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CASTLE HILL **SITE B**  
**URBAN DESIGN REPORT**

QIC

OCTOBER 2022





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Hatch-RobertsDay respectfully acknowledges the traditional lands of the first nations people of Australia and pays respect to their Elders past, present and emerging. We acknowledge their living connection to country, relationship with the land and all living things, extending back tens of thousands of years.

Hatch-RobertsDay recognise and accepts our responsibility to learn from, and to promote, the intrinsic value of the Aboriginal and Torres Strait Islander cultures understanding that this heritage enriches Australia.

We stand with Elders and First Nations People in achieving voice, treaty, and truth locally and nationally.



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# PROJECT INTRODUCTION

This Urban Design Report presents the strategic urban design vision and supporting analysis for the proposed planning scheme amendments required to enable the urban renewal of the strategic parcel of land within the Castle Hill Strategic Centre known as Site B.

The site is a relatively discrete parcel owned by Queensland Investment Corporation (QIC); an investment company owned by the Queensland Government. QIC are a major landholder and investor in Castle Hill and are committed to the sustainable economic and social growth of the area. QIC own and manage the nearby Castle Towers retail centre, the Castle Mall shopping centre on Old Northern Road as well as several other sites in and around the urban centre which are subject to separate planning considerations.

QIC acquired Site B as part of a strategic vision to significantly expand the retail centre and progressed a number of early works and infrastructure investments towards this outcome including upgrades to intersections along Showground Road.

In early 2021 QIC appointed a project team to develop a new vision for the site. The brief was to envision a sustainable urban quarter that would:

- realise state planning objectives for urban densification along strategic transport corridors;
- leverage the walkable access to the rail station and local amenity and unlock the potential of the site to support sustainable development and sustainable lifestyles; and
- deliver broad reaching and tangible community benefit.

This report demonstrates how the proposed concept achieves these outcomes through a site specific, place-based design approach, underpinned by a thorough analysis of the existing site and surrounding context, and utilising best practice in the design of streets, spaces and buildings.

## SITE FEATURES

- 4.75ha consolidated parcel within the walkable catchment of the recently opened Castle Hill Metro Station
- 4 road frontages with established access from Showground Road. Frontage to Pennant Street, Castle street and Kentwell Avenue
- Topographical features including 16m change in elevation across the site from north to south.





# QUEENSLAND INVESTMENT CORPORATION

QIC (Queensland Investment Corporation) is an investment company owned by the Queensland Government. QIC is a long-term investor in retail and owns and manages 44 Flagship real estate assets across Australian and the U.S.

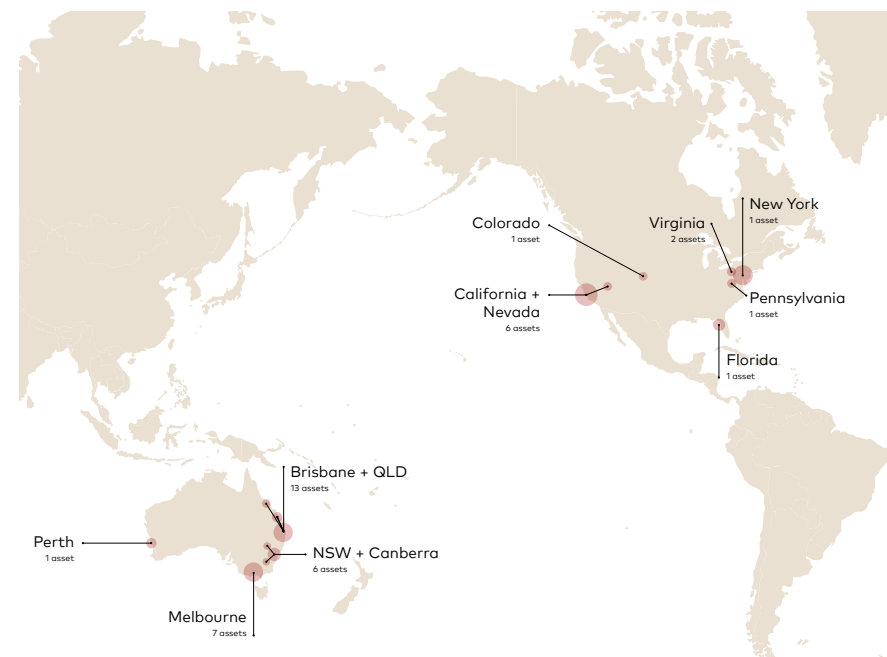
QIC GRE's Eastlands shopping centre in Melbourne has been awarded one of the world's most prestigious architecture prizes for its open-air Town Square destination. The accolade for best shopping mall exterior in South Asia and the Pacific was bestowed by the esteemed Prix Versailles jury in association with UNESCO and the International Union of Architects.

QIC has an investment strategy to:

- re-invent and remix their retail environments to create community-centric and mixed-use town centres;
- introduce complementary usages to drive customer footfall and sales productivity within the retail cores and to activate the local urban environments and town centres; and
- take action on climate change building 'climate-aware' portfolios and establish decarbonisation pathways that address scope 1, 2 and 3 emissions.

These strategic directions have been integral to the development of the vision for Site B and have informed the proposed place and design outcomes.

## QIC Retail Assets





# PLACE VISION

The vision for Site B is to make a meaningful contribution to the vibrancy, connectivity and long-term sustainability of the Castle Hill Strategic Centre.

The transformation of the Castle Hill Strategic Centre from a post war, car dominated, sub-urban retail centre to a 21st century urban place has the potential to deliver considerable value for the local community and economy.

This transformation will release the value of the centre's:

- regional location and strategic public transport infrastructure,
- walkable access to amenity, public transport and employment, and
- Castle Hill's rich cultural heritage.

The urban transformation will be achieved through:

- improved connections and open space,
- greater housing choice, and
- increased diversity of jobs.

Through a "place lead" masterplan, it will be possible to:

- unlock the full potential of Site B as an exemplary sustainable transit-orientated urban living quarter,
- offer future residents opportunities to realise the social, economic and health benefits of living in a high amenity walkable urban environment, and

- deliver on strategic policy objectives for increased density and housing diversity close to train stations and established town centres.

The vision will deliver a new high amenity urban-living quarter focused around a central urban parkland providing both future and the existing community's access to new green space and redress the lack of quality useable green infrastructure in the locality.

The quarter will complement the established retail and entertainment destinations within the urban centre. Site B will integrate the WoodWards urban extreme sports leisure centre creating a new and unique attractor that will bring new visitors and business into Castle Hill. The Woodward centre is subject to parallel planning processes to Site B planning approvals.

The development will leave an enduring legacy for Castle Hill and a place residents will be proud to call home.

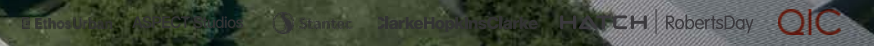
## DEVELOPMENT SUMMARY

The key development outcomes include:

- Estimated 1,410 new residential apartments within the walkable catchment of the Metro station.
- Approximately 3,500m<sup>2</sup> of new urban parklands with integrated open space infrastructure including ball courts, picnic areas, exercise trails. Opportunities to retain a number of established trees.
- Over 18,600m<sup>2</sup> of non-residential uses with potential for a mix of commercial floor space, leasable retail space and community amenities including childcare.
- Ground floor activation of urban streetscapes with opportunity for food and beverage as well as local convenience retail including a providore style micro supermarket.
- Integration of Australia's first Woodward's indoor urban sport centre as a medium to long term active leisure use on site creating a regional tourism draw-card for Castle Hill.
- New pedestrian and cycle links though the site include a future footbridge link over Pennant street.









# PROJECT HIGHLIGHTS

## THE STRATEGIC COMMUNITY BENEFITS DELIVERED BY THE PROJECT

Through the urban development of Site B a range of broad-reaching and tangible community benefits will be generated for the Castle Hill region.

These project outcomes will be the enduring legacy of the project and be shared by both new and existing residents and established businesses.

The project’s design and place strategy has been grounded in established principles that are aligned to widely recognised community aspirations.

### DESIGN AND PLACE PRINCIPLES



Deliver beauty and amenity to create a sense of belonging for people.



Deliver inviting public spaces and enhanced public life to create engaged communities. Public space for public life.



Promote productive and connected places to enable communities to thrive.



Deliver sustainable and greener places to ensure the well-being of people and the environment.



Deliver resilient, diverse places for enduring communities.

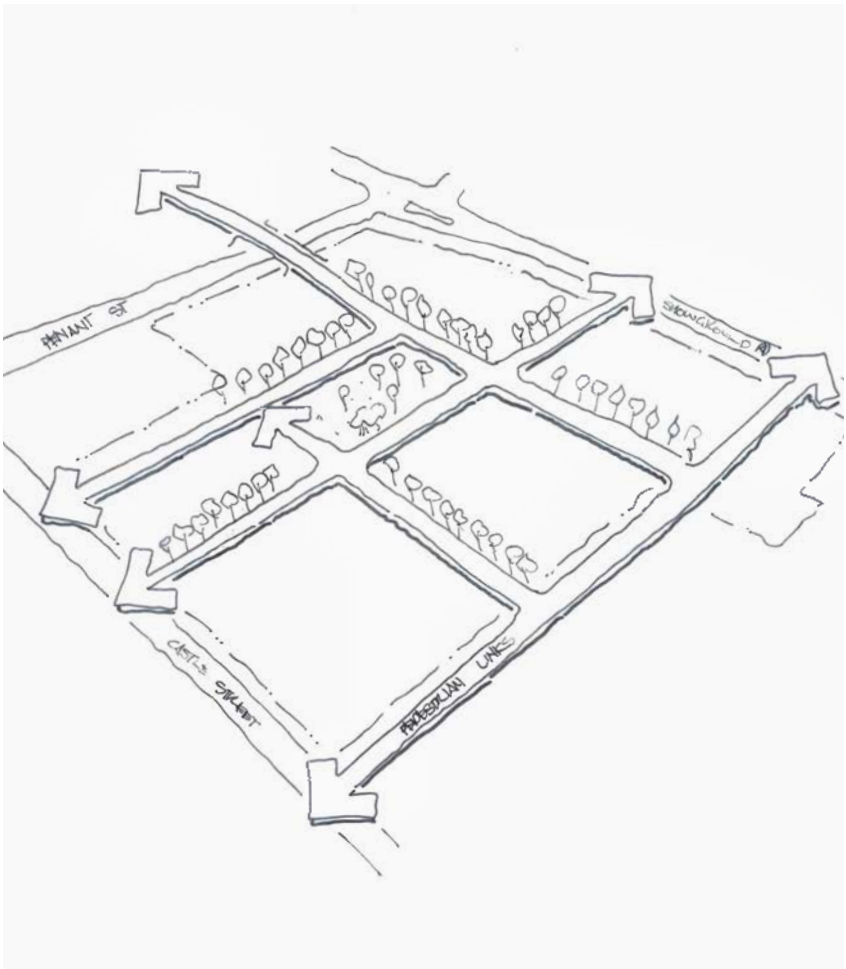
## NEW GREEN SPACES AND URBAN PLACES

- A new urban parkland providing vital access to quality green space for both the new development and the broader community.
- Dynamic urban spaces and plaza areas providing the setting for social engagement and interaction, enabling residents to build the bonds of community.



