (5 km), Epping Town Centre (4.5 km) and Macquarie Business Park (8 km).
 - Proximity to employment centres and the presence of efficient rail and strategic bus corridor services makes the site an ideal location for increased residential density and supporting commercial/retail uses.
- the suburb of Carlingford:
 - The site is zoned B2 Local Centre and is conveniently situated adjacent to Carlingford Town Centre, including its amenities and services.
 - the site falls within the walkable 400 metre catchment of Carlingford Station, and is located along the Strategic Rapid Bus route from Parramatta to Macquarie Park (M54) (**Figure 4**) and several other bus routes (625, 513 and 546) which connect Carlingford to Parramatta City Centre, Epping, Macquarie Park, North Rocks, Oatlands via Carlingford Station and Carlingford Court.
 - The Carlingford Public Domain Strategy identifies the precinct's transformation from a suburban character to an urban centre that is expected to include taller and denser developments.

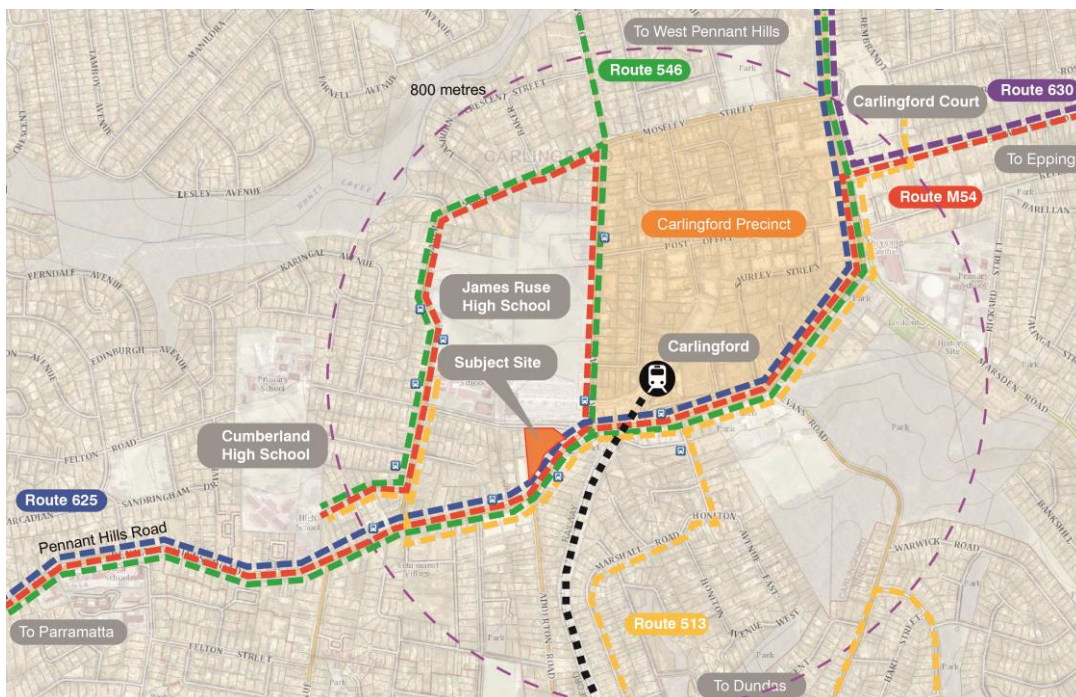


Figure 4 Subject site is well connected and highly accessible.

The subject site is located within 400 metres of Carlingford Railway Station and is serviced by a strategic rapid bus service between Parramatta and Macquarie Park and a number of other local bus routes. *Source: Base Map, SIX Maps, NSW Government*

2.3 Site Context

The subject site is a corner allotment, located along Pennant Hills Road and is bounded by Felton Road to its north-east, Pennant Hills Road to the south-east and existing detached dwellings to its west.

The locality is characterised by a mix of uses with low density residential dwellings located along the western edge (**Figure 9**) and the Carlingford Transmission Substation situated north of the site, at the corner of Felton and Jenkins Road. The Substation site consists of several high voltage transmission line towers and transmission cables that run from the site to Carlingford Precinct (**Figure 10**). Carlingford Precinct is an evolving high density centre located around Carlingford Station. It is located north-east of the site.

A number of educational establishments are also located in the immediate vicinity of the site including James Ruse Agricultural High School, approximately 300 metres walking distance to the site, Carlingford High School (650 metres west of the site) and Carlingford West Primary School (750 metres walking distance from the subject site).

Across the site, fronting Pennant Hills Road are a number of four storey residential developments including 294-302 Pennant Hills Road (**Figure 8**) which is currently under construction.

Further east is the heritage listed K13 Submarine Memorial Park (**Figure 7**) which is identified as an item of local significance under the Parramatta LEP 2011. Other heritage items within Carlingford Suburb include Carlingford Stock Feeds situated in the immediate vicinity of Carlingford Station at 1 Thallon Street.

The site is adjacent to the Carlingford Precinct, centred around Carlingford Railway Station. The Precinct is identified for higher density under the Hills LEP 2012 and is governed by precinct specific controls under the Hills DCP 2012. Accordingly, Carlingford Precinct has begun to evolve with a number of recent Development Applications (DA) seeking consent for development of up to 18 storeys in height. (refer to **Figure 5**).

2.4 Development in the Carlingford town centre and surrounds

There has been a significant level of development in the Carlingford Centre and its surrounds (both within The Hills Shire and Parramatta LGAs). A number of large residential flat building and mixed use developments are planned, approved or under construction within the vicinity of the site. The scale of these developments range from four to 18 storeys. These include:

1. **The Carl' 2-8 James Street: (site under construction)**
An 18-storey mixed used development comprising of 138 residential units and 55m² of retail uses.
2. **Somerset' 7-13 Jenkins Road: (site under construction)**
An 18 storey mixed use development with 408 units, 3 levels of basement carparking and 799m² of retail floor space to be built in 4 stages.
3. **17-19 Jenkins Road: (site under construction)**
8 storey Residential flat development and two levels of basement parking.
4. **'Civillage' 294-302 Pennant Hills Road: (site under construction)**
4 storey residential development
5. **'Ridgeview' 118 Adderton Road & 290-292 Pennant Hills Road Carlingford: (site under construction)**
4 storey residential development
6. **'KOI' 6 Felton Road and 114-116 Adderton Road: (proposed)**
4 storey residential development

The location of the above sites is illustrated at **Figure 5**.



Figure 5 Proposed developments in close vicinity of the site

There are a number of planned, approved or under construction developments within the Carlingford town centre and its surrounds.

Source: Base map: Nearmap

2.5 Existing site conditions

The existing built form within the site is oriented to address Pennant Hills Road and includes:

- a two storey commercial development predominantly used as office space; and
- an indoor gymnasium facility.

Refer to the Urban Design Report at **Attachment B** for more details about the site.



Figure 6 Subject site existing built form

The site is situated along Pennant Hills Road and contains a two storey commercial block including a gymnasium.



Figure 7 View looking east of subject site

The subject site is situated north of the Heritage listed Submarine Memorial Park (to the right) and is immediately west of the existing service station site (to the left) identified as Block 5 under The Hills DCP 2012 for high density.



Figure 8 View looking south of Subject site

Four storey development (294-302 Pennant Hills Road) under construction across the site from Pennant Hills Road



Figure 9 View west of subject site along Pennant Hills Road
Medium density residential dwellings are predominantly located west of subject site and commonly take the form of detached houses and townhouses.



Figure 10 Carlingford Electricity Substation
The electricity substation is located north of the subject site at the corner of Jenkins and Felton Road.

2.6 Site legal description

The subject site is an irregularly shaped triangular allotment that consists of four lots. These lots are legally described as

- Lot 1 in Deposited Plan 805059;
- Lot 2 in Deposited Plan 805059;
- Lot 5 in Deposited Plan 805059; and
- Lot 6 in Deposited Plan 805059

The site has two street frontages, addressing Felton Road (approximately 104 metres) and Pennant Hills Road (approximately 146 metres). The site has a total area of 6,330m².

The Planning Proposal acknowledges recently exhibited draft amendments to the Hills LEP 2012 that sought to modify the existing SP2 Zoning of lands surrounding Pennant Hills Road (reference: *PP_2014_THILL_004_00 "The Hills LEP 2012 - Second Housekeeping Amendment - Review of Classified Road Widening for Road and Maritime Services"*). Accordingly, the south eastern edges (Lot 5 and Lot 6) of the site, fronting Pennant Hills Road, will be subject to road widening while a portion of the existing SP2 zoning along south western edge will be reduced. As such under future zoning the subject site area will be reduced to 5,846m². The draft land use zoning plan is illustrated in the **Figure 11**.

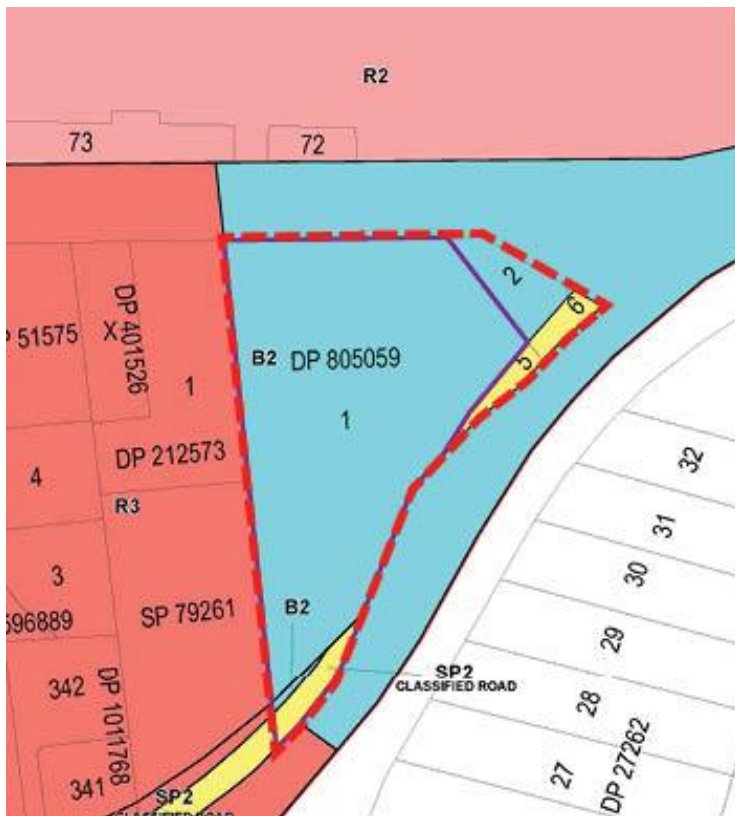


Figure 11 Proposed site zoning and site boundary

The site contains four lots and is legally identified as DP 805059

Source: Planning Proposal to amend the Hills Shire LEP 2012

2.7 Land ownership

The land is owned by Triple Eight Pty Ltd who is also the applicant of this proposal.

2.8 Applicable planning controls

As noted in **Section 1** of this report, the subject site is located in the suburb of Carlingford which is split across the LGAs of The Hills Shire, Parramatta LGA and Hornsby Shire LGAs. The subject site falls within the boundaries of Hills Shire LGA and is therefore subject to The Hills Shire LEP 2012.

Notwithstanding, the report undertakes an assessment of applicable planning controls across a broader context given the strategic nature of the Planning Proposal. Accordingly composite images of the Land Zoning Maps, Height of Building Maps and Floor Space Ratio Maps of the three respective LGAs are illustrated below to provide a holistic understanding of the site and its immediate context.

The Hills Local Environmental Plan 2012

Zoning

The B2 Local Centre Zone in Carlingford is focused on Pennant Hills Road. Much of the Carlingford Town Centre is zoned R1– General Residential. High Density R4– Residential land use zones are located south and north of the centre, and along Pennant Hills Road east of the Town Centre. The properties west of the site are zoned R3– Medium Density Residential.