## IMPROVED PEDESTRIAN CONNECTIVITY

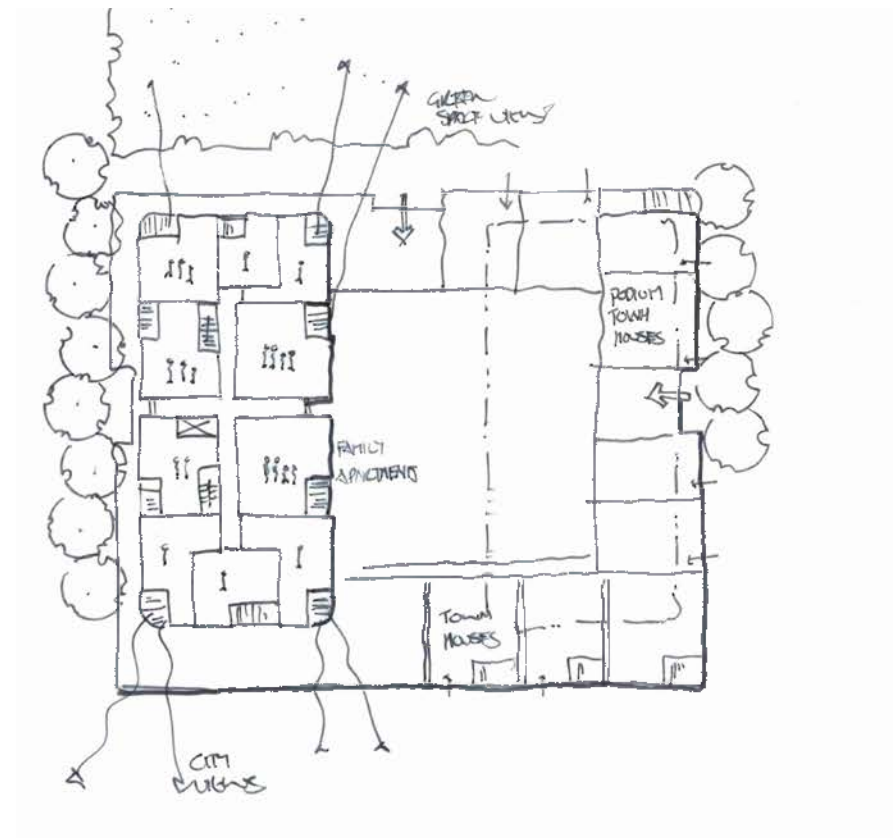
- Enabling safe and convenient pedestrian connection over Pennant Street via a future footbridge link Site B to the Castle Hill urban core including Old Northern Road and the Metro Station.
- Delivering a pedestrian prioritised, walkable urban environment with traffic calmed local streets.





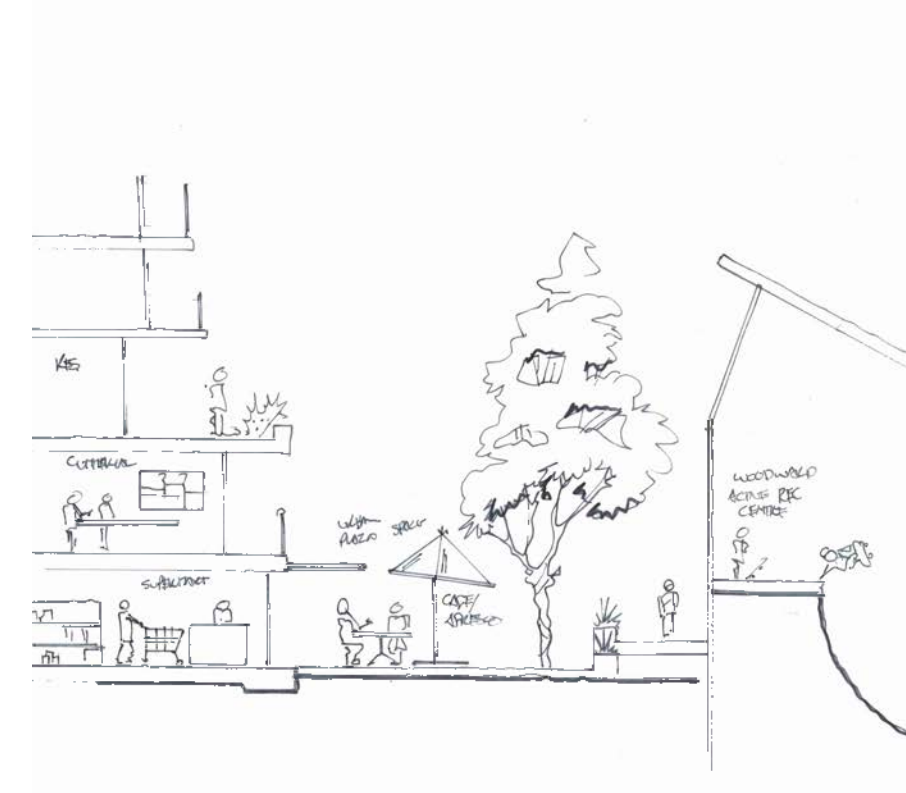
## HIGH AMENITY URBAN LIVING ENVIRONMENT

- Deliver high-quality urban living environments with access to open space, local convenience, sunlight and views.
- Increased housing choice with a range of apartment sizes to meet the needs of a diverse community including family-friendly apartments and flexible live-work townhouse style apartments.



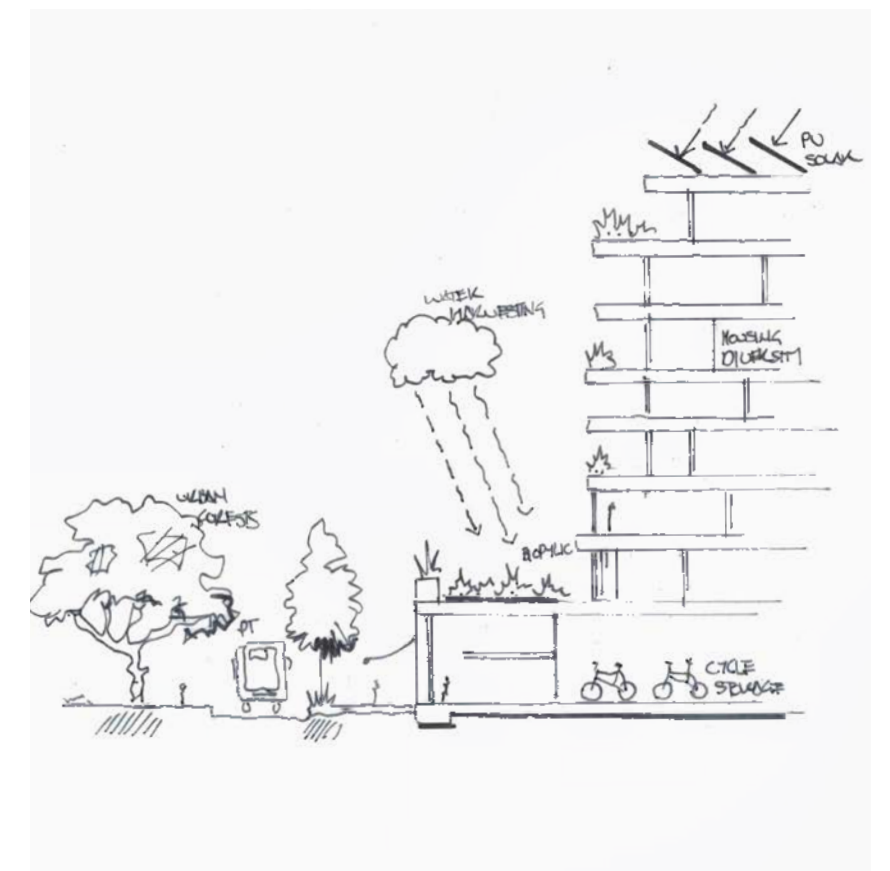
## AN ACTIVATED, MIXED-USE DESTINATION

- Ground floor activation with local convenience retail overlooking the park and internal streets. Opportunities for larger format showroom style retail, commercial and medical uses to the highly visibility main road frontages.
- Enhancing Castle Hill as a regional destination with a new extreme sports leisure centre creating jobs and attracting new visitors to the urban centre.



## SUSTAINABLE URBANISM

- A walkable transit oriented development with access to mass transit, retail, employment and amenity within a 5 minute walk.
- Enabling active healthy lifestyles with increased opportunity for walking and cycling.
- Creating the opportunity for increased social engagement and interaction within the shared green spaces and urban places.
- Unlocking the shared economic benefits of reduced car usage resulting in reduced transport related carbon emissions.
- Opportunity for leading practice sustainable built-form.





# THE PLACE CONTEXT

## SYDNEY’S UNIQUE HILLS DISTRICT

Castle Hill is strategically located in the Central City District of Greater Sydney with access to the established Metropolitan Cities of Central Sydney connecting the Castle Hill Strategic Centre to the major economic centres of NSW.

It is the social and commercial heart of the Hills Shire and serves a diverse and dynamic local community. It is an infrastructure-rich area of Sydney with well-established transport and community infrastructure that has the potential to meet the needs of a growing urban community.

The area has an established, aspirational identity and is known as a relatively secluded “Leafy Suburb” defined by its densely forested neighbourhoods, green streetscapes and generously sized modern residential homes with large landscaped gardens.

The area is transforming as investments in infrastructure and connectivity drives new urban development including increased housing diversity, activity and civic life.

Urban renewal and growth within Castle Hill will strengthen the social and economic participation in the core urban centre further enhancing the liveability of this aspirational region of Sydney.

### THE HILLS DISTRICT

- The Hills District of Sydney is characterised by the elevated neighbourhoods reaching across rolling hills and by the densely forested interconnecting gullies and waterways.
- The district is one of the most elevated urban areas of Sydney and many parts of the area enjoy views west to the Blue Mountains, south over the Sydney Basin as well as strategic sight-lines to the Sydney CBD with iconic landmarks such as Sydney Tower and the Harbour Bridge clearly visible on the horizon.
- Many of the urban centres in the Hills District are situated on elevated positions connected by the historic major road network that runs along the ridge-lines of the undulating terrain. Castle Hill exemplifies of this urban development legacy.

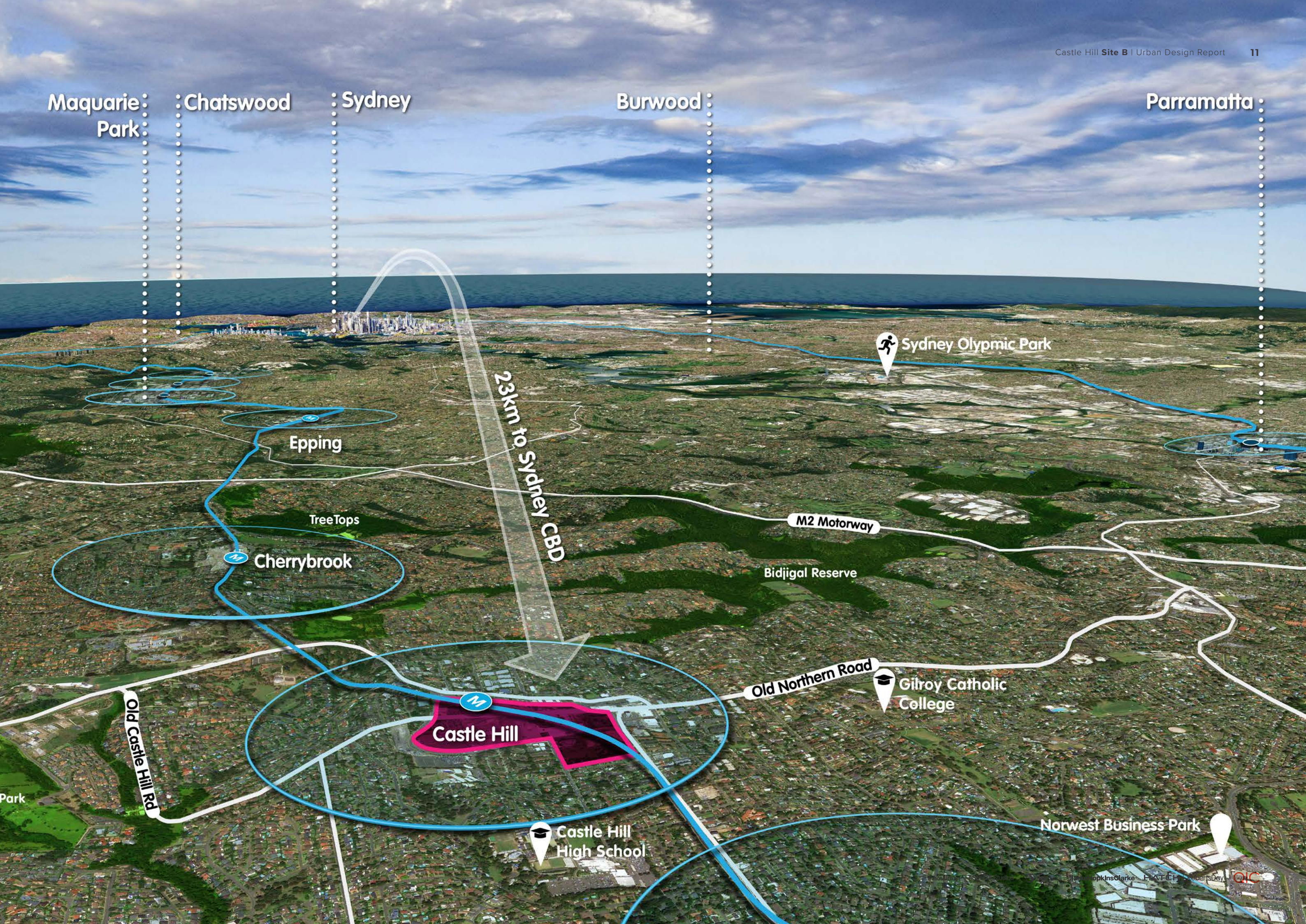
### ASPIRATIONAL NEIGHBOURHOODS

- The area is among the fastest growing, most popular regions in the Sydney basin. The area is attracting a large number of ‘upwardly mobile’, young families looking for a less congested living environment.
- A Castle Hill address is a source of pride, and the area features an established stock of quality homes located across the distinctive undulating terrain.
- Recent apartment block and townhouse developments have been transforming the urban landscape, catering to a demographic seeking both affordable living and readily accessible public transport.

### THE LEAFY NORTHERN SUBURBS

- The area is identified as an aspirational “Leafy Suburb” characterised by the large mature eucalyptus trees that form a relatively dense tree canopy across the neighoburhoods.
- The area is known for its quiet sweeping streets and generous front gardens with large, towering gum trees and other signatures of the Australian native landscape in both the public and private realms.
- The area is known for its wildlife with possums, cockatoos and brush turkeys thriving in the low-density neighbourhoods and forested gullies.





Maquarie Park

Chatswood

Sydney

Burwood

Parramatta

23km to Sydney CBD

Sydney Olympic Park

Epping

TreeTops

Cherrybrook

M2 Motorway

Bidjigal Reserve

Old Castle Hill Rd

Castle Hill

Old Northern Road

Gilroy Catholic College

Castle Hill High School

Norwest Business Park



# 30 MINUTE CITY

## THE REGIONAL CONTEXT & DEVELOPMENT DRIVERS

The Greater Sydney Regional Plan is framed around a vision for a ‘30-minute city’ where communities have convenient public transport access to jobs, education and services.

This plan strives to; improve connectivity between neighbourhoods, urban centres and the three cities; reduce car dependency; and promote healthy communities and active lifestyles.

Castle Hill plays a vital role in realising this planning vision and will:

- leverage public transport infrastructure investment to create new housing opportunities within 30-minutes of several major economic centres,
- grow as a major retail, commercial, and entertainment centre for the area, and
- provide a vibrant social and cultural hub for a broad local catchment.

The proposed development of Site B will make a significant contribution towards strengthening Castle Hill’s delivery of the 30-minute city vision.

### STRATEGIC CONNECTIVITY

- The North West Metro line commenced operation in 2019. This \$7.3B NSW Government investment was, at the time, one of the largest public transport investments in Australia.
- The investment in public transport planned to increase the liveability of both the emerging new communities and the established neighbourhoods through alternative transport modes and to combat the high levels of car dependence of the Northwest.
- The investment was intended to be a catalyst to attract economic growth and private investment into the established and emerging centres and to enable sustainable transit orientated and urban infill development.
- Castle Hill has become a major public transport interchange with a network of local and inter-centre bus routes converging on the Metro station including connections to Parramatta, Blacktown and Hornsby.

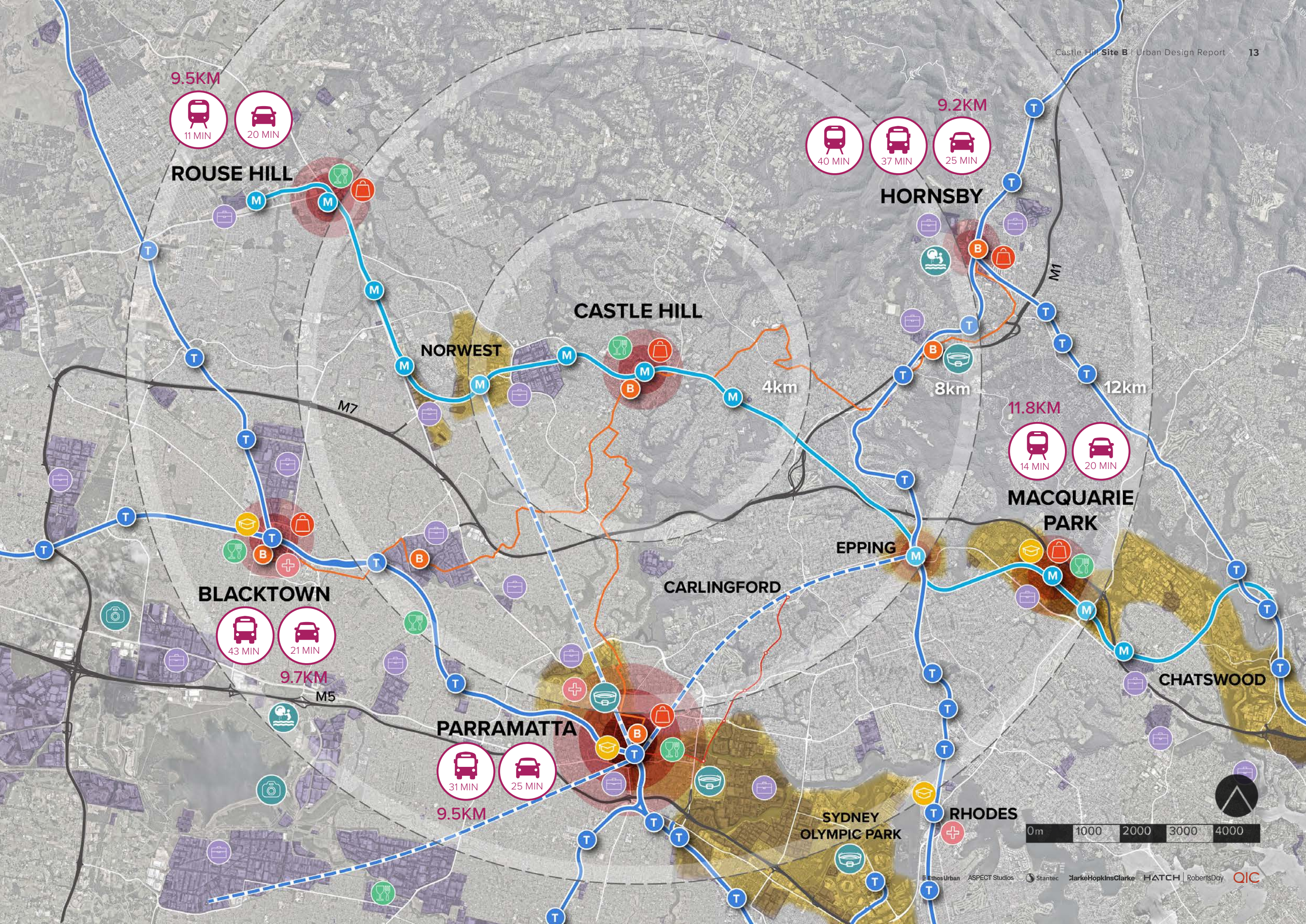
### ACCESS TO JOBS AND EDUCATION

- Castle Hill has significant public transport access to established major economic centres. The Metro line connects Castle Hill to the Northern Economic Corridor extending from Sydney CBD to Macquarie Park. High-frequency bus routes link the urban centre to Parramatta, Sydney’s second Metropolitan City.
- The Metro link also connects Castle Hill to the expanding commercial centres at Norwest Business Park and Rouse Hill creating a secondary Northwest economic corridor of complementary centres, each with their own individual roles.
- The centre has strategic road, bus and rail connections to major industrial areas and innovation centres including Seven Hills, Epping and Blacktown offering the community access to a broad range of employment opportunities.
- Residents have 30-minute access to Macquarie University as well as campuses of Western Sydney University, the Australian Catholic University, and Charles Sturt University.

### ACCESS TO HEALTH AND WELLBEING

- Health and Wellbeing are key drivers of visitation to the Castle Hill Strategic Centre and there is a relatively high concentration of medical centres and health service providers in the centre. It is an important services centre for the community, providing an important contribution to the 30-minute city vision for the area.
- As well as the local services, future and established residents are within 30-minutes of major health infrastructure including Westmead Hospital, The Children’s Hospital at Westmead, Macquarie University Hospital, Ryde Hospital. The Norwest Private Hospital and Private Sydney Adventist Hospital are also in close proximity.
- As well as essential health services, these destinations provide access to significant employment opportunities.







# THE LOCAL CONTEXT

## THE AMENITY TO SUPPORT FUTURE GROWTH

Castle Hill is identified as a Strategic Centre within the Central City District Plan recognising its role as the principal economic and the social heart of Hills Shire.

The 800 metre / 10 minute walkable catchment of the Metro station is designated as a focus for Transit Orientated Development in the Central District Plan and will play a vital role in meeting the establish housing principles and targets.

The plan recognises Castle Hill’s capacity to accommodate housing growth maximising the strategic investment in the catalyst North West Metro transport infrastructure.

Infill developments within the Transit Orientated Development area will provide the walking and cycling links to public transport, social infrastructure, local jobs and retail that promote healthy lifestyle and contribute to liveability.

Castle Hill meets key criteria for delivering new housing growth within the walkable catchment of transport infrastructure and established activity centres.

### COMMUNITY FACILITIES

- Castle Hill is a vibrant, services focused, urban centre that plays a vital role in supporting the liveability of the Hills District. The centre provides a broad range of services and social infrastructure required to meet the needs of a diverse community.
- The concentration of community, education and cultural infrastructure supports healthy, culturally rich, and connected communities and provides the basis for a community built around shared values and trust.
- The area has established cultural infrastructure including the Castle Cultural Centre, Pioneer Theatre and Castle Hill Library. Castle Hill is in close proximity to the Hills Showground, the setting for a wide range of cultural events and large community gatherings including music festivals and food markets.
- Access to a range of quality education centres is a key driver of growth for Castle Hill and the centre has access to public and private high schools, multiple primary schools and nearby TAFE facilities.