The subject site itself is currently zoned as B2 Local Centre (with a small area of SP2 zone for road widening). This B2 zone permits:

*Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home-based child care; Information and education facilities; Medical centres; Multi dwelling housing; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; **Residential flat buildings**; Respite day care centres; Restricted premises; Roads; Service stations; **Shop top housing**; Tourist and visitor accommodation; Any other development not specified in item 2 or 4;*

Prohibited within this zone are the following:

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Resource recovery facilities; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste disposal facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

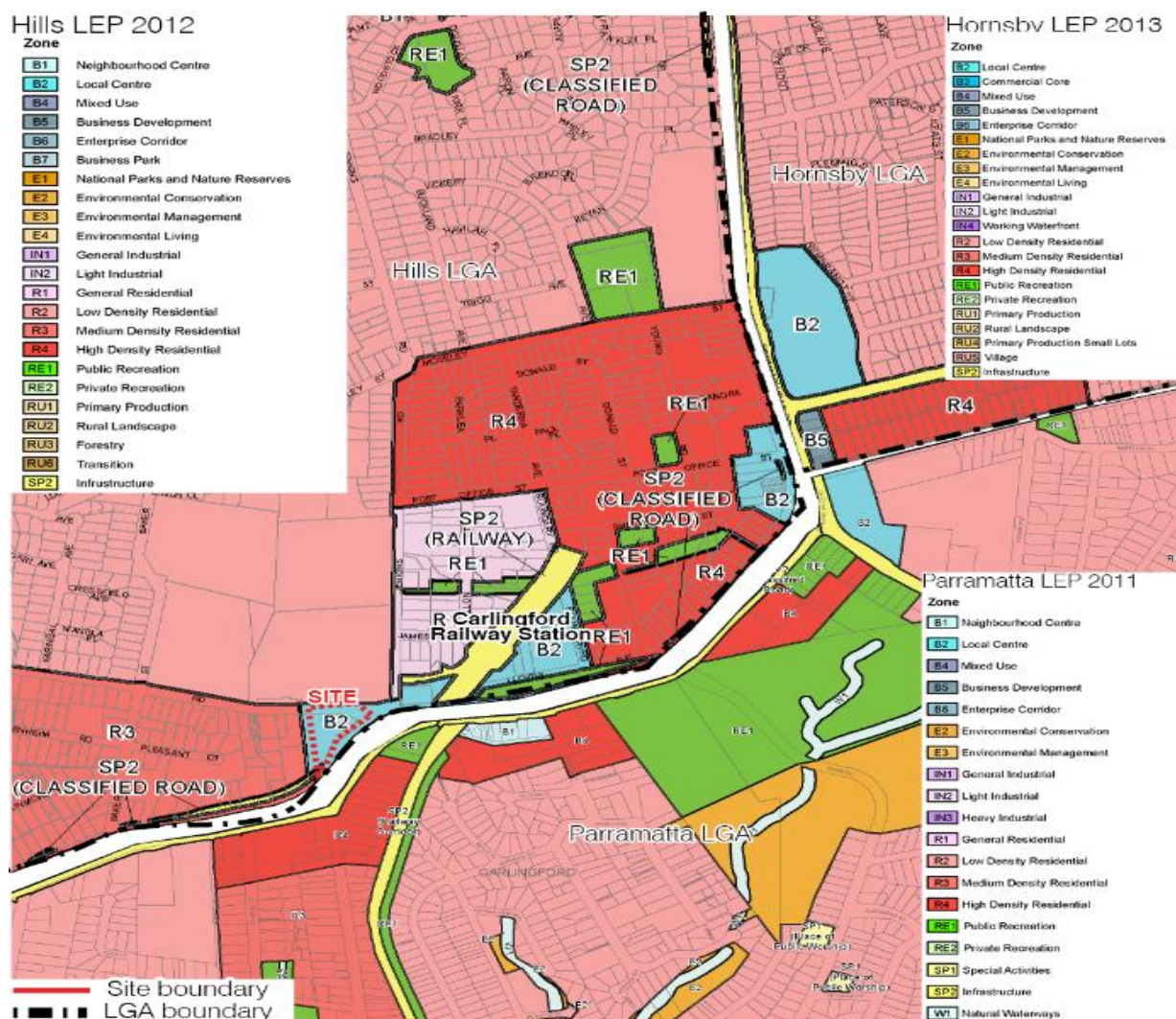


Figure 12 Combined Land Use Zoning Map

The site is zoned B2 Local Centre. Surrounding the site is R3 Medium Density Residential, R4 High Density Residential and other B2 Local Centre zoned lands. Source: The Hills LEP 2012, Parramatta LEP 2011 and Hornsby Shire LEP 2012.

Building Height

Maximum building height for development is controlled under Clause 4.3 of the Hills LEP 2012.

As indicated by the Maximum Height of Building Maps (illustrated at **Figure 10**), maximum building heights in proximity of site range from 9 metres to 57 metres.

A maximum permissible height of 57 metres (18 storeys) is permitted across the Southern Precinct of the Carlingford Centre. The height steps down northward, with heights ranging from 15 metres (5 storeys) to a minimum of 10 metres (3 storeys)

The subject site is adjacent to the higher density south western edge of Carlingford precinct albeit maximum height controls of 9 metres for the subject site.

The strip of land directly across the subject site, fronting Pennant Hills Road, has a maximum height control of 14 metres under the Parramatta LEP 2011, with height of up to 21 metres permitted south of Pennant Hills Road, opposite Carlingford Station

Under the current controls of the Hills Shire LEP 2012, the subject site is limited to a maximum height of 9 metres. The maximum building height plan for the site and the surrounding area is illustrated in **Figure 13**

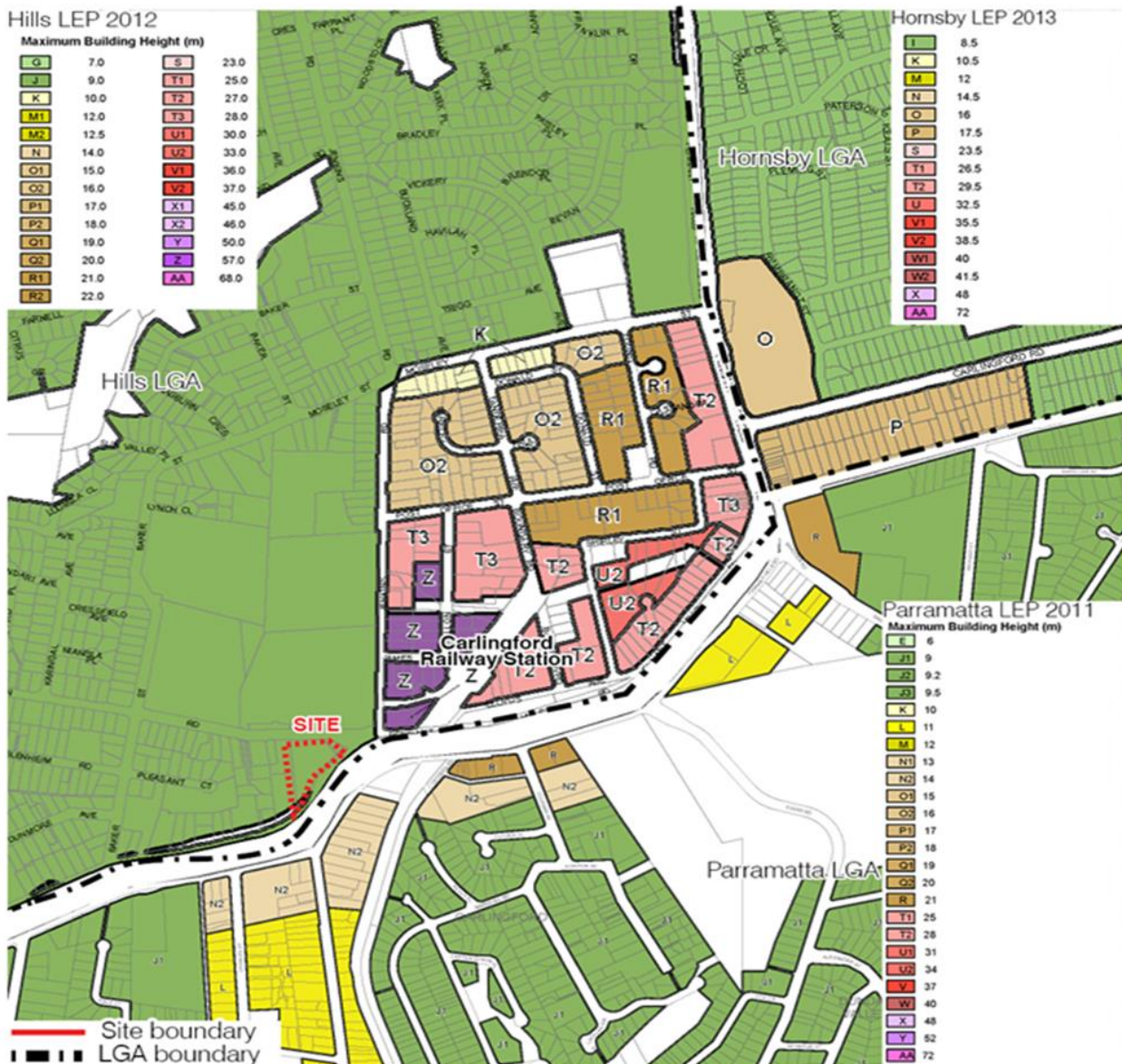


Figure 13 Combined Maximum Height of Building Map

The site has a maximum height of building of 9 metres, with heights of 9 -57 metres permitted in the vicinity of the site.

Floor Space Ratio

The maximum FSR for the site is controlled under Clause 4.4 of The Hills LEP 2012. Currently, under the LEP, the subject site is allowed for a maximum FSR control of 1.0:1 (N).

Corresponding to the maximum height controls, maximum FSR controls of up to 5:1 are permitted on the site adjacent to the railway station and in the Carlingford Town Centre.

Permissible FSR controls of 1.5:1 and 2.0:1 are also observed south of Pennant Hills Road, within Parramatta LGA.

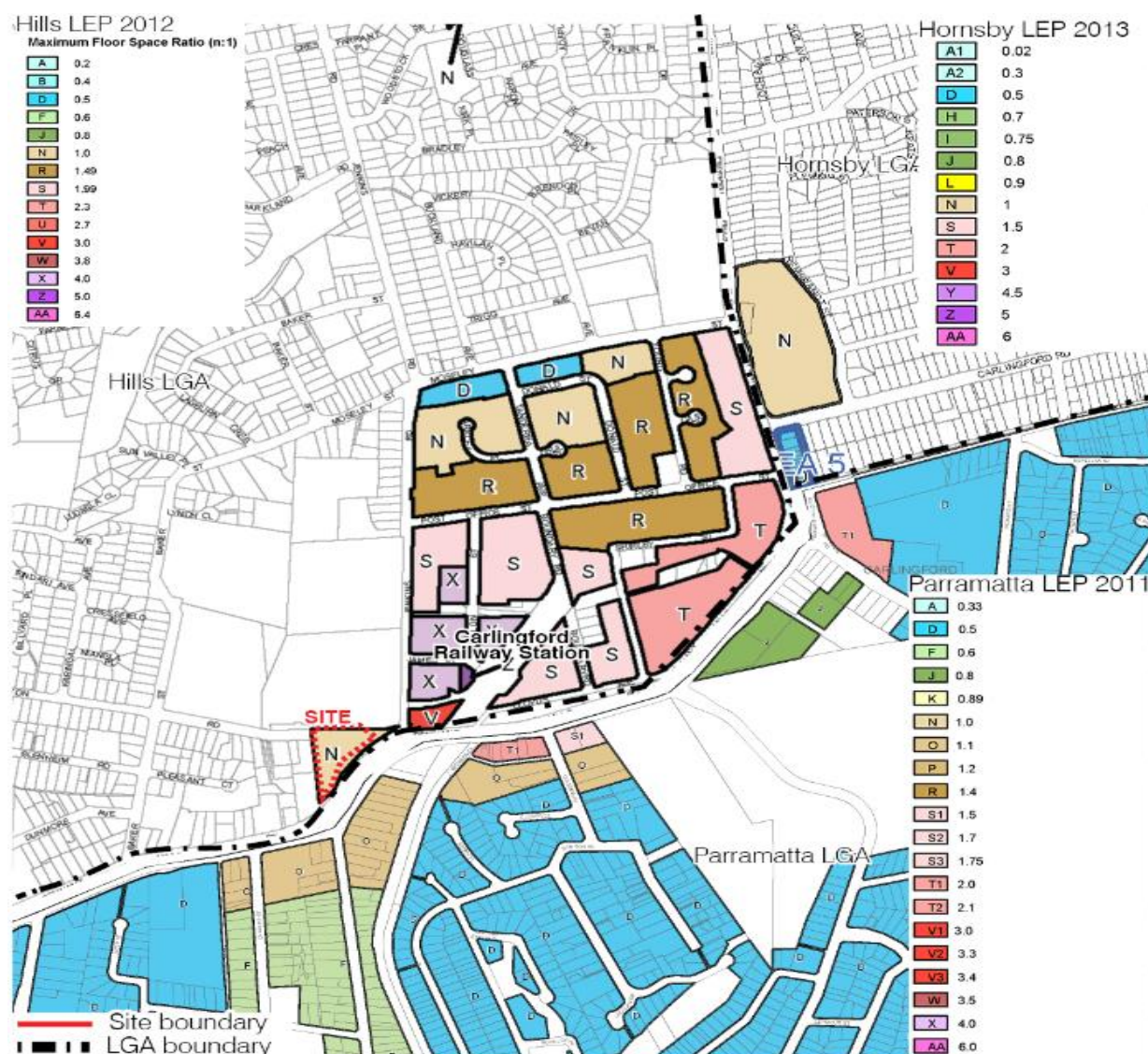


Figure 14 Maximum floor space ratio map

Under The Hills LEP 2012, The Subject site has a maximum FSR of 1.0:1

Hills Development Control Plan 2012

The *Hills Development Control Plan 2012* applies to all sites within the LGA.