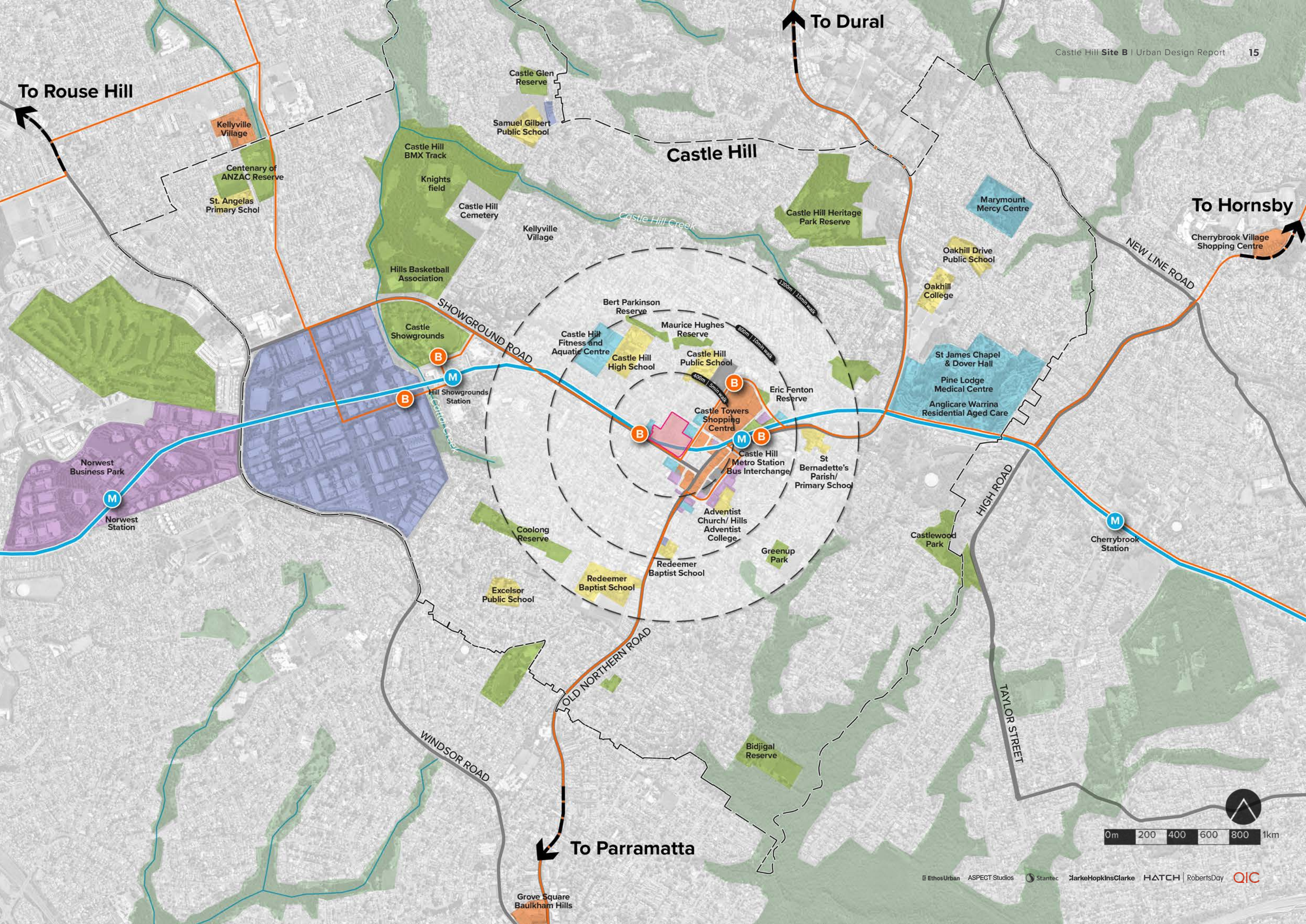
### AMENITY AND CIVIC LIFE

- Castle Hill is the principal social and civic destination for the Hills District and offers the region’s only mature commercial high street environment with a range of independent retail spaces along a landscaped section of Old Northern Road.
- Castle Hill is the only established entertainment destination and has the highest concentration of food and beverages services and destinations in the Hills Shire. The Castle Towers centre includes two major cinema complexes and other family focused entertainment offers such as Strike Bowling and Holey Moley Mini Golf.
- Castle Hill is the principal retail centre for the North West of Sydney. The centre has a relative contained but loyal catchment area defined by geographic boundaries and the pattern of other major retail centres including those located at Macquarie Park, Parramatta, Rouse Hill, Hornsby and Blacktown.
- Castle Hill is the primary centre for essential needs and convenience retail such as fresh food as well as discretionary retail including clothing and household goods.

### REGIONAL GREEN SPACES

- The broader Castle Hill area has access to a wide range to open spaces, natural environments and active recreation facilities.
- The defining landscape elements of the region are the densely forested gullies that form part of the Lane Cove and Berowra Creek water systems. Many of these bushland environments include networks of formal and informal walking trails.
- Carson’s Reserve is the principal active recreation space for the Hills District and includes and range of sports facilities including Tennis, Soccer, Cricket and Baseball. The Reserve includes an indoor rec. centre and several BMX facilities.
- The largest passive open space in the vicinity of the urban centre is Castle Hill Heritage Park. The nationally significant Castle Greening is one of the earliest and potentially least known Government Farms dating back to 1801.
- While these regional significant open spaces are within close proximity to the urban centre there are limited connections to quality useable open space within the walkable catchment of the Castle Hill Strategic Centre.







# A WALKABLE CITY CENTRE

## A STRATEGIC OPPORTUNITY

The Site B project sits adjacent to the civic and commercial core of the established Castle Hill Strategic Centre and is the largest private owned, undeveloped site, within Castle Hill.

The site is within the walkable catchment of major transport infrastructure, community infrastructure, and established retail as well as local amenity and employment opportunities.

The land is a discrete, consolidated, landholding with perimeter road frontage and limited direct interfaces to established residential housing.

The site represents a significant opportunity to underwrite to the long-term vitality and vibrancy of the Castle Hill Strategic Centre through place-based, sustainable urban development.

## WALKABILITY

- The central urban core of Castle Hill, including Site B, achieves a walkscore in excess of 95 points. Walkscore is an established system for assessing the level of walkable access to key infrastructure and the civic amenity required to create truly liveable and sustainable urban environments.
- Walkscore evaluates car dependency in urban areas identifying the places and neighbourhoods where you are able to carry out the majority of your daily errands without the use of a car. Walkscore assesses the walkable access to open space, retail, entertainment, health and education based on a 10 minute / 800 metre walkable distance.
- Places with a Walkscore over 90 are deemed to be “Walkers Paradises”, places where you could reasonably live without the need for a car for most of your daily needs.

## LIVEABILITY

- Site B is uniquely placed to support and contribute to liveability of the Castle Hill Strategic Centre through creating a high amenity, mixed-use urban quarter that delivers enhanced pedestrian connections and public realm for all residents to enjoy.
- Liveability is about creating urban environments that support quality of life, community health and social bonds. Liveability is achieved through ensuring an urban place provides housing choices, infrastructure and services to meet the needs of a diverse community.
- Improving liveability is about creating and renewing great places, neighbourhoods, and urban centres. This requires a place-based planning approach and design excellence outcomes that build on local strengths and focuses on public places and open spaces.

## PRODUCTIVITY

- Castle Hill will continue to attract investment, business, and jobs growth as a key service-focused urban centre on Sydney’s Northwest. The planning for the centre needs to ensure people have access to a large number and wide range of jobs and services delivering a well-connected 30-minute city.
- Castle Hill supplies approximately 30% of all employment within The Hills Shire provides an estimated 6,700+ jobs predominantly in the retail and professional services sectors. The majority of employees working in Castle Hill live within the LGA.
- This employment base is expected to grow and to diversify beyond these established sectors, bringing new economic activity to the centre. The redevelopment of Site B will make a meaningful contribution to this economic growth and diversification through the injection of additional commercial floorspace.







# SITE CONTEXT

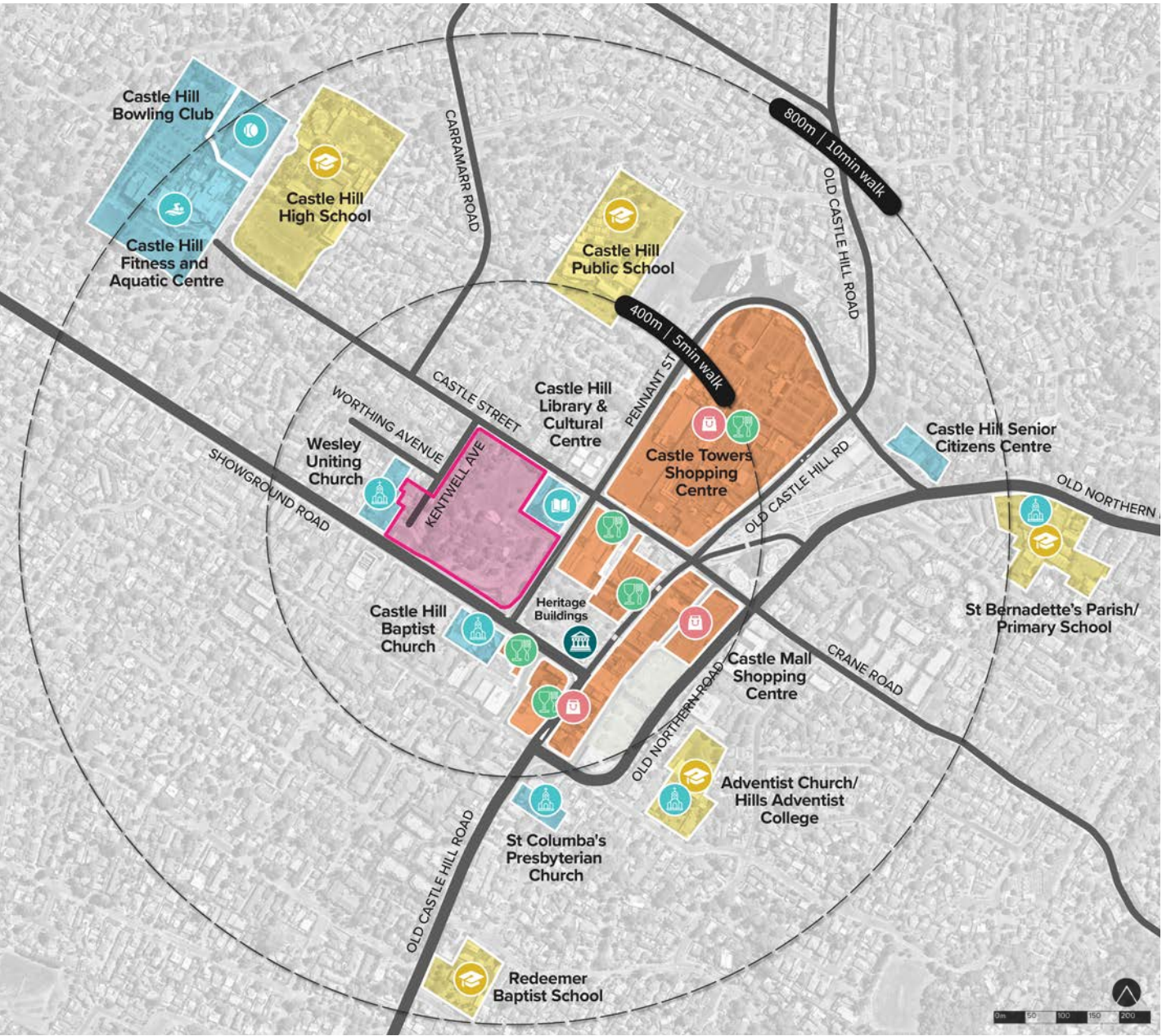
## ACTIVITY, DESTINATIONS AND HOUSING

The urban core of Castle Hill has grown incrementally over many decades and has been influenced by the technology, trends, and planning controls of each era.

This has resulted in a complex, authentic urban structure with a number of legacy contrasts and conflicts.

The area has a rich tapestry of civic amenity and community infrastructure and new development should support these important social assets which are under increased pressure from rapid population growth.

The urban renewal of Site B is an opportunity to make a meaningful contribution to the amenity and liveability of the area. The vision has been informed by an in-depth understanding of the exiting urban fabric identifying gaps, opportunities and benchmarks.



## CULTURAL AND COMMUNITY INFRASTRUCTURE

- Castle Hill has a concentration of cultural and community facilities and infrastructure. These established facilities support the liveability of the centre and contribute to the centre's role as the principal social and civic heart of the district.
- There are four primary schools within the walkable catchment of the centre as well as the Castle Hill High School.
- The Council managed cultural centre is the Hills Shire's principal civic facility and includes the Pioneer Theatre, conference facilities and a regional library. The Castle Hill Fitness and Aquatic Centre is collocated with the Castle Hill High School creating an important education and leisure node at the end of Castle Street.







## EMPLOYMENT AND ENTERTAINMENT

- Retail, leisure and entertainment are the largest employment sectors in Castle Hill. The sector is dominated by the Castle Towers Shopping Centre and Castle Mall. There is also a strip of independent retail tenancies along Old Northern Road.
- Castle Hill has a range of smaller commercial office spaces and units with the highest concentration along the east side of Terminus Road. These premises cater for a mix of small and medium enterprises with a high proportion of businesses in the health and wellbeing sector.
- The Central City District is a competitive landscape for new office development dominated by the well established commercial centres at Norwest, Parramatta and Macquarie. Notwithstanding this, Castle Hill's retail amenity, connectivity and strategic location are significant assets and ongoing investment in the activation and amenity of the urban centre will contribute to attracting new commercial office investment.



## HOUSING

- The walkable catchment of Castle Hill Metro station contains a degree of housing diversity but is dominated by the relatively low-density suburban neighbourhoods that typify the development patterns of the inter and post war periods.
- There are concentrated areas of urban intensification adjacent the main road entrances to the Castle Hill Strategic Centre with a cluster of low-rise apartment developments east of Terminus Road and to the west Old Northern Road. Small scale infill row houses are scattered throughout the catchment with the highest concentration north of Pennant Street.
- The recent Metro station has initiated a third wave of urban transformation with a series of high-rise apartment developments coming to market. This includes the Toplace Sky View development at the north end of the Castle Towers retail mall.





# SITE CONTEXT

## CONNECTIONS, MOVEMENT AND PLACE

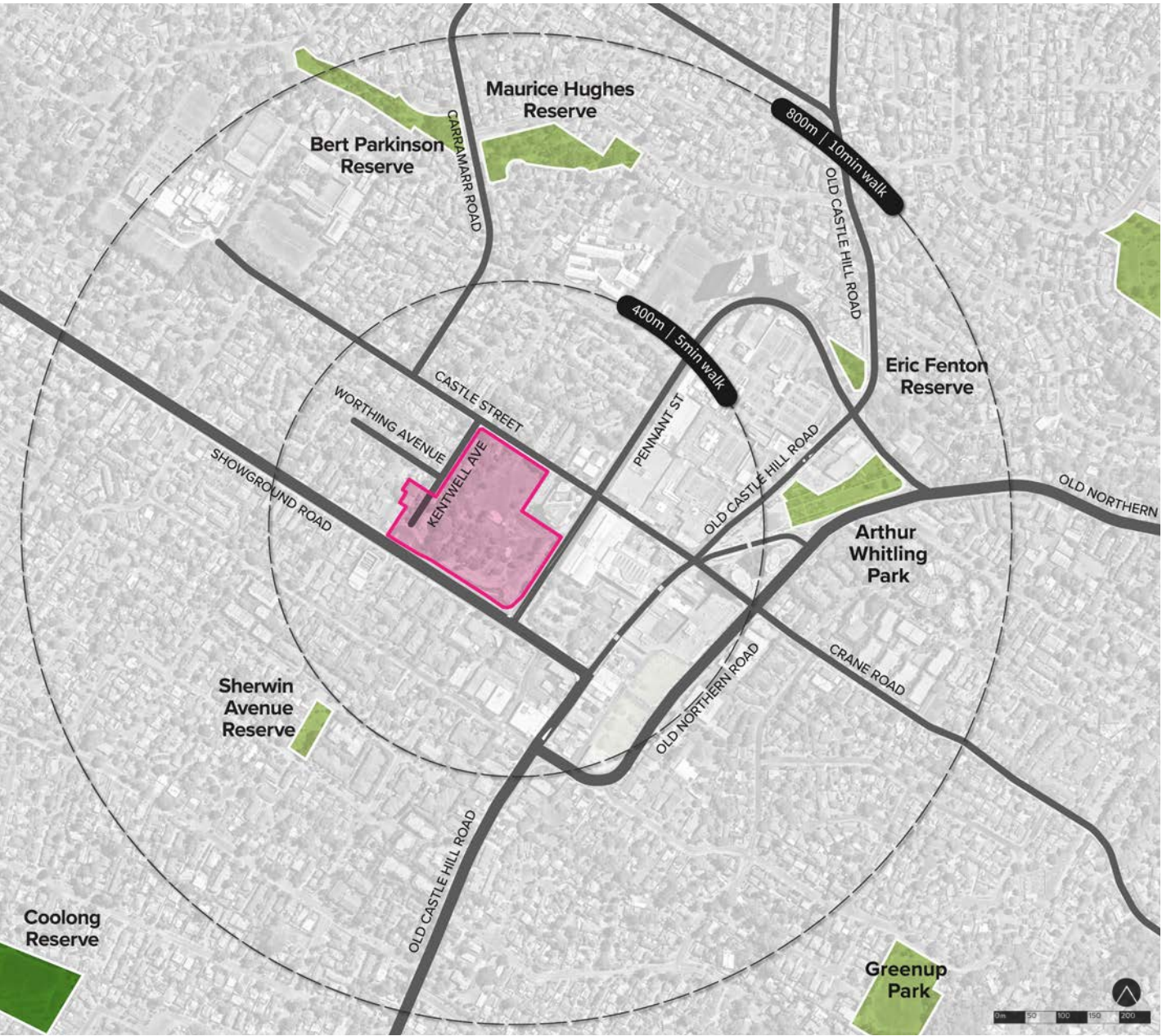
Castle Hill is an infrastructure-rich urban centre with strategic connections to the major economic centres of the Greater Sydney region.

The public transport networks that service the centre underpin the future growth potential of the centre and the opportunity for sustainable transit orientated development outcomes.

The major road networks that traverse the centre are vital connections to adjoining centres, local amenity and regional destination. These also impose conflicts and challenges for the local amenity and significantly impact the pedestrian connectivity of the centre.

One critical missing element required to support the future growth and the liveability of the urban centre is quality open space and an accessible network of green infrastructure.

Despite the green appearance of the area, there is limited usable open space areas within or near the urban centre with almost no space where people can gather, recreate, exercise or play.

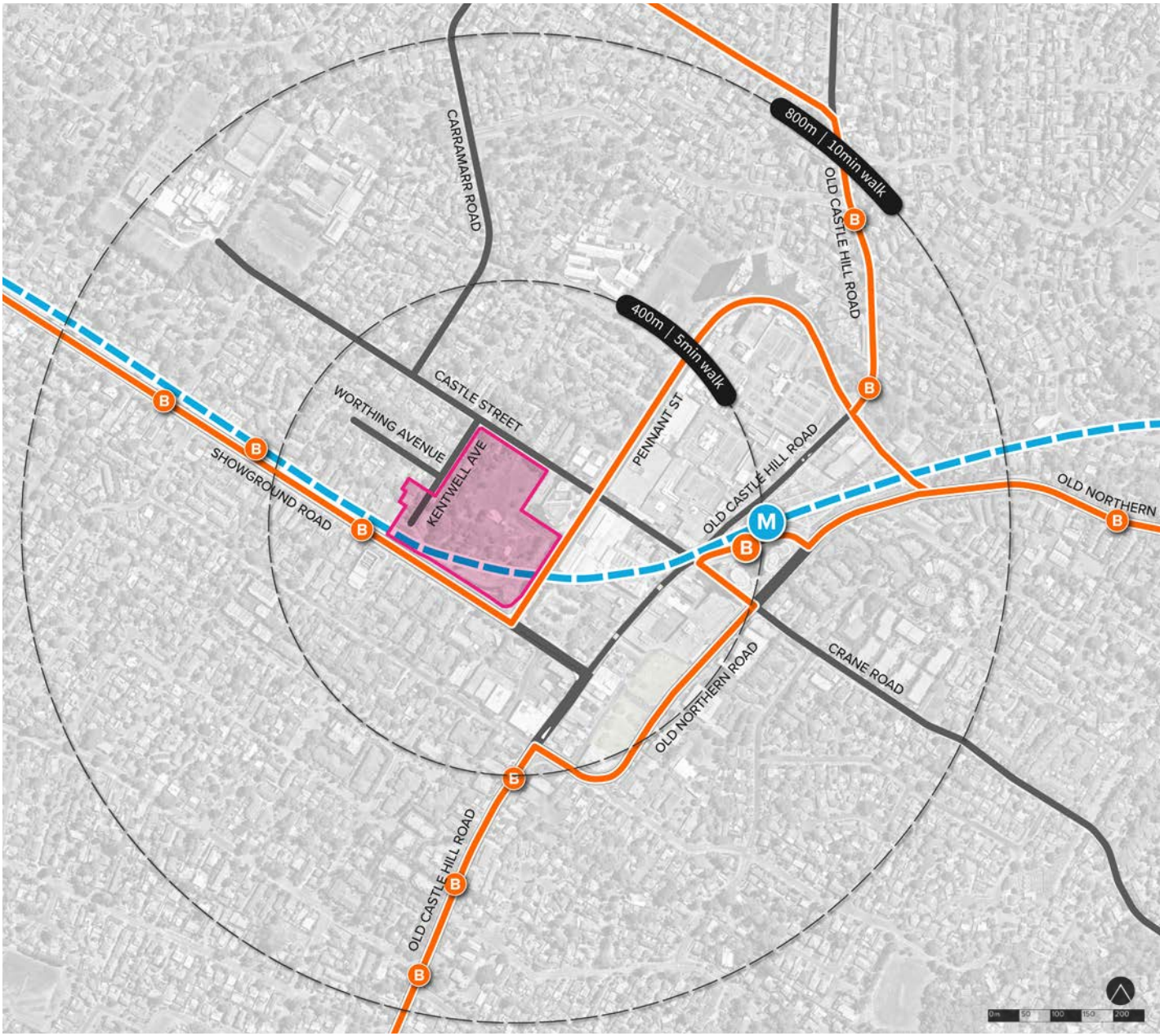


## OPEN SPACE

- There is a distinct lack of quality public open space and green infrastructure within the central core or the boarder walkable catchment of the urban centre. The few established parks that are available are relatively underdeveloped. The existing open spaces are disconnected and fragmented with constrained accessibility and poor way-finding.
- While the area is known for its dense tree coverage there is limited established tree cover within the urban core of the urban centre and there are limited areas of permeable soft landscaping either in the public and the private realm.
- The Metro station “urban plaza” space is the only recognisable public civic space within the town centre however it is poorly activated, dominated by transport infrastructure and relatively disconnected.

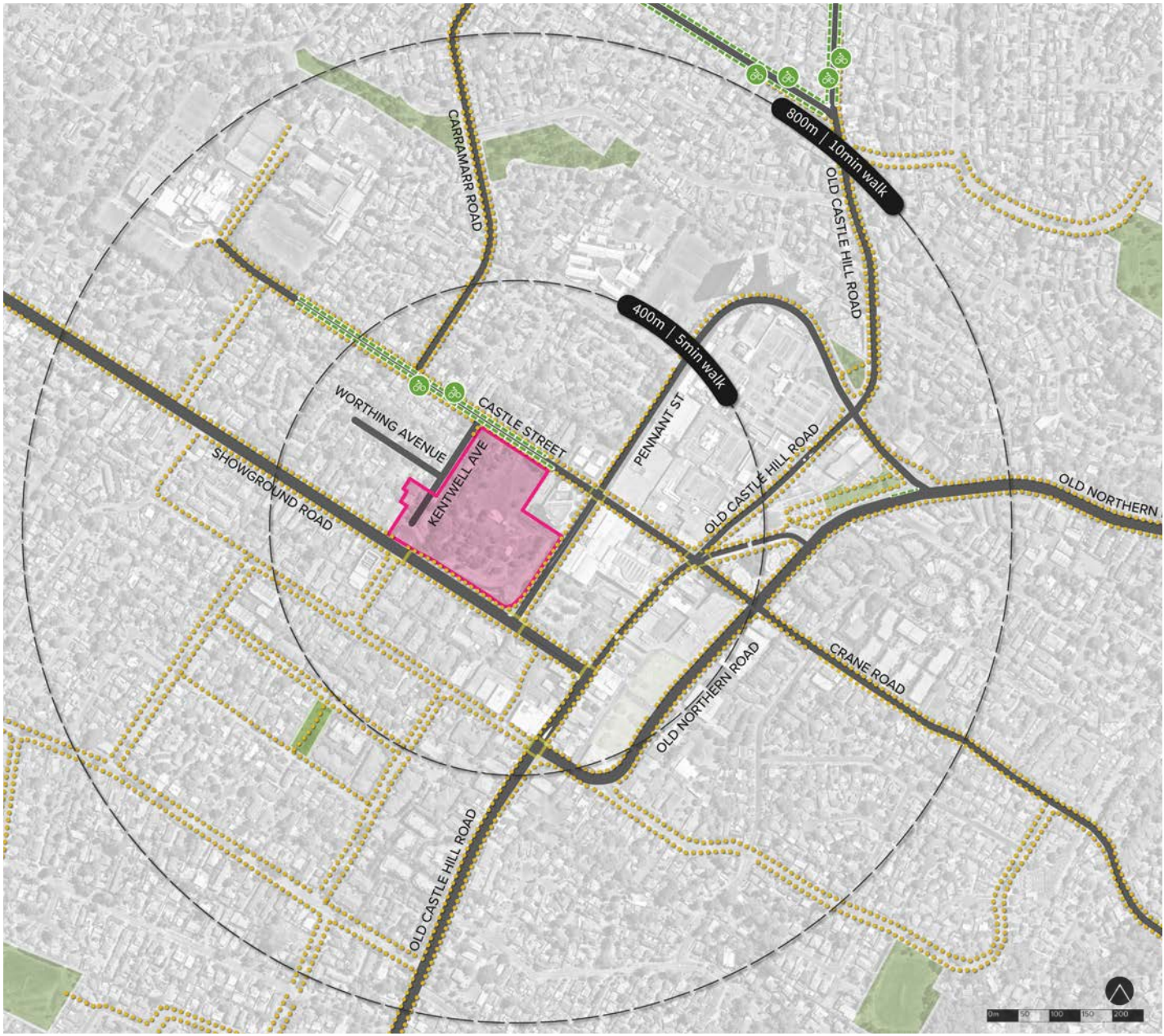
- Site
- Open Space: Passive
- Open Space: Active





## TRANSPORT

- The Castle Hill Metro station is a regionally significant transport interchange with a network of local and inter-centre bus routes converging with the North-west Metro line.
- The subterranean rail infrastructure is well integrated into the centre and does not create any barriers to movement or fragmentation of the urban fabric.
- The bus routes are concentrated along the arterial road network reducing the amenity and accessibility of the routes. Large tracts of the surrounding suburban areas have very limited access to public transport.
- The high rates of car ownership of these areas are, in part, a reflection of this poor public transport accessibility.