This DCP applies to the wider Hills Shire LGA and provides for a range of controls relating to site suitability, built form, site density and other matters. The Urban Design study, appended as **Attachment B** of the report, demonstrates that future development on the site can generally comply with the built form density and amenity controls set under the Hills DCP 2012 but seeks a higher density and height than current envisaged for the site.

Notwithstanding the above, this Planning Proposal recommends that the site specific controls under Part D Section 12 (Carlingford Town Centre) of The Hills Shire Control be applied to the site, commensurate of the current zoning of the site as 'B2 Local Centre' and its strategic location, adjacent to the town centre and within 400 metres of Carlingford Station.

The Planning Proposal closely aligns to the proposed character for Carlingford Town Centre, facilitating density within the vicinity of Carlingford Station with a site specific built form design outcome, in addition to providing opportunities for ancillary services (such as a potential child care centre and a gymnasium) that will cater to the sustainable growth of Carlingford

Under Part D Section 12 –Carlingford Precinct of The Hills Shire DCP 2012, the Town Centre is broken into specific blocks based on development potential. It is noted that the subject site is adjacent to key redevelopment Blocks 4 and 5, to which site specific controls such as building separation, site coverage and building setbacks apply. Relationship of the subject site to Carlingford Town Centre Area and key development sites within centre are illustrated at **Figure 15**.



Figure 15 Carlingford Centre and Key development sites within the Centre

The Subject site is located to the south west of the current Carlingford Centre.

Source: *The Hills Shire DCP 2012– Part D Section 12 Carlingford Precinct*.

Section 94 Contribution Planning Framework

Development on 241 Pennant Hills Road is subject to The Hills Shire Contribution Plan No. 7 Southern Precincts.

Nonetheless, due consideration is given to the current zoning of the subject site as 'B2 Local Centre' and its adjacency to Carlingford Precinct and accordingly this planning proposal seeks to engage in a voluntary planning agreement. Accordingly it offers to apply the Section 94 rates specified under Contribution Plan No 14 Carlingford Precinct. Contributions in relation to this Planning Proposal are discussed in greater detail in **Section 4.6** of the report.

Alternatively, it is noted that a separate contributions scheme may be implemented along the Parramatta to Carlingford Light Rail link. Should this come into effect at the time of future development, it is considered this would be applied in lieu of other contributions required.

Additionally, it is also proposed the area designated for road widening be dedicated to the Roads and Maritime Service (RMS).

2.9 Strategic Planning Framework

A Plan for Growing Sydney

The Plan for Growing Sydney is identified as Sydney's metropolitan strategy that will guide land use and development for the next 20 years. It identifies key directions and sets out priority actions that will facilitate for the planned growth of Sydney.

Under the Plan, Carlingford, being in close proximity to a number of job rich centres, is nominated for increased housing density. It is also located within the Global Economic Corridor. Correspondingly, this proposal is seen to align with the following directions of A Plan for Growing Sydney:

- **Direction 1.2 Grow Greater Parramatta – Sydney's Second CBD**

Significant growth opportunities are identified across Greater Parramatta and neighbouring precincts identified as major health and educational centres with significant employment growth potential.

With the subject site being strategically centred between Parramatta City Centre, Rydalmere Education Precinct and Macquarie Park, this planning proposal supports the growth of Greater Parramatta by providing housing and employment uses close to existing transport services provided by Carlingford Line and several bus routes including a strategic route between Parramatta and Macquarie Park.

- **Direction 1.7 Grow Strategic Centres - providing more jobs closer to home**

This Planning Proposal seeks to maintain the existing B2 Local Centre Zone for this site, maintaining provision for non-residential, employment generating uses on the site. The recent Parramatta to Carlingford Light Rail announcement also means that the subject site will be afforded direct connectivity to Parramatta CBD.

- **Direction 2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs**

Significant employment growth is expected across Western Sydney, including in the Parramatta City Centre, Rydalmere and Westmead, all within close and easy access to Carlingford. The announced Light Rail linking Carlingford directly with Parramatta will only further enhance this connectivity and accessibility to jobs.

The proximity of the subject site to excellent transport options and the amenities and services of the adjacent Carlingford Town makes it ideal for renewal and increased density. This Planning Proposal will diversify housing choices and co-locate a mix of complementary non-residential services within its ground floor levels.

- **Direction 2.3 Improve housing choice to suit different needs and lifestyles**

Having undertaken design and built form testing on the subject site, a concept master plan was prepared in conjunction with this Planning Proposal. Proposed density will diversify Carlingford's housing choice through the provision of a range of apartments that will cater to Carlingford's evolving demographic including family oriented apartments. It is noted that apartments only constitute 12.3% of Carlingford's current dwelling structure and as such this proposal will improve existing housing choice within the locality.

Section 5.2 of the following report assesses the Planning Proposal against the Goals, Directions and Key Actions of the Plan for Growing Sydney in greater detail.

Subregional Strategy

The subject site is located within the North-West Subregion under the currently applicable draft Subregional Strategies, as well as the more recent West Central Subregional priorities provided as part of *A Plan for Growing Sydney*.

Under the North West Subregional strategy, Carlingford is identified as a 'Village Centre' and its strategic direction is guided by the following actions:

C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres.

This action supports residential development within centres and corridors with access to public transport and local services thereby ensuring adequate usage of public transport services.

This Planning Proposal recommends increasing density within 400 metres of Carlingford Railway Station, in addition to being adjacent to the existing Carlingford Town Centre and its amenities. It should be noted that the proposal facilitates for co-location of commercial uses (a potential child care centre and a gym) at ground floor levels, and as such will complement the sustainable growth of Carlingford in line with the draft Northwest Subregional Strategy.

C2.3 Provide a mix of housing

This action recommends consistent monitoring of the locality's changing demographics and evolving housing needs, to determine an appropriate mix of housing types in centres with good accessibility that has the potential to support higher density of residential developments.

An assessment of Carlingford's evolving demographics (**Section 2.10**) and net migration patterns highlights a greater influx of young adults and maximum growth within a 600 metre radius of Carlingford Railway Station with a median change.

Additionally, it was observed that apartments only constituted 12.3% of the area's dwelling structure with most common housing type being separate detached dwellings (75% of the suburb's dwelling structure).

West Central Priorities

Under the West Central Subregional priorities, established by the *Plan for Growing Sydney*, Carlingford is recognised for its strong potential for higher density in proximity to key public transport corridors provided by the Carlingford line and strategic bus routes along Pennant Hills Road Strategic Corridor.

A key priority is noted to be accelerating housing supply and choice by identifying areas with the potential for higher density development through urban renewal.

As such this proposal is recognised to be in line with the subregional vision for Carlingford and is consistent with the State's strategic direction for Western Sydney.

Western Sydney Light Rail

With a renewed focus on growth in Western Sydney, the need to increase connectivity and accessibility along Sydney's Global Economic arc and across Western Sydney is increasingly recognised. Accordingly feasibility studies were undertaken to determine a strategic light rail route, connecting Parramatta City Centre to evolving urban centres and priority precincts across Western Sydney. In December 2015, the NSW Premier announced that a Parramatta to Carlingford Light Rail link will be built, in part resulting in the conversion of the existing heavy rail line to Carlingford to light rail.

This will be the first route to be constructed within the west Sydney Light Rail network and presents an opportunity to increase accessibility and connectivity of Carlingford to neighbouring destinations and jobs. More significantly, it will be the first time Carlingford is connected via rail infrastructure to a key centre – in this case being Parramatta. This is a significant enhancement compared to the current single line sprint services between Carlingford and Clyde.



Figure 16 Proposed Parramatta to Carlingford Light rail route

The proposed Parramatta to Macquarie Park line via Carlingford will connect the Westmead, Rydalmere, Parramatta City Centre and Macquarie Park increasing connectivity and accessibility to Carlingford.

Draft Hills Local Strategy 2008

The draft Hills Local Strategy recognises the potential for considerable opportunities and increased density in the Carlingford centre, given the availability of transport services, including proximity to a strategic bus route from Parramatta to Macquarie Park and an existing railway station that connects the site to broader Sydney trains network, including both Parramatta and Sydney CBD, via Clyde Railway Interchange.

“There are considerable opportunities remaining for high and medium density housing in established areas such as Carlingford and Baulkham Hills town centres and around future rail stations”

The strategy further recognises the benefits of integrated land use practices and subsequently identifies the need to deliver medium to high density housing, services and amenities close to existing transport infrastructure.

The following Planning Proposal presents an opportunity to retain existing commercial land use of the proposed site, in addition to delivering housing, and a mix of complimentary non-residential land uses such as a child care centre and local retail, within the immediate vicinity of the Carlingford Station.

Hills Residential Direction 2008

The Hills Shire Residential Direction identifies a strong demand for higher density housing in the suburb of Carlingford and within the Carlingford Precinct and identifies the following key attributes for higher density rezoning.

“key factors in determining suitable locations for higher density housing are proximity to jobs, transport and services and the need for suitable transitions from more intense uses”

This Planning Proposal applies to a relatively large site unrestrained by strata subdivision titling and adjacent to the Carlingford Town Centre and its services. The site is within the 400m walkable catchment of Carlingford Station and redevelopment of the site as set out in the attached Urban Study Report (**Attachment B**) will offer the opportunity to obtain appropriate built form transitions between the higher density of Carlingford Town Centre and the existing medium density developments, west of the proposed site.

As such the Planning Proposal is consistent with the evolving character of the locality and will provide for the proposed demand and future growth of Carlingford

2.10 Demographic trends and profile

The Planning Proposal takes note of the population projections for the Hills Shire LGA which highlights a 38.8% forecasted growth for Carlingford by 2031, with an average annual growth rate of 2.39% (forecast id).

The report further considers the population forecast mapping undertaken by the Bureau of Transport Statistics which illustrates a maximum growth potential across the subject site area (Travel Zone 1106) and Carlingford Precinct with Carlingford Station as the main focal point for growth.

Additionally, forecasting for the period of 2021 to 2026 highlights a demographic shift with greater influx of young adults (20-24 year old) into the suburb (forecast id, 2012).

This Planning Proposal is also seen as an opportunity to allow for a greater mix of housing types in Carlingford as existing residential flats/apartments constitute only 12.3% of Carlingford's current dwelling structure.

In light of Carlingford's evolving character, this Proposal is seen to hold strategic merit and is seen to be conducive to meeting future demand.

3.0 Design considerations

3.1 Density designed for a wider demographic including families

In conjunction with this planning proposal, research was undertaken to assess the suitability of high density living in context of Carlingford's current and evolving demographics.

The benefits of increasing density are clearly evident in light of Carlingford's strategic context and location (discussed in the aforementioned sections of this report). This section assesses suitability of apartment living for Carlingford's broader demographic - 55 per cent of households comprise couples with children and 31 per cent of couples without children. Additionally, there is significant growth forecast in the 'young adult' category (21-24 year old) into Carlingford.

Given Carlingford's evolving context, local and international case studies were assessed to elucidate features that facilitate for well-designed, attractive and functional apartment spaces for families, in addition to increasing options for housing choice.

These case studies demonstrate the ability for apartment living to accommodate diverse household types, including families.

Vancouver City, Canada

With specific guidelines to facilitate family oriented high density living, Vancouver is recognised internationally for their family oriented city spaces.

A National Household Survey undertaken in 2011 showed that there are about 72,000 families living in apartment buildings with five or more storeys.

Vancouver's high density living guidelines provide key planning, design and apartment layout considerations that cater to family living including the need for larger internal apartment sizes, safe design and well-designed communal play areas.

Future development on the site will be capable of consistency with The Hills Shire DCP apartment size controls, which stipulate larger apartments than required under Apartment Design Guide Standards. The site can also accommodate varied open space opportunities including ground floor active recreational areas and more passive and social spaces at roof tops.



Figure 17 Creating family oriented spaces
Designing family friendly spaces within high density centres, Vancouver, Canada.



Figure 18 Child care facilities co-located with high density residential uses
A150 Child childcare centre located at the rooftop at Docklands, Melbourne.