## PEDESTRIAN & CYCLE MOVEMENT

- The local street networks have been influenced by the topography of the local area informing both the major road networks and local street patterns. The historical major road connections including Old Northern Road and Old Castle Hill Road follow the pronounced ridge-lines of the area.
- The local street network is relatively fragmented with curvilinear primary routes following the topography servicing multiple branching cul-de-sacs. Many of these local streets lack pedestrian footpaths and the pedestrian connectivity and legibility is limited.
- Many of the primary pedestrian connections into the urban centre are concentrated along arterial roads. Whilst there are several defined key gateway points, the major road intersections have poor pedestrian amenity and connectivity.
- There is only one established cycle path in the area along Castle Street. This cycle path in conflict with local on street parking and is ineffective.





# STRATEGIC PLANNING CONTEXT

## STRATEGIC STATE POLICIES

The key strategic State planning policies that apply to the site are the Greater Cities Commission’s (GCC) ‘The Greater City Regional Plan – A Metropolis of Three Cities’ (the Regional Plan) and ‘Our Greater Sydney 2056 – Central City District Plan’ (the District Plan).

As discussed below, these policies establish Castle Hill as a ‘Strategic Centre’ that can accommodate transit-orientated redevelopment catalysed by the Castle Hill Metro Station.

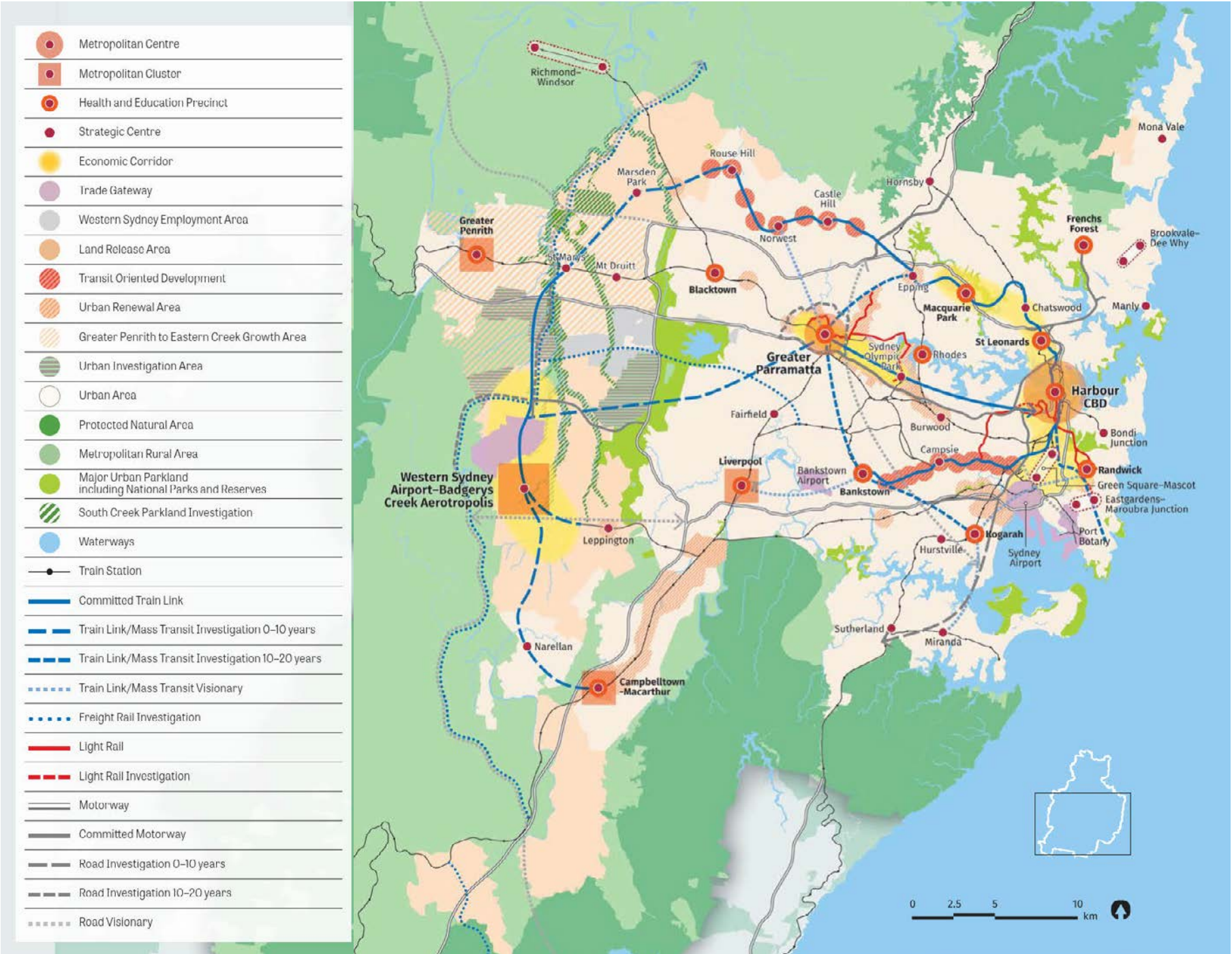
The New South Wales Government Architect has also released design guidelines for the built environment that complement strategic land-use planning, including ‘Better Placed’ and ‘Greener Places’. These guidelines have informed the design of Site B.

## GREATER SYDNEY REGIONAL PLAN

The Regional Plan is Greater Sydney’s principal strategic planning document that guides land use planning in the region for the next 40 years. The Plan sets out key directions to realise the GCC’s vision of three cities where most residents live within 30-minutes of their jobs, education and health facilities, services and great places.

This plan identifies Castle Hill as a Strategic Centre capable of accommodating high levels of private sector investment, enabling it to grow and evolve in line with the 30-minute vision.

As part of this vision, the Plan emphasises integrating land use and transport to create walkable and vibrant neighbourhoods and seeks to increase the percentage of dwellings located within 30-minutes of strategic centres, such as Castle Hill.





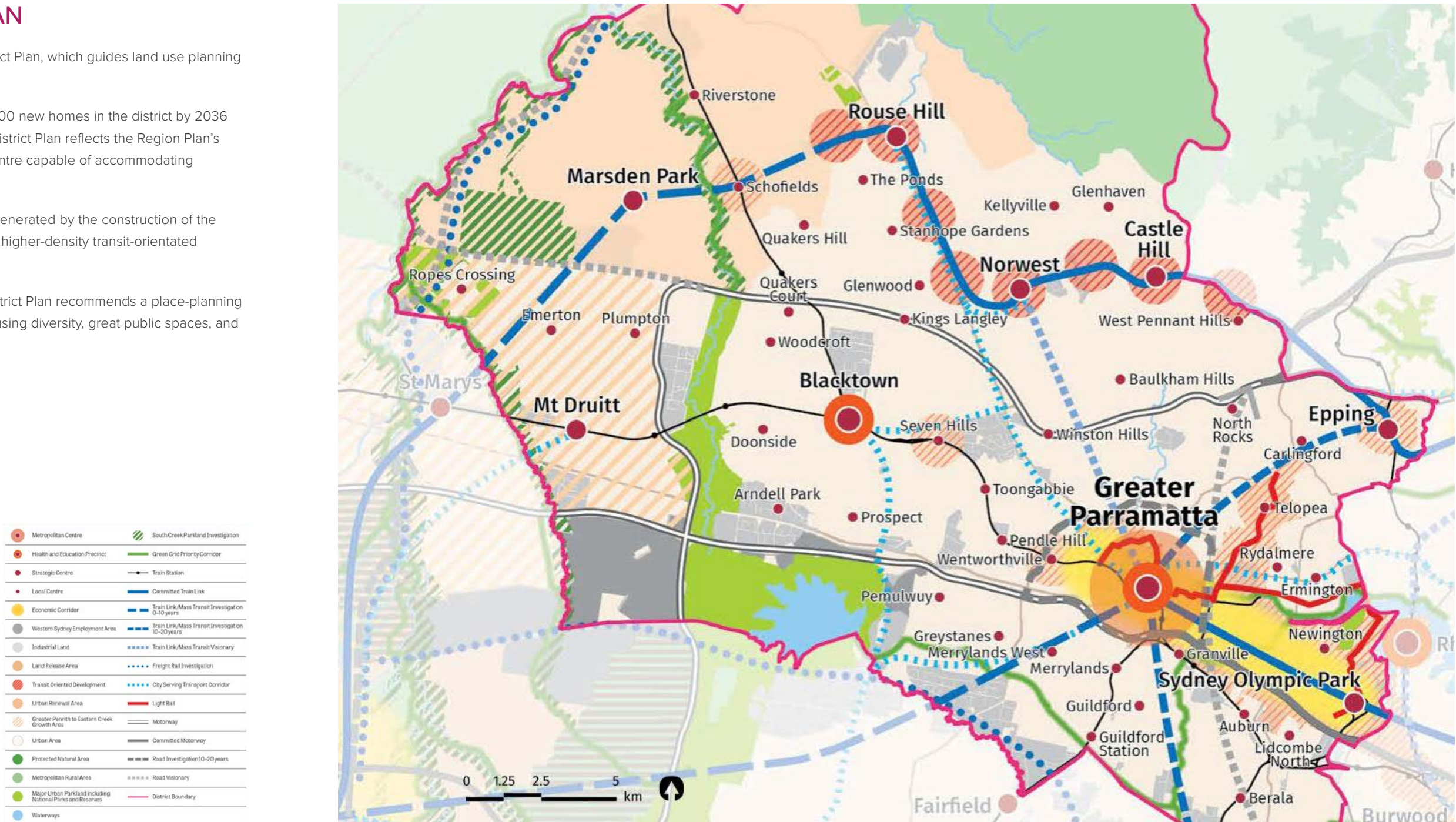
### CENTRAL DISTRICT PLAN

The Regional Plan is supported by the District Plan, which guides land use planning at the district level for the next 20 years.

It forecasts the need for an additional 207,500 new homes in the district by 2036 and 6,200 – 9,700 jobs in Castle Hill. The District Plan reflects the Region Plan’s identification of Castle Hill as a Strategic Centre capable of accommodating additional housing and job growth.

This plan acknowledges the opportunities generated by the construction of the Castle Hill Sydney Metro Station to create a higher-density transit-orientated neighbourhood.

In designing these neighbourhoods, the District Plan recommends a place-planning approach to enhance liveability through housing diversity, great public spaces, and active transport connections.





# STRATEGIC PLANNING CONTEXT

## BETTER PLACED - GOV ARCH POLICY

Better Placed is the NSW Government’s integrated design policy for the built environment that establishes a baseline for good design.

It defines well-designed built environments as healthy, responsive to the needs and aspirations of local people, integrated, equitable by presenting opportunities to all segments of the community and resilient to the challenging conditions of our time.

Better Placed outlines seven objectives to achieve such an environment, shown in the corresponding figure.

These objectives emphasise the need for safe, comfortable, functional and sustainable built environments that incorporate a diversity of uses and housing types and relate to their surrounding context.



<b>OBJECTIVE 1.</b> <u>Better fit</u> contextual, local and of its place	<b>OBJECTIVE 2.</b> <u>Better performance</u> sustainable, adaptable and durable	<b>OBJECTIVE 3.</b> <u>Better for community</u> inclusive, connected and diverse	<b>OBJECTIVE 4.</b> <u>Better for people</u> safe, comfortable and liveable	<b>OBJECTIVE 5.</b> <u>Better working</u> functional, efficient and fit for purpose	<b>OBJECTIVE 6.</b> <u>Better value</u> creating and adding value	<b>OBJECTIVE 7.</b> <u>Better look and feel</u> engaging, inviting and attractive
Good design in the built environment is informed by and derived from its location, context and social setting. It is place-based and relevant to and resonant with local character, heritage and communal aspirations.  It also contributes to evolving and future character and setting.	Environmental sustainability and responsiveness is essential to meet the highest performance standards for living and working.  Sustainability is no longer an optional extra, but a fundamental aspect of functional, whole of life design.	The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments.  Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.	The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space.  The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people.	Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to change.  Buildings and spaces which work well for their proposed use will remain valuable and well-utilised.	Good design generates ongoing value for people and communities and minimises costs over time.  Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry.	The built environment should be welcoming and aesthetically pleasing, encouraging communities to use and enjoy local places. The feel of a place, and how we use and relate to our environments is dependent upon the aesthetic quality of our places, spaces and buildings. The visual environment should contribute to its surroundings and promote positive engagement.