Melbourne City, Victoria

Surveys carried out by Melbourne City Council in 2006 indicated that the percentage of dual or single parents with children comprised 7, 4.7, and 8.6 per cent of households residing in Docklands, downtown Melbourne, and Southbank respectively. This is expected to grow to 7.7 per cent in those areas, equating to more than 4000 residents by 2021.

Recent increase in families embracing high density living have been attributed to their strategic location, which is often in close proximity to other conveniences such as employment, retail centres, schools, day care facilities and public transport.

The subject site offers the opportunity to provide family apartment living in a well serviced and central location.

Sydney, NSW

Of recent, benefits of high density living are quickly being recognised with denser suburbs being identified as more liveable spaces¹. With the convenience of high density living, 28 per cent of Sydney's families with children currently live in apartments². Additionally, 63 per cent of Sydney's adult population (25 to 45 years old) choose to live in apartments.

Higher concentration of services, walkable access to amenities and good public transport services are key drivers increasing trends of apartment living among young adults and new families in Sydney³.

¹ Urban Living index 2015

² Sydney Apartment Survey, Urban Taskforce Australia 2015

³ Sydney Apartment Survey, Urban Taskforce Australia 2015

3.2 Family oriented apartment design

This section details key apartment design and layout feature that can be considered on site to encourage family oriented apartments. These guidelines are an extract from the City of Vancouver guidelines for 'high density housing for families with children'.

Apartment Design	Consistency	Consideration
<i>Sites selected for family housing development should be within 0.8 km walking distance of an elementary school and its outdoor play area, a day care centre, an after-school care facility, a community centre, and grocery shopping and within 0.4 km walking distance to a playground and a public transit stop.</i>	✓	The subject site is situated in the vicinity of a number of educational institutions that are of walking distance from the site including: - James Ruse Agricultural High School (300 metres walking distance north of the site) - Carlingford High School (650 metres west of the site) - Carlingford West Primary School (750 metres walking distance from the subject site). Additionally, indicative development plans for the subject site, prepared in conjunction with this Planning Proposal is designed to facilitate for commercial uses at ground level spaces and can accommodate a potential 90 child childcare centre and a gymnasium.
<i>To encourage new high-density family developments to fit into their surrounding neighbourhoods.</i>	✓	The proposed development on site has been developed with careful consideration of the immediate and surrounding urban context.
<i>Encourage a sufficient number of family units to create a family oriented sense of community and capitalise on provision of adequate outdoor and indoor amenities for families and children</i>	✓	The proposed development uses the controls specified under part 3.11 of Hills DCP 2012 to determine an appropriate mix of apartment types and sizes (See Attachment E). It is noted that the requirements for mix and apartment sizes under this policy facilitate for larger apartments with a greater mix of two and three bedroom units than those under the Apartment Design Guide. Based on the indicative development plans for the site with three separate modular buildings of varying heights, an indicative apartment yield has been calculated. Accordingly the proposal considers 87 two bedroom units and 13 three bedroom units that can potential be designed as family oriented units.
<i>Where a mix of development types are considered - The family units should be grouped together in the most appropriate parts of the building or site.</i>	✓	This is recommended as the proposed development should provide for greater housing choice that will cater for Carlingford's current and evolving demographic. Accordingly, any future development applications on site should consider designating family units together within buildings of medium density.
<i>Recognize that small children require supervision while playing in common outdoor and indoor play spaces and facilitate opportunities to achieve that supervision by parents and other caregivers from within individual units or their private open spaces</i>	✓	The planning proposal provides the opportunity for supervision by parents through the orientation of private open space toward the public domain and communal open space.
<i>Ensure that both internal and external circulation routes are designed to enhance security, especially for women, children and seniors, and to accommodate the full range of activities which can be expected to occur in them</i>	✓	The planning proposal provides the opportunity for circulation spaces consistent with this design guidance.

Apartment Design	Consistency	Consideration
<i>The size and layout of units should be appropriate to meet the needs of families with children.</i>	✓	As noted earlier, the proposal recommends an indicative apartment yield of 87 two bedroom units and 13 three bedroom units that can be designed as potential family oriented units.
<i>Protect the privacy of family households by minimize the visual and acoustic intrusion into all dwelling units and into their private open spaces.</i>	✓	Additional acoustic attenuation treatments are recommended for family oriented apartments. Good visual privacy should also be achieved for apartments.
<i>Provide sufficient bulk storage within the unit or within easy access of the unit.</i>	✓	Separate storage spaces as required by the Objective 4J – Storage of apartment design guide is recommended for any future development on site.

4.0 Objectives and intended outcomes

This section outlines the objectives of the Planning Proposal and provides detail on the proposed planning control provisions to achieve these objectives and outcomes.

4.1 Intended outcomes

The intended outcome of the planning proposal is to amend the current planning controls to allow for the future redevelopment of the site to deliver:

- **Housing:** To facilitate the provision of well-designed apartments and greater housing choice that caters for wider demographic including families close to existing transport services including rail and bus services, and evolving employment centres, educational and health facilities
- **Mix of uses:** To co-locate a mix of uses that complement each other to facilitate the growth of Carlingford Town Centre while preserving the ongoing use of the site for employment generating uses.
- **Employment:** To maintain the employment role of the site whilst allowing for renewal of the current aged commercial building on site, in keeping with the mixed use character of the adjoining Carlingford Town Centre and the current zoning of the site as a 'B2 Local Centre'.
- **Exceptional built form:** This Planning Proposal will offer an appropriate built form transition that reflects the bulk and scale of the adjacent Carlingford Precinct along the eastern boundary and appropriately steps down toward the western boundary to respect the low density character of adjoining properties west of the subject site. Planning Proposal recommends maximum building height of 18 storeys (up to 57 metres) with a FSR of 2.8:1 with the tallest building component to be in the north east corner of the site.
- **Limited impacts on neighbouring properties:** Indicative plans have been prepared to test the impacts of a likely development outcome. This demonstrates that future development will have an acceptable impact in relation to privacy, amenity and minimal overshadowing impacts on surrounding dwellings.
- **Promote pedestrian connectivity:** Through a Voluntary Planning Agreement, pedestrian connectivity from subject site to Carlingford Town Centre can be achieved through appropriate public domain upgrades. Good public domain along the site, increasing accessibility and connectivity is recommended given the subject site's proximity to Carlingford Station and a strategic bus route along Pennant Hills Road.

This proposal has been prepared in conjunction with a concept plan for the proposed site. Two concept master plan options were developed for the site and are identified in **Figure 19** and **Figure 20**. Both options were designed to have minimal impacts and are similar in scale and layout. However, the tower form located along the eastern boundary varies between options. The key elements of the options are

set out below:

- On existing low-rise residential lots by limiting height of buildings along the eastern boundary to three (3) storeys and ensuring generous setbacks.
- Taller apartment buildings will be located to the northeast corner to create a built form and scale transition between taller developments within the adjacent Carlingford Town Centre and adjacent low density developments to the west.
- A generous 6 metre setback can be provided along the western boundary of the development site which is sufficient enough to provide substantial landscaping and to reduce privacy impact on the adjacent residential properties.



Figure 19 Option 1 of tested Concept Plan

Option 1 includes a tower form with a long north face and a podium of four storeys to the Felton Road.



Figure 20 The preferred concept master plan for the site
Option 2, being the preferred option includes a more slender form that is more gently setback from other buildings

4.2 Preferred option

Having undertaken a thorough assessment of the site's surrounding and its potential development capacity, the concept plan as illustrated at **Figure 20** is identified as the preferred outcome as:

- The proposed scheme provides a suitable density and scale with three modulated buildings of varying heights. The tower form located at the eastern edge of the site will attain a maximum building height at 18 storeys (approximately 57 metres) and will remain consistent with the maximum building height of developments in the Carlingford Precinct (up to 57 metres).

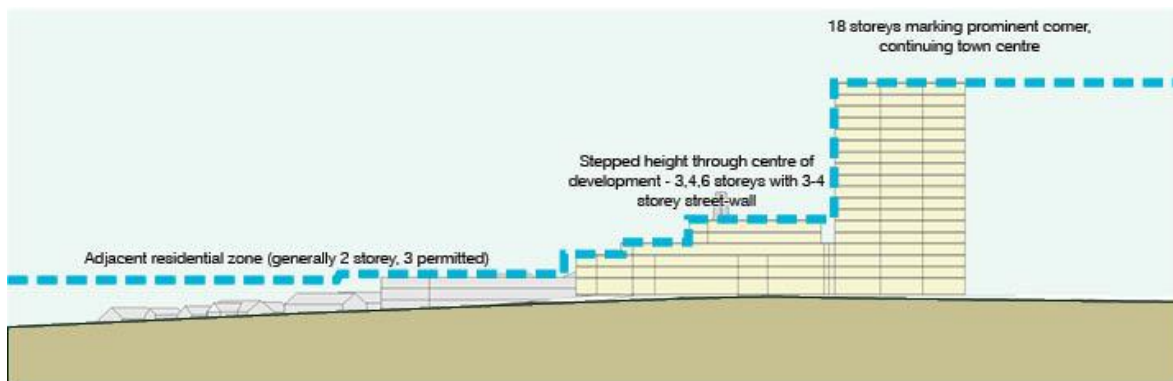


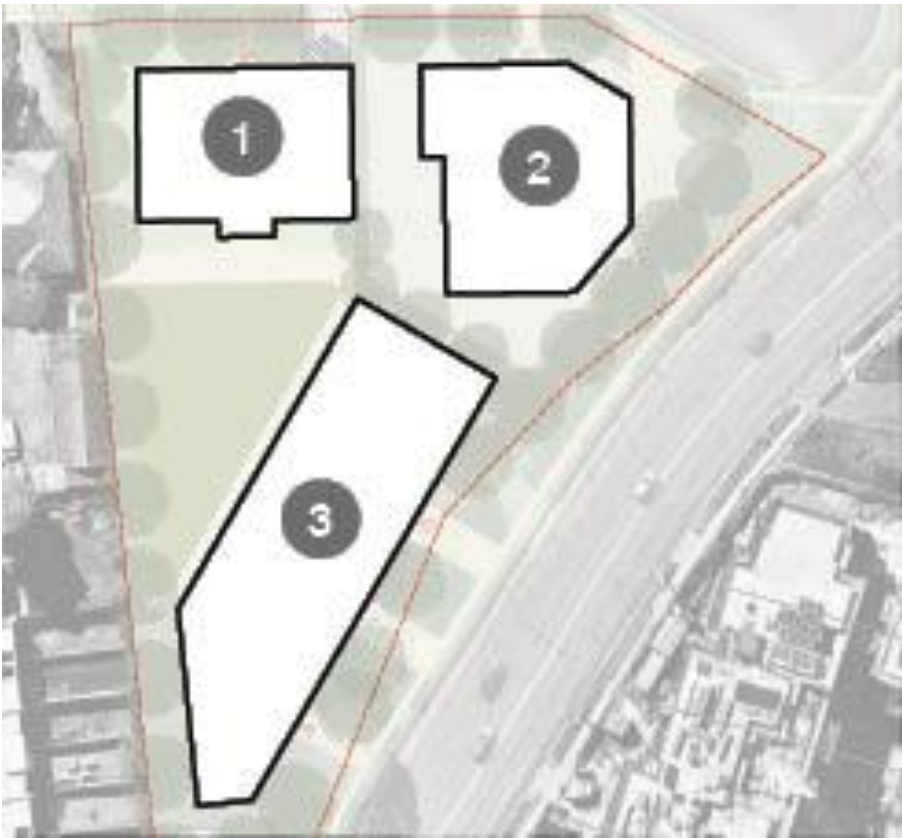
Figure 21 Proposed scheme offers an appropriate transition in building height

Importantly, the above scheme is noted to provide a much necessary height transition from the future higher density of the Carlingford Town Centre and existing detached dwellings west of the subject site.

- The building block oriented towards Pennant Hills Road is identified to reach a maximum height of 25 metres. The building will sit above a podium of 3-4 storeys to reflect the scale of the developments opposite the site along the Pennant Hills Road. A step down in building height is proposed from the northeast to the west to ensure the scale is mindful of the transition from the Carlingford Town Centre to lower density residential developments.
- The building block at the northern corner of site is oriented towards Felton Road and is recommended for a maximum height of 15 metres (3 to 4 storeys).
- Building separation between these three buildings is identified in the **Figure 20** and is noted to be consistent with the requirements under the Apartment Design Guide.
- The Proposed building footprint for the site equates to 2,564 m² (40.5% of the total site), allowing for a landscaped area of approximately 3,736 m² (59.5%) of the site.
- Open space requirements for the site can be achieved by providing approximately 975 sqm of communal space at ground level with additional communal roof top space.
- Based on The Hills Shire DCP 2012 controls for apartment size and mix, the proposed built form is noted to feasibly accommodate 135 apartments, comprising of
 - 28 x one bedroom units
 - 87 x two bedroom units
 - 13 x three bedroom units; and
 - 7 x studio apartments.

It should be noted that the apartment sizes considered are relatively larger than the apartment size requirements under the Apartment Design Guide. In addition, the

range of sizes considered facilitates for a diversity of housing choice. **Attachment E**, provides further details on the calculation of the indicative apartment yield.



Building	2 hours	3 hours
1	100%	100%
2	83%	67%
3	81%	81%

Figure 22 Solar testing for each building block

- Solar access testing was undertaken as part of the Urban Design Study (**Attachment B**). Results demonstrate that future development of the site can be designed to meet the Apartment Design Guide solar access standards. The solar access percentage for each individual building block is detailed at **Figure 22**.
- Proposed built form will have minimal overshadowing impacts on surrounding developments and maintain an acceptable level of sunlight access to these buildings.

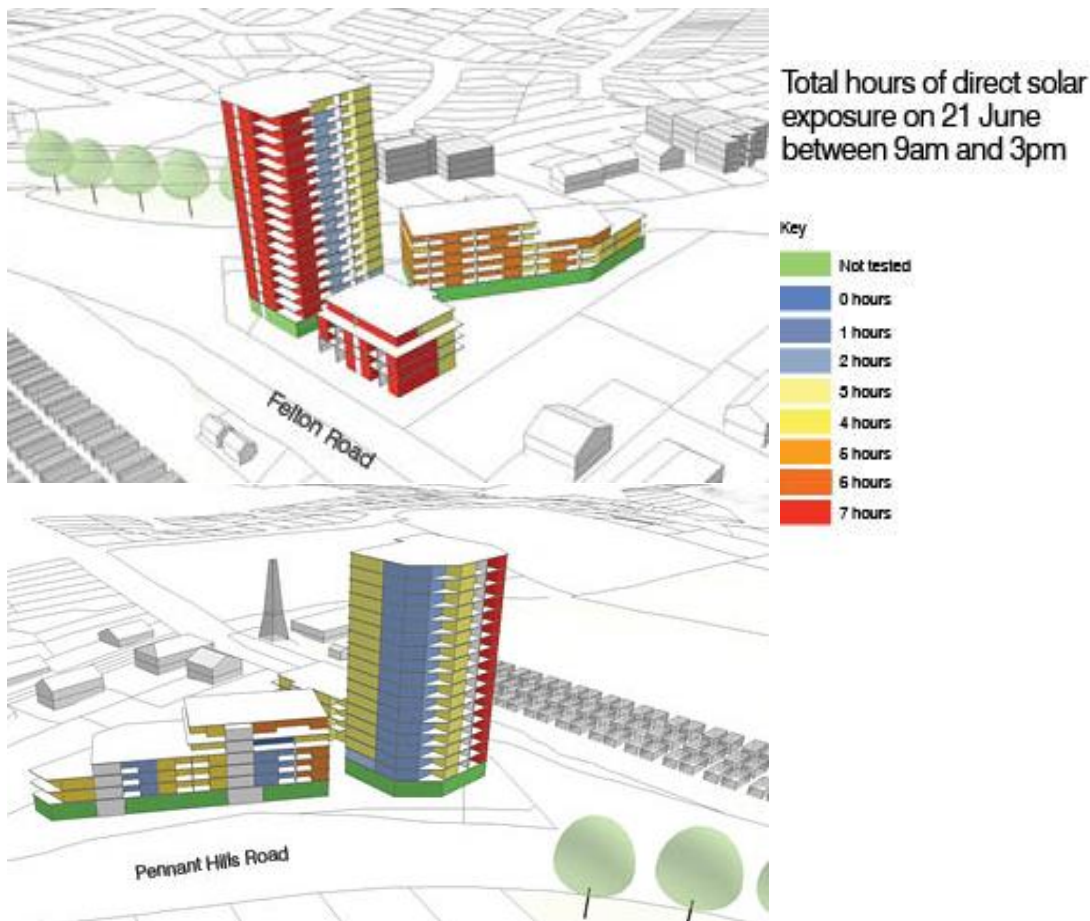


Figure 23 Solar access compliance for 241 Pennant Hills Road

Testing undertaken for the preferred development outcome illustrates the potential to exceed the required solar access standards under the Apartment Design Guide.

- Additionally, the proposed built form is designed to accommodate a mix of ground level uses. The Proposal considers the potential for a recreational gym facility and retail/commercial uses, along the ground floor level of the block oriented towards Pennant Hills Road and a 90-child childcare centre within the Tower. An indicative floor plan of the above as part of the Urban Design Concept Plan at **Attachment B**. It is noted that no change is proposed to the existing zoning, and therefore a range of non-residential uses could be accommodated on the site.
- Further details on the preferred concept plan are provided under **Attachment B**, Urban Design Report

4.3 Height and FSR scenarios

Using the above concept plan, three height and FSR scenarios are tested to develop an appropriate scale and density for the subject site.

- Scenario A 2.1:1- FSR 12 storeys
- Scenario B 2.5:1- FSR 15 storeys
- Scenario C 2.8:1*- FSR 18 storeys

Scenario C is considered the most appropriate outcome for the site, given it is consistent with other building heights in the Carlingford Town Centre whilst also providing a good transition to lower density development to the west. An analysis of the built form also demonstrates an acceptable level of impact for the surrounding area in relation to scenario C.

**The Proposal seeks a maximum FSR control of 2.7:1 for the subject site. Notwithstanding, a recent draft Planning Proposal has been exhibited for road widening of Pennant Hills Road, which will result in a reduction in the total site area and the area for B2 Local Centre uses, and as such the resultant maximum FSR to 2.8:1.*



Figure 24 Preferred Scenario with an FSR of 2.8:1 and an 18 storey tower

4.4 Objectives of the proposed controls

The objectives of the Planning Proposal for the site at 241 Pennant Hills Road, Carlingford are to maximise the provision of housing and employment uses in a well serviced, high amenity location with growing residential demand.

The proposal is the result of a well-considered concept plan for the site which maximises use of existing amenities and services in the Carlingford Centre, whilst remaining sympathetic to the site's transitional location.

The specific objectives ensure:

- Opportunities to provide for a mix of uses that are suitable within the B2 Local Centre zone and are complimentary to each other i.e. residential with supporting retail and service type uses such as a childcare centre;
- Provision of well designed, high amenity residential apartments close to existing transport;
- Provide an appropriate transition in building heights between the Town centre to the east and lower density development to the west;
- Retention of the site's ability to accommodate commercial, retail and other employment uses;
- Use of good design principles to ensure minimal impact on surrounding properties and developments.

4.5 Amendments to planning provisions

This Planning Proposal seeks to amend the following provisions of the Hills Local Environmental Plan 2014:

- Amend **Height of Buildings Map - Sheet HOB_025** to increase the maximum building heights on the site from 9m (3 storeys) to a range of 15 and 57 metres as illustrated in **Figure 25**. These height zones across the site would ensure an appropriate transition between the Carlingford Town Centres and the lower density residential dwellings to the west.
- Amend **Floor Space Ratio Map Sheet - FSR_025** to increase the maximum FSR on the site from 1.0:1 to a new maximum of 2.8:1, as illustrated at **Figure 27**.

The proposed amendments are detailed below.

Maximum building height

The maximum height of building control for the subject site will need to be amended to allow the delivery of the built form envisaged for the site, as detailed in **Figure 25**. This will require the maximum building height to be increased from 9 metres to a range between 15 metres and 57 metres, consistent with maximum height controls in Carlingford Town Centre, whilst maintaining a transition to a lower density development west of the site.



Figure 25 Proposed Maximum Height of Buildings Map

Maximum Floor Space Ratio

The maximum FSR for the subject site will need to be amended to allow the delivery of the built form envisaged for the site as detailed in **Figure 27**. This will require the maximum FSR to be increased from 1.0:1 to 2.8:1 which is comparatively less than the permissible FSR in the Carlingford Centre, which ranges from 1.99:1 to 5:1. The proposed height and FSR allow for a single tall building element, an appropriate transition in built form and an interesting design for this prominent site. It is also noted that the maximum FSR proposed takes into consideration the Planning Proposal *“The Hills LEP 2012- Second House Keeping amendment – Review of the Classified Road Widening for Roads and Maritime Services”* which has been exhibited, and seeks to increase the area of the site zoned for the road widening of the Pennant Hills Road.

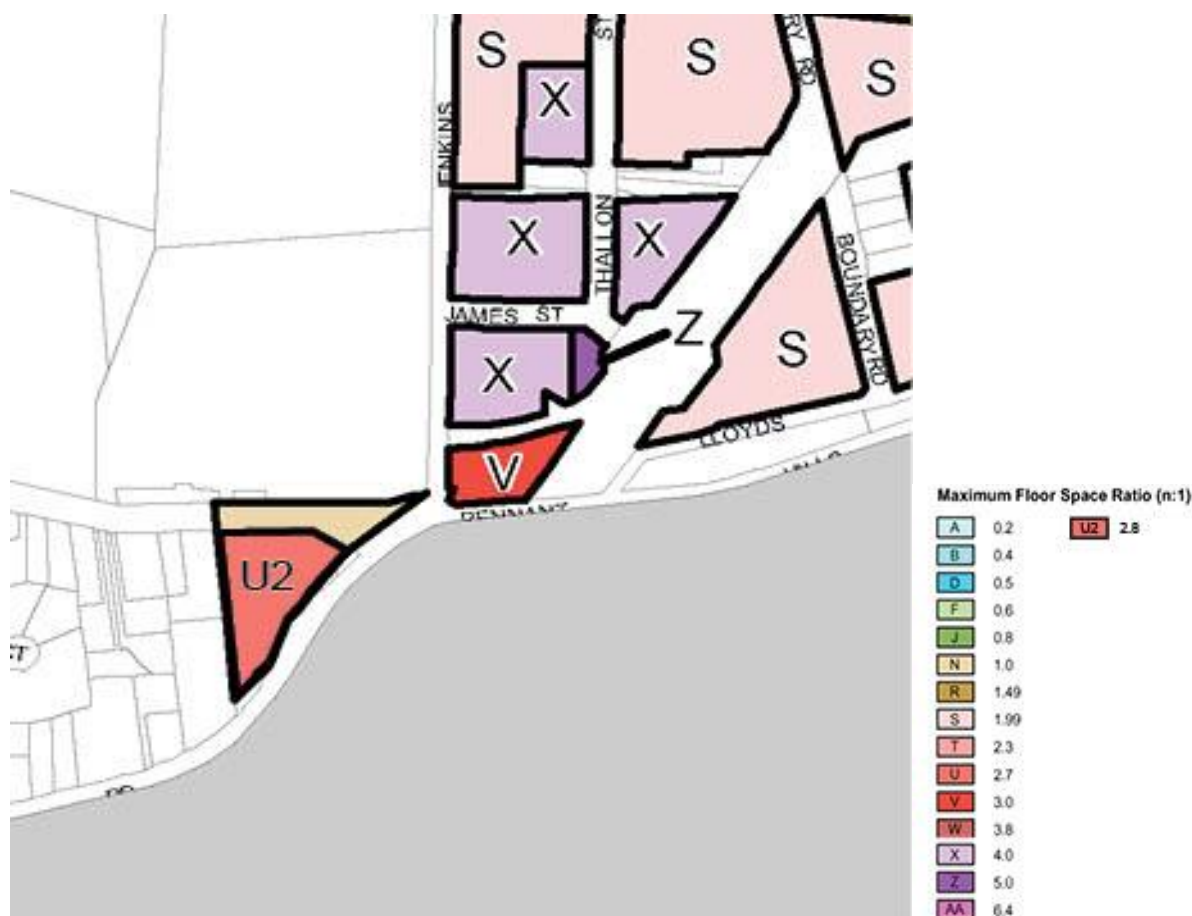


Figure 26 Proposed Maximum Floor Space Ratio Map

Hills Shire Development Control Plan 2012

As noted in **Section 2.8** of the report, the Hills Shire Development Control Plan 2012 (Part D, Section 12, and Carlingford Precinct) applies site specific controls to demarcated blocks, within the Carlingford Precinct, based on their development potential. It also recognises that these specific controls were derived having undertaken a detailed assessment of the built form and the development capacity of each site.

Whilst, the subject site falls outside the Carlingford Precinct boundaries, the proposal recommends that it be considered a part of the Precinct, having regard to its current zoning as 'B2 Local Centre', its proximity to the Carlingford station and its development potential.

As such, the Proposal recommends the application of site specific controls on the subject site similar to those identified for key development sites under the Carlingford Precinct DCP.