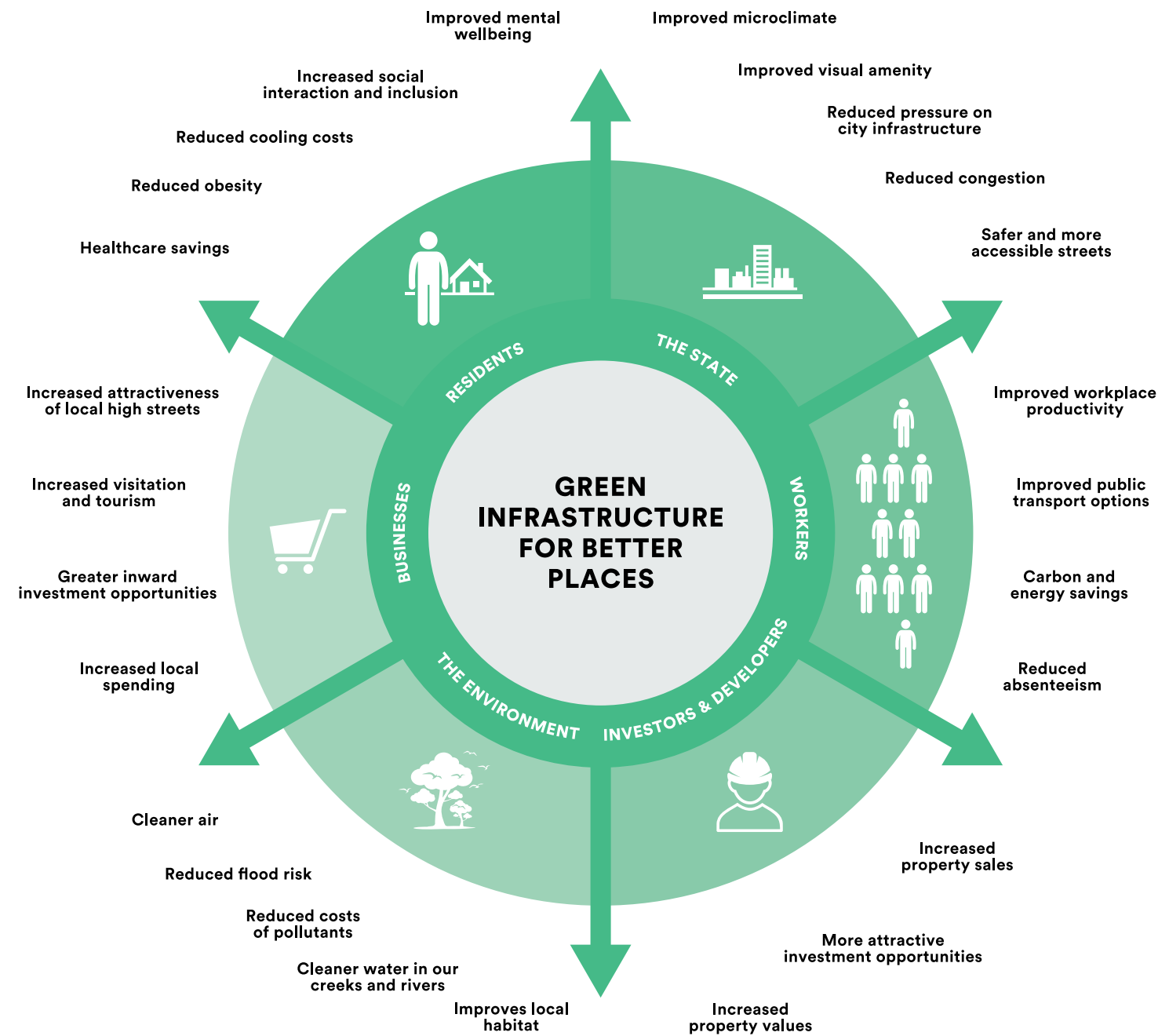
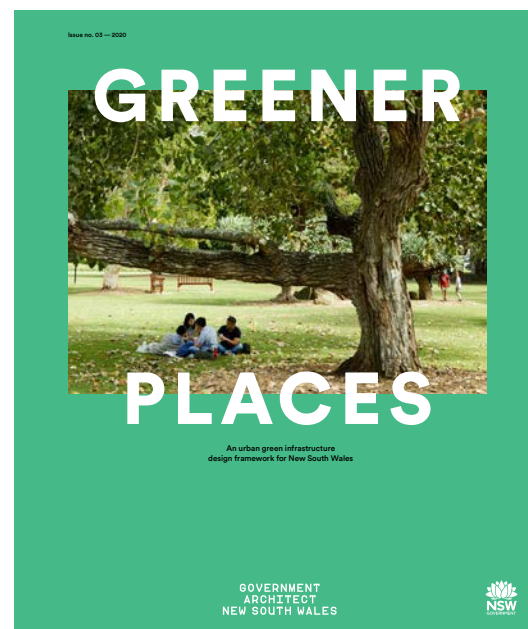
## GREENER PLACES - GOV ARCH

The Greener Places strategy provides a design framework to guide the planning, design and delivery of green infrastructure in urban areas across NSW.

It aims to create a healthier, more liveable, and sustainable urban environment by improving community access to recreation and exercise, supporting walking and cycling connections, supporting and maintaining Aboriginal culture and heritage, and improving the resilience of urban areas.

The Policy outlines that greener places incorporate natural green spaces, tree-lined streets, public squares and plazas, private and semi-private residential gardens, parks, sports and recreation facilities and green walls and roofs.

Furthermore, these places combine urban development with green infrastructure, create an interconnected network of open space, deliver multiple ecosystem services and involve stakeholders in development and implementation.





# LOCAL PLANNING CONTEXT

## LOCAL PLANNING POLICIES

The Hills Shire Council has undertaken substantial strategic planning for Castle Hill, including the Hills Corridor Strategy, released in 2015, which articulated the Council’s response to land development near Metro Stations.

More recently, the Council released the Hills Local Strategic Planning Statement (the LSPS) in October 2019, supported by a Housing Strategy and Integrated Transport and Land Use Strategy. Central to this strategic planning are the challenges and opportunities presented by the forecast growth of the Hills LGA’s population, projected to increase by 80 per cent between 2016 and 2036 (approx. 128,00 people).

## HILLS FUTURE 2036

The Hills LSPS provides a 20-year land-use planning vision for the Hills Shire LGA informed by the GCC’s Regional and District Plans. The Hills LSPS identifies Castle Hill as an anchoring strategic centre that accommodates the majority of jobs in the LGA. It is recognised as an area capable of renewal and development uplift due to the Sydney Metro station, with an additional 5,500 jobs and 6,500 dwellings envisioned in the centre by 2036.

The LSPS includes a structure plan to guide this growth and achieve the LSPS’ vision of Castle Hill as a “vibrant and active centre with office, retail, community facilities, recreation, cultural facilities, education and increasing housing densities within walking distance of the Station” (p. 34).

The structure plan envisions the site as a mixed-use urban neighbourhood that provides residential and retail uses to create an active lifestyle quarter that supports commercial uses closer to the Castle Hill Metro Station.

The LSPS includes a phasing strategy to facilitate the delivery of the Castle Hill Structure Plan. Phase 2 applies to the site and requires the preparation of traffic modelling, urban design and built-form analysis, infrastructure investigations and market demand analysis to support the development of the site.

This work will be undertaken as a part of the Planning Proposal process. Accordingly, the timing is right to proceed with a Planning Proposal for the site.





## HILLS SHIRE HOUSING STRATEGY

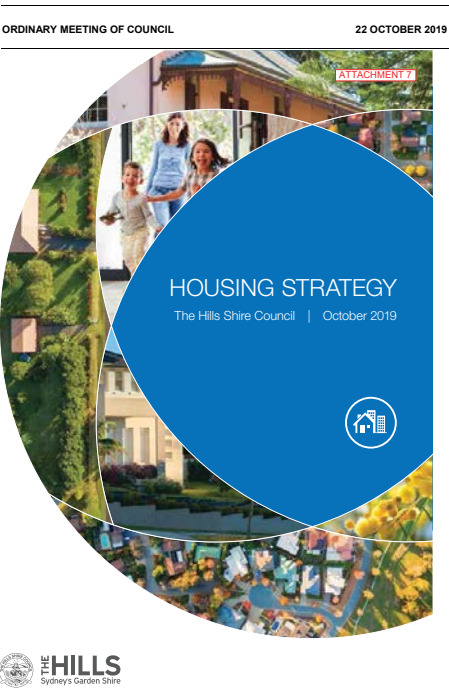
The Hills Housing Strategy plans for the growth of approximately 38,000 new homes in the Hills Shire LGA by 2036. The Housing Strategy highlights that the seven Sydney Metro station precincts in the LGA, including Castle Hill, are forecast for an uplift in jobs and housing.

These precincts are intended to be carefully planned along transport-orientated principles to provide a mix of land uses, improve public areas and create walkable places.

Of the seven station precincts, Castle Hill is anticipated to accommodate the second-highest number of new dwellings (6,500 by 2036).

While the Castle Hill North Precinct has undergone strategic planning to accommodate 3,300 new homes, the Housing Strategy notes that the remainder of Castle Hill requires master planning and subsequent rezoning.

Accordingly, the Planning Proposal intends to facilitate this process of accommodating the additional housing growth targeted within the centre.



## HILLS SHIRE INTEGRATED TRANSPORT AND LANDUSE STRATEGY

The Hills Integrated Transport and Land Use Strategy establishes the basis for the strategic planning of the Hills LGA's traffic, transport and movement network.

It is fundamentally guided by the GCC's vision of a 30-minute city and seeks to ensure that the planned growth of 38,000 dwellings in the LGA aligns with a cohesive transport system.

The Strategy states that high-density dwellings should be constructed near public transport hubs, such as the Castle Hill Metro Station, while low and medium-density housing should be reserved for greenfield areas.

Residents living within 800 metres of a Metro station are anticipated to travel by train and influence a shift in behaviour away from private car usage to public transport usage.

The Strategy notes that this shift in behaviour can be encouraged by providing accessible and safe footpaths and cycleways that connect to public transport.





# CASTLE HILL PLACE STORY

## A RICH CULTURAL HERITAGE AND PLACE IDENTITY

Castle Hill has a rich cultural story and diverse history that has informed its place identity and the community's perception and attachment to the place.

The project team's research on the place identity of Castle Hill has, from an urban design perspective, identified Old Northern Road as an important thread in the story and the landscape of the neighbourhood.

Old Northern Road traces an aboriginal trail that linked communities on the Hawkesbury River and the Lane Cove River. The route reveals the story of all stages of the modern Australian nation from early colonisation through urbanisation to the present day.

It has been the central spine and principal connection in Castle Hill throughout history and should be embraced as the cultural, civic, and commercial heart of the township.

The development of Site B can play a complementary role to this principal commercial spine and support the vitality of the main street quarter. This can be achieved through new pedestrian connections, new destinational uses and, importantly, through increasing the residential populations that live within the core urban centre of Castle Hill.

## PAST



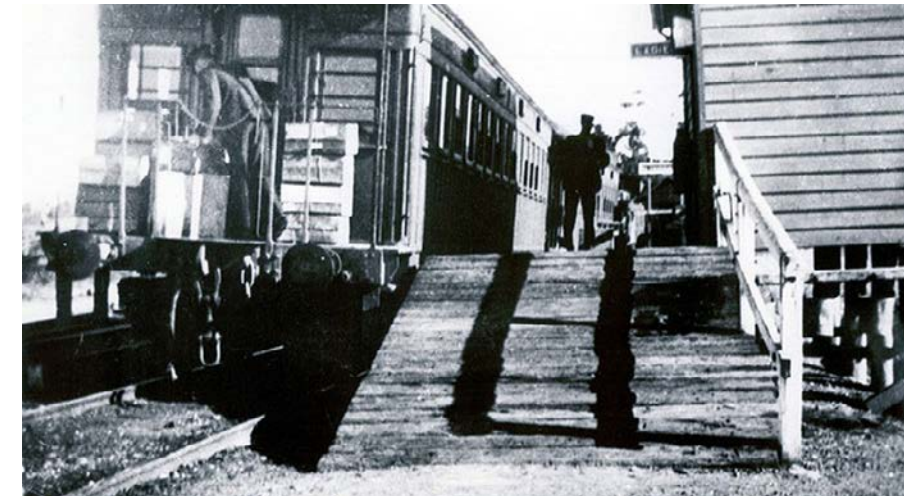
### INDIGENOUS NATIONS

- Castle Hill was originally home to the Bidjigal people, a clan of the Dharuk nation. The community was affected by an early small pox wave shortly after colonisation.
- Old Northern Road was one of the Aboriginal trails that linked the Hawkesbury River to the Lane Cove River. Governor Philip and troops first followed the trail when they set out from Parramatta in search of new farmland.