Having undertaken a detailed site analysis and a robust urban design study, the following site specific DCP controls are recommended to facilitate the best development outcome for the subject site:

Development Parameter	Development Controls
Building Height	The proposal recommends maximum building height as identified under the Maximum Height of Buildings Map. Refer to Figure 25 .
FSR	The proposal recommends maximum FSR as identified under the Maximum Floor Space Ratio Map. Refer to Figure 27 .
Building Setbacks	The subject site has an irregular site boundary, addressing Pennant Hills Road, significant portions of which will be reduced as part of the road widening measures that have been recently exhibited. Accordingly: • A range of proposed building setbacks from Pennant Hills Road include 9 metres at the southern frontage and 4 to 5 metres from the south eastern frontage; • Proposed building setbacks from Felton Road are 6 metres along the northern frontage and approximately 10 metres from the eastern edge. • Proposed setback along the western site boundary is 6 metres. • Refer to setback plan at Figure 20
Building site coverage	Maximum of 41%
Vehicle access points and circulation	All residential traffic should be serviced via Felton Road. Commercial traffic can be serviced directly from Pennant Hills Road via a slip lane, subject to RMS approval.
Distribution of spaces within the building	Ground floor level of buildings addressing Pennant Hills Road should be designated for non-residential uses (retail, commercial, office, childcare, gym and other similar uses).
Solar Access - units receiving a minimum of 3 hours	70 % of apartments should achieve at least 70% of 3 hours of solar access in to primary living areas and open space between 9 am to 3 pm during winter solstice.
Maximum Building length on site	50 metres Buildings may have a length greater than 50 metres provided the building is appropriately articulated and vertical relief is provided.
Landscaped area	Minimum landscaped area of 50% is required
SEPP 65 Compliance Statement	Required
Deep Soil Planting	A minimum 15% of site area is to be deep soil area.

4.6 Contributions

As mentioned under **Section 2.7** of this report, the site is currently subject to *Section 94 Contributions Plans No. 7 Southern Precincts*.

Given this Planning Proposal seeks to apply controls reflective of the scale of development permitted within the Carlingford Town Centre, it is recommended that *Contributions Plan 14 Carlingford Town Centre* to be applied to the site. This would result in a substantial increase in Contributions payable for future development of the subject site, which may be used for a range of works including:

- Pennant Hills Road streetscape upgrades
- Enhanced connectivity to Carlingford Station
- Purchase of land for open space to service the Carlingford area
- Other community infrastructure

A comparison between the current and proposed application for Section 94 contributions is outlined at **Table 1** below. The proposed application of the rates applied in the Carlingford Town Centre would result in benefits of approximately \$1.66 million, based on the indicative yield set out at **Attachment E**. This may be applied as a Voluntary Planning Agreement, or through the application and amendment of *Contributions Plan 14 Carlingford Town Centre* to include the subject site.

Table 1 Contribution rates

Plan	Contributions
Contribution Plan No.7: Southern Precincts	\$202,107
Contribution Plan No. 14: Carlingford Precinct	\$1,857,327
Difference	\$1,655,220

4.7 Road dedication

In addition to the above, Triple Eight Pty Ltd is willing to dedicate land zoned for road widening along Pennant Hills Road to the RMS. This will be subject to separate discussion with the RMS, however is considered to benefit the community in streamlining future acquisition of road reservation area.

4.8 Summary

The proposal presents an opportunity to:

- Meet the growing demand for apartment type residential dwellings within the walkable catchments of Carlingford Station, close to amenities, jobs, health and education facilities.
- Redevelop a well-situated site on the edge of Carlingford Centre that is in single land ownership on a large site.
- Provide density and uses in accordance with the land use zone objectives of the site.
- Facilitate an appropriate built form transition from Carlingford Town Centre (18 storey) to the north east, to the low density housing at the western edge of the subject site.
- Generate appropriate additional revenue for public infrastructure works.

5.0 Justification

This section provides justification of the Planning Proposal in line with the '*questions to consider when demonstrating justification*' set out within the NSW Government's '*A guide to preparing planning proposals*'.

5.1 Section A - Need for the Planning Proposal

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

This Planning proposal is corollary to several local and contextual site specific studies that were assessed concurrently. These include Strategic studies undertaken by The Hills Shire Council

- Hills Local Strategy 2008
- Hills Residential Direction 2008

These are further discussed in detail under Section 5.2 of this report.

The planning proposal is also a result of the following contextual site specific studies, reports and advice.

- Urban Design Report, prepared by Architectus, dated September 2015 (**Attachment B**);
- Traffic Impact Assessment, prepared by Traffic Solutions Pty Ltd, dated December 2015 (**Attachment D**)

These have been commissioned by Triple Eight and provide Council a detailed assessment of the strategic merit of the planning proposal. The findings of these reports are summarised below.

Urban Design Report, prepared by Architectus, dated November 2015

This Planning Proposal is informed by an Urban Design Report prepared by Architectus. The Urban Design Report has been appended to this report as **Attachment B**.

Having undertaken a thorough analysis of the site and its context, density testing and design investigations, the Urban Design Report recommends the proposed built form as a good development outcome for the subject site.

Key principles behind the recommended built form outcome are:

- Provides appropriate density in a strategically well-situated site, under single ownership, close to public transport services and the amenities of the Town Centre.
- Ability to provide a good mix of well designed, high amenity apartment types that will exceed solar access standards under the Apartment Design Guide and cater for wider demographic including families.
- Have minimal overshadowing impact on neighbouring residential properties.
- Provide an appropriate height transition between Carlingford Town Centre and lower density development west of the subject site.
- Retain employment use on site by allowing non-residential use of ground level spaces for a potential childcare centre, gym, retail uses.

This study has informed the height, FSR and site specific DCP controls specified under the planning proposal and site.

Traffic Impact Assessment, prepared Traffic Solutions Pty Ltd, dated December 2015

The Traffic report is appended as **Attachment D** of this report and concludes that:

- Vehicular access from Pennant Hills Road, including basement parking can be provided for vehicles accessing the commercial component of the development via a slip lane. Additionally, land topography along Pennant Road Hills best suits the proposal and additionally provides good sight distances;
- Vehicular access is also considered possible from Felton Road and is observed to have good sight distances. A future combined off street loading/garbage area is further recommended to be located along Felton Road.
- The development is estimated to generate 142 trips and 133 trips AM and PM peak hour trips respectively.
- Traffic modelling undertaken to determine traffic impacts on Pennant Hills Road suggest minimal delays as a result of the slip lane from 241 Pennant Hills Road.
- With commercial use related traffic directed towards Pennant Hills Road, resultant traffic impacts on Felton Road are observed to be reduced in comparison to existing on site traffic conditions.
- Correspondingly, the intersection at Bakers Street and Felton Road will continue to experience a high level of service with no additional traffic demand estimated as a result of the indicative development.

The Traffic Impact Assessment demonstrates that the planning proposal and any associated development will have minimal traffic impacts relative to the existing use on sight.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The objectives and intended outcomes of the proposal can only be achieved through an increase in height and FSR beyond those achievable under the current Hills Shire Environmental Plan 2012.

This is as the current built form controls do not account for the strategic location of the site and do not provide for the town centre and high intensity objectives of the land's current zoning.

Accordingly, the Planning Proposal is considered the only way to amend the primary built form controls to achieve the objectives and intended outcomes for the site.

Is there a net community benefit?

The Planning Proposal will result in a wide variety of public benefits including:

- Maximising the benefit of existing transit infrastructure, taking into consideration the changes to this infrastructure, to evolve into a direct light rail link to Parramatta, being a significant enhancement beyond the current service provision.
- Maintaining opportunities for non-residential uses on site and providing complimentary uses for the broader Carlingford area.
- Provision of residential housing close to rapidly evolving job rich centres, health and educational precincts.
- Additional \$1.6 million in contributions which can be used to facilitate for public domain upgrades through a Voluntary Planning Agreement. Upgrades will enhance existing streetscape and improve pedestrian connectivity to the amenities and services of Carlingford Town Centre and the Station.

5.2 Section B - Relationship to strategic planning framework

This section provides a summary of the strategic planning framework within which the Planning Proposal outcomes for the site have been considered. It should be noted that only those relevant to the subject site have been identified below.

A Plan for Growing Sydney

The Plan for Growing Sydney is the NSW State Governments plan for the future growth and prosperity of the Greater Sydney Region. The Plan includes four (4) main goals which are underpinned by several key actions. Each of these goals and the actions relevant to the Plan has been considered below in **Table 2**.

Table 2 A Plan for Growing Sydney

A Plan for Growing Sydney: Goals and Actions	Consistency	Comment
GOAL 1 A COMPETITIVE ECONOMY WITH WORLD-CLASS SERVICES AND TRANSPORT		
Direction 1.7 Grow Greater Parramatta–Sydney's Second CBD		
ACTION 1.2.1: Grow Parramatta as Sydney's second CBD by connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia.	Yes	The planning proposal identifies the strategic location of the subject site within Sydney's Global Economic Arc, and in close proximity to Parramatta CBD and Rydalmere Education Precinct. Additionally, the site is well situated, adjoining Carlingford Town Centre, and within a walkable 400 metre catchment of Carlingford Station. The site is serviced by a rapid bus route i.e. Parramatta to Macquarie Park (M54) bus services. It has also been announced that Carlingford Railway Station will serve a future light rail connection to Parramatta, a significant enhancement to current service provision. The subject site is also serviced by several other routes to neighbouring suburbs (625, 546 and 513). As such, the site presents an opportunity to provide for homes and supporting non-residential uses such as a child care centre, gym and other retail and employment uses.
Direction 1.7 Grow Strategic Centres– providing more jobs closer to home		
ACTION 1.7.1: Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity	Yes	As identified within the Plan for Growing Sydney, the site is surrounded by a number of strategic centres including Parramatta CBD, Macquarie Park and several priority precincts. This proposal provides for the opportunity to provide housing and employment within Sydney's Global Economic Corridor with good connections to other emerging employment, health and education centres. As such the proposal is seen to be providing a greater supply of housing choice close to these job rich centres. Further, the significant increase in contributions discussed earlier in this report demonstrates the ability to contribute more significantly to the development of the Carlingford Town Centre.
GOAL 2 A CITY OF HOUSING CHOICE, WITH HOMES THAT MEET OUR NEEDS AND LIFESTYLES		
Direction 2.1: Accelerate housing supply across Sydney		
ACTION 2.1.1: Accelerate housing supply and local housing choices	Yes	Carlingford is predominantly zoned low density residential with maximum building height controls set at 9 meters, with the exception of Carlingford Town Centre. The proposal recognises that the subject site is adjacent to the high density of Carlingford Precinct and is also zoned as B2 Local Centre. As such the proposal will provide for a range of housing options that cater to Carlingford's wider demographic including families, in the form of well-designed, variable size, apartments close to jobs and existing amenities, services and transport. The proposal also demonstrates the ability to integrate a complimentary mix of uses such as a child care centre and a gymnasium. This Planning Proposal will allow for the acceleration of housing supply and choice in Carlingford in a strategic location. The proposal will add to Carlingford's existing housing choice comprising mostly of traditional suburban homes and medium density town house development.
Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs		
ACTION 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres	Yes	This proposal will contribute to the urban renewal of the Pennant Hills Road transport Corridor which includes high frequency strategic bus routes between Parramatta and Macquarie Park; as well as the Carlingford Town Centre. Additionally the site is adequately serviced by existing rail and local bus transport services which may be endorsed by a potential light rail line running from Parramatta to Macquarie Park. The proposal will also contribute to renewal along the announced Parramatta to Carlingford Light Rail line. As such this Planning Proposal encourages redevelopment of this large and strategically located site.

A Plan for Growing Sydney: Goals and Actions	Consistency	Comment
Direction 2.3: Improve housing choice to suit different needs and lifestyles		
ACTION 2.3.1: Require local housing strategies to plan for a range of housing types.	Yes	The Hills Shire Council's Residential Direction 2008 encourages development to accommodate the Shire's growing population and recommends greater housing diversity conducive to Carlingford's evolving demographic. Commensurate to these strategic requirements, the proposal provides for a mix of apartment types and sizes that will support Carlingford's evolving demographics including families and young adults.
GOAL 3 A GREAT PLACE TO LIVE WITH COMMUNITIES THAT ARE STRONG, HEALTHY AND WELL CONNECTED		
Direction 3.1: Revitalise existing suburbs		
ACTION 3.1.1: Support Urban Renewal by directing local infrastructure to centres where there is growth	Yes	The subject site is located within Carlingford, which the metropolitan strategy identifies as being part of Sydney's Global Economic Corridor. Its central location is also recognised by State infrastructure strategies- <i>NSW 2021</i> and <i>Sydney's Bus Future</i> . Both of which recommend Carlingford for increased infrastructure provisions and suitable upgrades, particularly along the strategic Pennant Hills Road route that connects the evolving Rydalmere education precinct and Macquarie Park via Carlingford. Accordingly both strategies identify a strong potential for a future light rail line or a rapid transit bus route servicing the suburb. The Planning Proposal correspondingly recommends the subject site as being ideal for renewal.

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

Subregional Planning

Subregional plans are intended to set out how 'A Plan for Growing Sydney' applies to local areas.

Whilst the Draft North West Subregional Strategy is no longer published, it has been considered with the proposal and found to be consistent with its objectives and actions to locate jobs closer to homes, and renew existing centre, particularly around transport infrastructure.

Whilst no subregional plan has been prepared, the priorities for the west central subregion have been established, including specific priorities for Carlingford.

This planning proposal supports the priorities for Carlingford as part of the West Central Subregion as set out below:

Table 3 Priorities for Carlingford as part of the West Central Subregion

Priority	Consistency	Comment
Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Way.	Yes	The following planning proposal provides an opportunity to redevelop a site that is well suited for density, is well connected by existing transport services to neighbouring strategic centres and is in close proximity to job rich centres including Parramatta CBD, Macquarie Business Park and the specialised precincts of Rydalmere and Westmead. At a finer scale, within Carlingford itself, the site is adjacent to the higher density of Carlingford Town Centre, is zoned as B2 Local Centre and is within 350 metres of Carlingford Station.

Priority	Consistency	Comment
Plan for continued delivery of housing in the North West Growth Centre with planning focused on infrastructure delivery when needed, housing choice, affordability and sustainability.	Yes	Although the site itself does not fall within the North West Growth Centre, the site is located within the Hills LGA and is within the proximity of a number of evolving urban centres and specialised precinct. Growth of these nominated centres along with the provision of transport infrastructure in these areas will increase housing demand in suburbs like Carlingford with existing rail and road transport services. Accordingly the planning proposal is seen to hold strategic merit in context to its location.
Provide capacity for additional mixed-use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and education precinct in Rydalmere, arts and culture in Parramatta, a sports Precinct around Parramatta Stadium and housing in all precincts.	Yes	The following planning proposal is situated in Carlingford which is in close proximity to Parramatta CBD (approximately 6.5 km) and less than 4 km from Rydalmere Education precinct and within 8 km to Westmead Health Precinct. As such the Planning Proposal will ensure the adequate delivery of necessary housing infrastructure as well as complimentary mixed uses including a child care centre and recreational facilities in the form of gymnasium that will benefit future residents as well as the immediate community.
Improve transport connections between Greater Parramatta and other Western Sydney centres and precincts, commencing with Macquarie Park via Carlingford, Castle Hill via Old Northern Road, Bankstown and Sydney Olympic Park.	Yes	The NSW Government has announced the Carlingford to Parramatta light rail link, which will significantly enhance current transport service provision to Carlingford, which has relied on direct sprint services between Clyde and Carlingford. The Light Rail project will mean Carlingford is directly connected to Parramatta.
Investigate a potential light rail corridor from Parramatta to Macquarie Park via Carlingford.	Yes	As above.

Is the planning proposal consistent with a Council's local strategy or other local strategic plan?

The proposal is seen to closely align with the following Council Strategies:

Hills Local strategy 2008

"There are considerable opportunities remaining for high and medium density housing in established areas such as Carlingford and Baulkham Hills town centres and around future rail stations"

The Hills draft local strategy identifies opportunity for high and medium density housing around Carlingford Town centre that is within the proximity of transport infrastructure.

- The planning proposal put forward the recommendation for a key site adjacent to Carlingford Town Centre, within 400 metres of Carlingford Station. Additionally, fronting Pennant Hills Road, the site is serviced by a strategic bus route from Parramatta to Macquarie Park.
- The proposal also offers integrated complimentary uses of the site for a child care centre and a gymnasium and as such is seen to retain the existing use of the site as a commercial premise.
- The proposal is also seen to be more aligned to the current zoning of the site as a B2 Local Centre.

Hills Residential Direction 2008

The Hills residential direction identifies the following key indicators that determine the suitable location for residential developments:

“key factors in determining suitable locations for higher density housing are proximity to jobs, transport and services and the need for suitable transitions from more intense uses”

Based on the above indicators, the planning proposal is consistent and must be highly recommended for greater density, as the subject site is

- **Well Connected:** Within the walkable catchments of Carlingford Station and is well serviced by existing bus routes. The announced Western Sydney Light Rail project will also mean Carlingford is directly connected to Parramatta.
- **Proximity to Jobs:** The site is well situated strategically, close to job rich centres of Parramatta CBD, Macquarie Park and specialised health and education precincts of Westmead and Rydalmere respectively. This will be further enhanced through the Western Sydney Light Rail project.
- **Facilitate built form transitions:** The site is adjacent to South Carlingford Precinct characterised by higher density with maximum height of buildings set at 57 metres. The following proposal recommends development blocks that facilitate for varying heights and as such offer a transition of building heights.

Higher density developments will be situated along the eastern edge of the site to mirror the heights of developments along the south western edge of the town centre. An appropriate transition in heights will be attained across the site with a maximum height of 3 storeys recommended for developments along the western edge of the site, thereby ensuring minimal privacy concerns of neighbouring detached dwellings.

As such the Planning Proposal is in accordance with Council's Residential Housing Strategy.

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

The consistency of the Planning Proposal with the applicable State Environmental Planning Policies is discussed at **Table 4** below.

Table 4 Response to State Environmental Planning Policies

State Environmental Planning Policy	Consistency	Comment
SEPP 1—Development Standards	N/A	
SEPP 14—Coastal Wetlands	N/A	
SEPP 15—Rural Land sharing Communities	N/A	
SEPP 19—Bushland in Urban Areas	N/A	
SEPP 21—Caravan Parks	N/A	
SEPP 26—Littoral Rainforests	N/A	
SEPP 29—Western Sydney Recreation Area	N/A	
SEPP No 30—Intensive Agriculture	N/A	
SEPP 32—Urban Consolidation (Redevelopment of Urban Land)	Yes	The goals of the Planning Proposal are seen to be in line with the objectives and requirements under this SEPP as the proposal identifies high development potential for site in light of its zoning and proximity to Carlingford Station and Carlingford Town Centre.

State Environmental Planning Policy	Consistency	Comment
SEPP 33—Hazardous and Offensive Development	N/A	
SEPP 36—Manufactured Home Estates	N/A	
SEPP 39—Spit Island Bird Habitat	N/A	
SEPP 44—Koala Habitat Protection	N/A	
SEPP 47—Moore Park Showground	N/A	
SEPP 50—Canal Estate Development	N/A	
SEPP 52—Farm Dams and Other Works in Land and Water Management Plan Areas	N/A	
SEPP 55 – Remediation of Land	Yes	There is no knowledge of prior contaminating use on the land. The site is currently in use as a commercial office building and adjoins residential uses. A search of the NSW Contaminated Land Register only revealed a single notice for 137 Annangrove Road, Kenthurst which is not in proximity to the subject site A Preliminary Environmental Assessment will be required to identify whether there is any potential for contamination on the site. If there is, a Phase Two Environmental Assessment and a Remediation Action Plan will need to be prepared. This may occur before the approval of residential uses.
SEPP 59—Central Western Sydney Regional Open Space and Residential	N/A	
SEPP 62—Sustainable Aquaculture	N/A	
SEPP 64 – Advertising and Signage	Yes	The Planning Proposal will not contradict or hinder the application of this SEPP if and when signage is proposed under future development.
SEPP 65 – Design Quality of Residential Apartment Development	Yes	The Urban Design Study for the site has been informed by SEPP 65 Principles. As such the proposal is seen to meet solar access and unit size standards as required by the Apartment Design Guide. The Planning Proposal is not considered to hinder the application of this SEPP or the accompanying Apartment Design Guide.
SEPP 70—Affordable Housing (Revised Schemes)	N/A	
SEPP No 71—Coastal Protection	N/A	
SEPP (Affordable Rental Housing) 2009	Yes	The Planning Proposal only proposes to amend the current Height and FSR controls on the site under the Hills Shire LEP 2012. Should the following proposal be approved, any forthcoming DAs will not preclude the inclusion of affordable houses on site.
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The Planning Proposal will be consistent with the application of this SEPP. Future residential use on the site will be required to achieve minimum BASIX requirements (energy and water efficiency and thermal comfort) to qualify for a BASIX Certificate and compliance with SEPP BASIX.
SEPP (Exempt and Complying Development Codes) 2008	Yes	The Planning Proposal will not contradict or hinder the application of this SEPP.
SEPP (Infrastructure) 2007	Yes	The Planning Proposal will not contradict or hinder the application of this SEPP.
SEPP (Kosciuszko National Park—Alpine Resorts) 2007	N/A	
SEPP (Kurnell Peninsula) 1989	N/A	

State Environmental Planning Policy	Consistency	Comment
SEPP (Major Development) 2005	N/A	
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N/A	
SEPP (Miscellaneous Consent Provisions) 2007	N/A	
SEPP (Penrith Lakes Scheme) 1989	N/A	
SEPP (Rural Lands) 2008	N/A	
SEPP (SEPP 53 Transitional Provisions) 2011	N/A	
SEPP (State and Regional Development) 2011	N/A	
SEPP (Sydney Drinking Water Catchment) 2011	N/A	
SEPP (Sydney Region Growth Centres) 2006	N/A	
SEPP (Three Ports) 2013	N/A	
SEPP (Urban Renewal) 2010	N/A	
SEPP (Western Sydney Employment Area) 2009	N/A	
SEPP (Western Sydney Parklands) 2009	N/A	

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

A review of the consistency of the Planning Proposal with the Ministerial Directions for LEPs under Section 117 of the EP&A Act 1979 is discussed at **Table 5** below.

Table 5 Response to Section 117 Directions

No.	Direction	Objectives	Consistency	Comment
1	Employment and Resources			
1.1	Business and Industrial Zones	- encourage employment growth in suitable locations, - protect employment land in business and industrial zones, and - support the viability of identified strategic centres.	N/A	The planning proposal does not seek to amend the existing land use zone for the site which is identified as B2 Local Centre. The land currently contains a two storey commercial development with a gymnasium. In addition to providing for housing, the following planning proposal will preserve the commercial use of the site by including ground floor non-residential uses which can be used for complimentary mixed uses such as a child care centre and a gymnasium.
1.2	Rural Zones	to protect the agricultural production value of rural land.	N/A	The Planning Proposal does not affect land within an existing or proposed rural zone.
1.3	Mining, Petroleum Production and Extractive Industries	to ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.	N/A	The Planning Proposal does not relate to the mining of coal or other materials, production of petroleum or extractive materials.
1.4	Oyster Aquaculture	to ensure that Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area are adequately considered when preparing	N/A	The Planning Proposal does not relate to oyster aquaculture.

No.	Direction	Objectives	Consistency	Comment
		- a planning proposal, - to protect Priority Oyster Aquaculture Areas and oyster aquaculture outside such an area from land uses that may result in adverse impacts on water quality and consequently, on the health of oysters and oyster consumers.		
1.5	Rural Lands	- protect the agricultural production value of rural land, - facilitate the orderly and economic development of rural lands for rural and related purposes.	N/A	The Planning Proposal does not apply to an existing or proposed rural or environmental protection zone.
2 Environment and Heritage				
2.1	Environmental Protection Zones	to protect and conserve environmentally sensitive areas.	N/A	The Planning Proposal does not apply to land within an environmental protection zone or identified for environmental protection purposes.
2.2	Coastal Protection	to implement the principles in the NSW Coastal Policy.	N/A	The Planning Proposal does not apply to land within the coastal Zone.
2.3	Heritage Conservation	to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	Yes	The Planning Proposal contains provisions to facilitate the conservation of heritage items through the provision of adequate setbacks and retention of view lines. Although the subject site is not considered to be of heritage significance, the site is observed to be in proximity to items of local heritage significance. These include the K13 Submarine Memorial Park, across the site from Pennant Hills Road, in Parramatta LGA and the Carlingford Stock Feed, adjacent to the Carlingford Station. The above sites are observed to be a reasonable distance from the subject site and as such will not be impacted by the planning proposal.
2.4	Recreation Vehicle Areas	The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.	N/A	The Planning Proposal does not seek to enable land to be developed for the purposes of a recreation vehicle area.
3 Housing, Infrastructure and Urban Development				
3.1	Residential Zones	- To encourage a variety and choice of housing types to provide for existing and future housing needs, - To make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and - To minimise the impact of residential development on the environment and resource lands.	Yes	The Planning Proposal will improve variety and choice of housing types in Carlingford by encouraging high density residential development less than 400 metres from Carlingford Station. Additionally the site addresses Pennant Hills Road which is serviced by several bus routes to Macquarie Park, Parramatta and neighbouring suburbs. The strategic location of the site is reinforced by the proposed Carlingford

No.	Direction	Objectives	Consistency	Comment
				to Parramatta Light Rail link.
3.2	Caravan Parks and Manufactured Home Estates	- to provide for a variety of housing types, and - to provide opportunities for caravan parks and manufactured home estates.	N/A	The Planning Proposal does not relate to the location or provision for caravan parks or manufactured homes.
3.3	Home Occupations	to encourage the carrying out of low-impact small businesses in dwelling houses.	Yes	The Planning Proposal does not seek to change the permissibility of home occupations in dwelling houses.
3.4	Integrated Land Use and Transport	- Improve access to housing, job and services by walking, cycling and public transport - Increase the choice of available transport and reducing dependence on cars - Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car - Supporting the efficient and viable operation of public transport services - Providing for the efficient movement of freight	Yes	The following proposal seeks to increase density for residential uses in a site that is well connected and highly accessible by existing rail and road transport. The site is located in Carlingford which is strategically located in proximity to several evolving centres including Parramatta CBD, Macquarie Business Park, Norwest, Westmead and Rydalmere Priority Precincts. The growth of these centres will provide increased jobs, amenities and retail opportunities. The Carlingford to Parramatta Light Rail link was also announced as part of the first stage of the Western Sydney Light Rail network. In regards to the above context, Carlingford is recognised an ideal location for the provision of housing. Within Carlingford, the subject site is less than 400 metres from Carlingford Station and is additionally serviced by several bus routes that run between Parramatta and Macquarie Park. As such the site is seen to be in line with the principles of integrated land use planning.
3.5	Development Near Licenced Aerodromes	- to ensure the effective and safe operation of aerodromes, and - to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity, and - to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.	Yes	The Planning proposal does not fall within land affected by the 2033 Australian Noise Exposure Forecast contours as illustrated by the 2033 ANEF contours Map.
3.6	Shooting Ranges	- to maintain appropriate levels of public safety and amenity when rezoning land adjacent to an existing shooting range, - to reduce land use conflict arising between existing shooting ranges and rezoning of adjacent land,	N/A	The Planning Proposal does not seek to affect, create, alter or remove a zone or provision relating to land adjacent to or adjoining an existing shooting range.

No.	Direction	Objectives	Consistency	Comment
		to identify issues that must be addressed when giving consideration to rezoning land adjacent to an existing shooting range.		
4	Hazard and Risk			
4.1	Acid Sulfate Soils	to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	N/A	The Planning Proposal does not apply to land identified as having a probability of acid sulfate soils.
4.2	Mine Subsidence and Unstable Land	to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	N/A	The Planning Proposal does not apply to land that is within a mine subsidence district or that has been identified as being unstable.
4.3	Flood Prone Land	- to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and - to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	N/A	The Planning Proposal does not apply to land that is considered to be Flood Prone Land. A Section 149 Certificate was obtained and appended with the report that confirms that the subject site is not flood prone.
4.4	Planning for Bushfire Protection	- to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and - to encourage sound management of bush fire prone areas.	N/A	The Planning Proposal does not affect land mapped as bushfire prone land.
5	Regional Planning			
5.1	Implementation of Regional Strategies	to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.	N/A	The Planning Proposal does not apply to land subject to regional strategies.
5.2	Sydney Drinking Water Catchment	to protect water quality in the Sydney drinking water catchment.	N/A	The Planning Proposal does not apply to land in the Sydney drinking water catchment.
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	- to ensure that the best agricultural land will be available for current and future generations to grow food and fibre, - to provide more certainty on the status of the best agricultural land, thereby assisting councils with their local strategic settlement planning, and - to reduce land use conflict arising between agricultural use and non-agricultural use of farmland as caused by urban encroachment into farming areas.	N/A	The Planning Proposal does not apply to land in the nominated Council areas.

No.	Direction	Objectives	Consistency	Comment
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	- to protect the Pacific Highway's function, that is to operate as the North Coast's primary inter- and intra-regional road traffic route; - to prevent inappropriate development fronting the highway; - to protect public expenditure invested in the Pacific Highway; - to protect and improve highway safety and highway efficiency; - to provide for the food, vehicle service and rest needs of travellers on the highway; and - to reinforce the role of retail and commercial development in town centres, where they can best serve the populations of the towns.	N/A	The Planning Proposal does not apply to land in Council areas on the North Coast.
5.8	Second Sydney Airport: Badgerys Creek	to avoid incompatible development in the vicinity of any future second Sydney Airport at Badgerys Creek.	N/A	The Planning Proposal does not apply to land in the vicinity of Badgerys Creek.
5.9	North West Rail Link Corridor Strategy	- promote transit-oriented development and manage growth around the eight train stations of the North West Rail Link (NWRL) - ensure development within the NWRL corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.	N/A	Although the planning proposal falls within the Hills Shire LGA, the subject site is not located within the NWRL corridor and is not in the immediate vicinity of the transit stations (Rouse Hill, Kellyville, Bella Vista, Norwest) proposed in the Hills LGA.
6	Local Plan Making			
6.1	Approval and Referral Requirements	to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Yes	The Planning Proposal does not contravene the objectives of this direction.
6.2	Reserving Land for Public Purposes	- to facilitate the provision of public services and facilities by reserving land for public purposes, and - to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	Yes	The portion of the site along the south western and eastern edge is subject to land reserved for acquisition by RMS. This proposal will not hinder the dedication of that land to the RMS and recommends the dedication of the land.
6.3	Site Specific Provisions	To discourage unnecessarily restrictive site specific planning controls.	Yes	The Planning Proposal seeks to amend the height and FSR controls of land that is adjacent to Carlingford Town Centre. The Town Centre precinct under the Hills Shire DCP follows specific controls. The proposal recommends that the Town centre controls be applied to the subject site. As such the following proposal does not enforce restrictive site specific planning controls.
7	Metropolitan Planning			
7.1	Implementation of the Metropolitan Plan for Sydney.	Give legal effect to the vision, land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney.	Yes	The Planning Proposal will enable development that is consistent with the key directions of the Metropolitan Strategy, as discussed above in Section 4.2 of this report.

5.3 Section C - Environmental, social and economic impact

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

There are no impacts envisaged. The Planning Proposal site is located in a built up area with existing development. Future Development Applications will be required to be accompanied by Arborist Reports assessing the significance of vegetation on each site.

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

The Planning Proposal is not likely to result in development that will create any significant adverse environmental effects.

Solar Access and Overshadowing

A detailed assessment of the shadow impacts of the proposed built form was undertaken as part of the Urban Design Study (**Attachment B**) and results indicate minimal shadow impacts, ensuring adjoining residential properties receive a minimum of 4 hours of direct solar access.

Further solar access and overshadowing analysis can be undertaken post-gateway determination in the development of a master plan and site specific DCP controls.

Noise and Air Quality

Future Development Applications will be required to take into consideration the traffic noise impacts of Pennant Hills Road. It is anticipated that Conditions of Consent will be imposed on future applications requiring compliance with acceptable air quality standards and recommended noise mitigation measures for the detailed architectural design of the buildings.

Environmental Sustainability

The planning proposal recommends redevelopment of a site in close vicinity to a number of evolving centres that are rapidly growing. These centres are seen to generate additional jobs and services in the area. By locating housing close to jobs, services and existing transport infrastructure, the development intends to reduce dependence on individual vehicle travel and thereby promote sustainability.

Additionally, future Development Applications will need to comply with the requirements under SEPP BASIX.

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

The subject site is adjacent to the Carlingford Town Centre, is currently zoned as B2 Local centre and accommodates a 2 storey commercial development with a recreational gym.

The planning proposal thereby provides an opportunity to redevelop a strategically located site and provide for increased density, close to existing public transport, services and amenities of the town centre. It proposes to maintain current zoning while increasing height and FSR to facilitate for additional housing and mixed uses complementary to the Town Centre and the current zoning of the site.

Furthermore, the proposal recommends the integration of an equivalent of existing commercial floor space within any future development on site and subsequently will have no net job loss.

Recommended uses of the commercial space include a child care centre and a gymnasium which are uses which will benefit the local community. As such the development will provide for an overall positive impact.

5.4 Section D - State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

The Planning Proposal will result in higher densities in the immediate vicinity (approximately 350 metres) of the existing Carlingford Train Station that conveniently connects the site to Sydney CBD, Parramatta CBD and neighbouring suburbs via rail infrastructure.

Additionally, the site directly addresses Pennant Hills Road which is serviced by several bus routes to Macquarie Park and Parramatta CBD, Westmead and Rydalmere.

Noting the strategic location of Carlingford, amongst a number of evolving urban centres, the suburb has been nominated for a potential light rail route that will connect Parramatta to Macquarie Park.

It is also noted that the NSW Government recently announced the Carlingford to Parramatta Light Rail link as part of the Western Sydney Light Rail project. This will provide significant enhancement to existing transport services.

Accordingly the proposed increase in density as set out in the attached concept plan is justified in light of the future context of Carlingford.

What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The NSW Department of Planning and Environment and other government agencies have not been consulted on the proposal. It is anticipated that such agencies would be referred the Planning Proposal upon its submission to Council.

6.0 Consultation

The Hills Shire Council

Triple Eight and Architectus have engaged with the Hills Shire Council. A meeting between Architectus and Council officers, including the Director of Planning, was held on 7 September 2015. At this meeting, it was noted by Architectus that:

- **Further apartment development in Carlingford is not supported, as Council has achieved dwelling targets for this centre.**

It is considered that this site presents a unique opportunity for apartment and mixed use development, given its proximity to Carlingford Station and serviced by strategic bus services between Macquarie Park and Parramatta. It is also a large site, in single land ownership and therefore presents the opportunity for good quality and comprehensive redevelopment of the site. It is also in close proximity to the recently announced light rail linking Parramatta directly to Carlingford, which would significantly enhance connectivity.

- **Carlingford has poor transport connectivity, given the Railway Station is serviced by a single sprint line to Clyde. It is very underutilised.**

The NSW Government has recently announced the conversion of the Carlingford Line to Light Rail as part of the Western Sydney Light Rail project. This will provide direct rail connectivity to Parramatta City Centre, and thus provide a significant boost to public transport connectivity for Carlingford.

- **There is significant demand for open space in the local area, which is what Council would be looking for.**

The subject site is not of a size that can provide a suitable open space to contribute to the broader Hills Shire area. Notwithstanding, the planning proposal presents an opportunity for changes to contributions (either through a VPA or amendments to the Section 94 plan), to significantly increase the value of contributions resultant from future development of the site. This can assist with the purchase of land for open space, public domain upgrades and other community infrastructure.

7.0 Conclusion

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning publication 'A Guide to Preparing Planning Proposals' dated July 2012.

The objective of the planning proposal is to provide for increased housing density and complementary mixed uses in a well situated and strategically located site addressed as 241 Pennant Hills Road, Carlingford. The Planning Proposal notes that the site is currently zoned as B2 Local Centre and the following proposal is seen to uphold the objectives of the current zoning by:

- Providing for mixed uses on site that will benefit the immediate community such as a child care centre and gymnasium in addition to retaining existing jobs on site;
- Providing additional dwellings in close proximity to existing public transport infrastructure and accordingly encourage public transport patronage;

In order to achieve the proposed density on site, the following Hills Shire LEP provisions will need to be amended:

- **Maximum Building Height:** Increase the maximum building height from 9 metres to 15-57 metres. Alternative building heights will allow for a better built form transition from the higher density of the Carlingford Town Centre Precinct east of the subject site to the lower density development west of the site.
- **Maximum Floor Space Ratio:** Increase the maximum floor space ratio from 1:1 to up to 2.8:1. This will allow for the realisation of a development outcome of varied built form and suitable for the subject site.

The Planning Proposal is guided by and consistent with the strategic directions of the Plans for Growing Sydney, Council's strategic plans and directions, and a detailed urban design study that informs the preferred built form.

It is considered that this Planning Proposal report is sufficient for Gateway Determination. It is recommended that Council support this Proposal in recognition of the site's ability to provide for a mix of housing choices close to well serviced public transport infrastructure, evolving job rich centres and the services and amenities these centres provide.

The case for increasing density and height on the subject site is strengthened by the announced Carlingford to Parramatta Light Rail service.

In light of the above, it is considered that the following Planning Proposal is justified on the basis of strategic merit and should be recommended for support.

Architectus recommends that Council support this Planning Proposal and resolve to submit it to the Department of Planning and Environment for Gateway Determination.