### COLONISATION

- Castle Hill was first developed as a government farm using convict labour. It was the setting for a major convict uprising in 1804 resulting in a period of Martial Law.
- The Great Northern Road (now Old northern Road) was one of the first major publicly funded infrastructure projects in the young colony built between 1826 and 1836. Sections of the trail are now UNESCO listed.



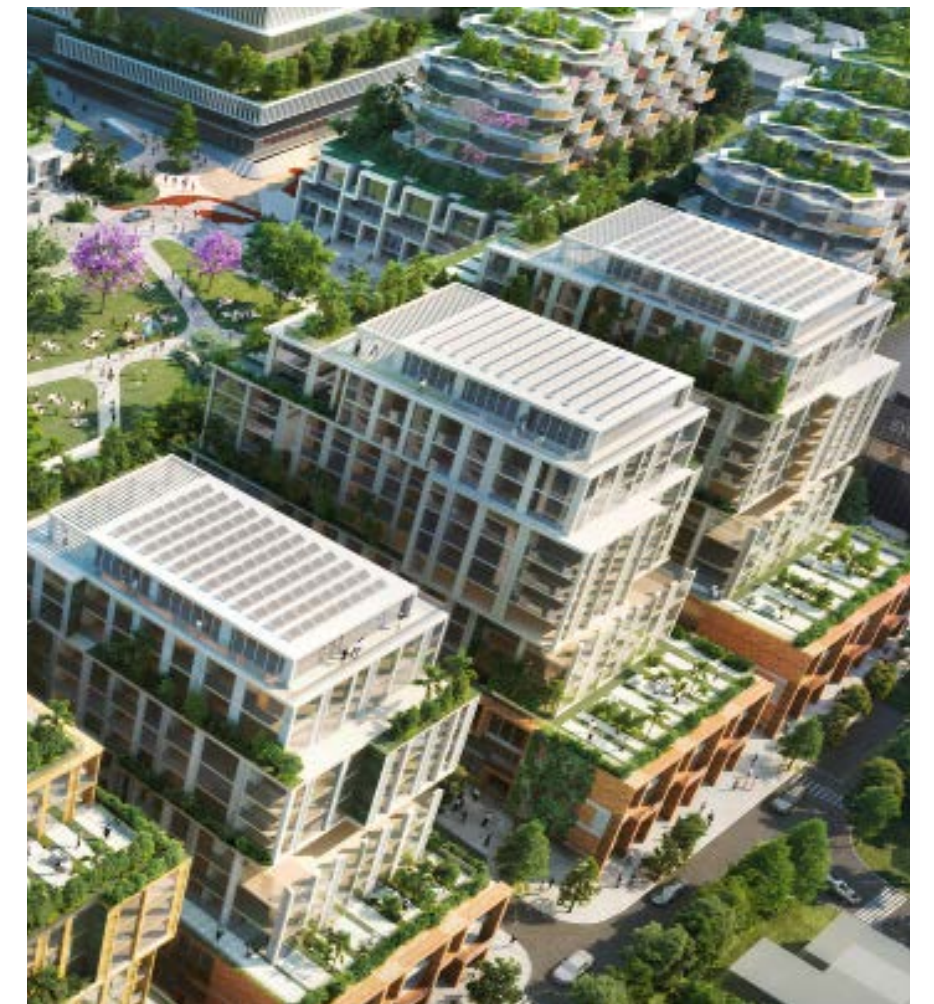
### BETWEEN THE WARS

- Between the wars was a period of extensive land clearance for small scale agriculture and a small rural community was founded in Castle Hill including a public school.
- Between 1910 and 1932, a steam tram service ran along Old Northern Road, however it decommissioned when traffic congestion started to affect services.



## FUTURE - SUSTAINABLE URBANISM

- A walkable mixed-use city centre access to mass transit, retail, employment and amenity within a 5-minute walk.
- A place that supports active healthy lifestyles with increased walking and cycling.
- The setting for increased social engagement and interaction within the shared green spaces and urban places that define the urban centre's civic heart.
- A place that unlocks the shared economic benefits of reduced car usage including reduced transport related carbon emissions.



## PRESENT



## POST WAR BOOM

- The period after the war saw extensive car dominated urban development of the area enabled by increasing private vehicle ownership.
- This period established a legacy of low suburban densities, poor permeability from connector and cul-de-sac street networks and a separation of major land-uses.



## LATE 21ST CENTURY CITY

- The mobility and economic trends of the initial post war period were entrenched throughout the late 21st century with the development of car based, internal retail malls with little to no street activation.
- The traffic management and infrastructure investment in main roads focused on maintaining traffic flows creating barriers to pedestrian movement and further entrenching the car dependency of the suburban areas.

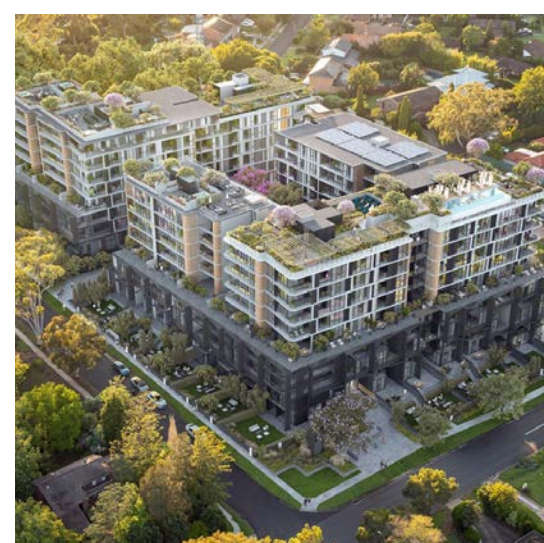


# CASTLE HILL TODAY - FOUNDATIONS

## THE PRINCIPAL SOCIAL AND COMMUNITY MEETING PLACE OF THE HILLS

Castle Hill has an established place identity that is a strong foundation to build upon. Castle Hill's elevated position and the dense tree coverage of the local neighbourhoods epitomises the character of the area and the "Hill's way of life". This idea of "Living amongst the trees" sets this area apart and binds the community together.

Today, Castle Hill is a vibrant active centre with a range of civic and social amenity. The centre acts as the key meeting and social place in the Hills Shire and the centre has the potential to emerge as one of Sydney's most liveable emerging urban centres.



## THE HEART OF THE HILLS COMMUNITY

- The principal social and community meeting place for the Hills district.
- Vibrant food and beverage destinations including the Plaza dining courtyard.
- Entertainment and leisure offers including cinemas.
- The principal traditional main street environment in the Hills District.

## A RICH CULTURAL HERITAGE AND IDENTITY

- Signature heritage fabric that is in the heart of the established urban centre is an opportunity to strengthen the Castle Hill place identity.
- The untold story of Old Northern Road presents an opportunity to link the chapters of Australian's history.

## A UNIQUE & DISTINCTIVE LANDSCAPE SETTING

- Residential neighbourhoods that personify the mixed density, "leafy suburbs" of the elevated northern districts of Sydney.
- Views and sight-lines into the Sydney Basin, to Sydney CBD, and to the Blue Mountains.

## A THRIVING SOCIAL & RETAIL DESTINATION

- Home to one of Australia's largest and most productive shopping centres.
- The centre is the first choice retail destination for locals of the Hills district who enjoy the relaxed one-stop retail, leisure, and entertainment environment.

## A INFRASTRUCTURE RICH CONNECTED PLACE

- Significant state investment in mass transit with the delivery of the North West Metro line.
- A catalyst project to attract economic growth and private investment into the established and emerging centres of the area.
- Castle Hill has become a major public transport interchange with networks of local and inter-centre bus converging on the centre.







# CASTLE HILL TODAY - COMMUNITY PROFILE

## A DIVERSE COMMUNITY

Castle Hill has a population of around 39,594 people with an average age between 40-59 years. The 30-34 age group has the highest net migration into Castle Hill.

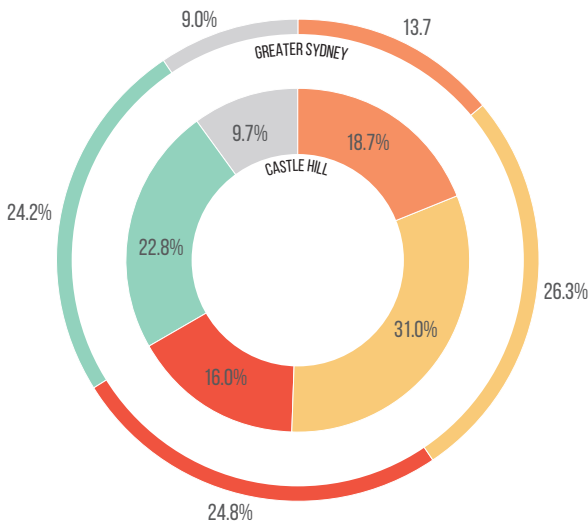
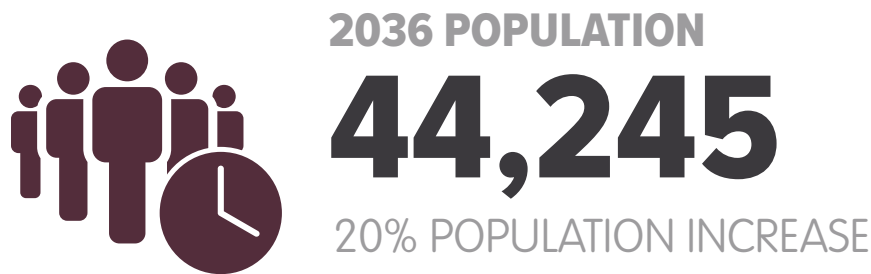
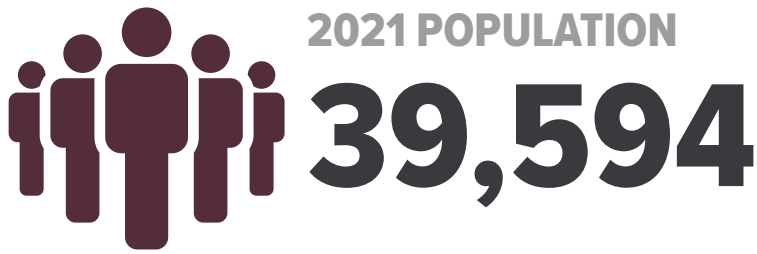
Over the next 15 years the population is due to increase by 20% reaching a total population of 44,245 in 2036.

Within the community:

- 79% are homeowners with 21% renting in the community,
- 50% of households are families, significantly higher than the state average,
- Castle Hill residents are generally families with older children, most established families in the area are not first home purchasers.

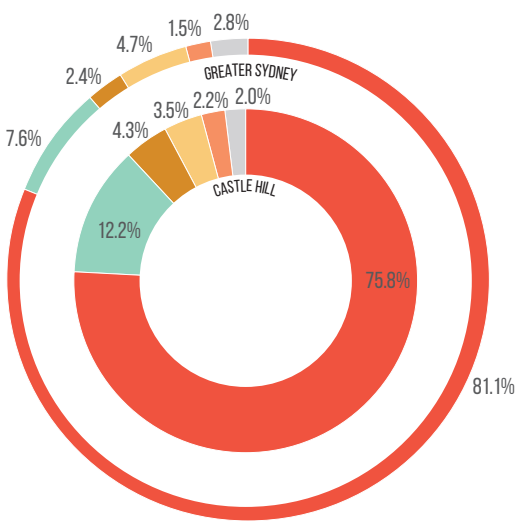
The area is experiencing strong population growth driven by the extensive public transport connections within the centre and the increased high-density , more affordable, apartment developments.

This attracts, and will continue to attract, a new cohort of younger people to the centre. This group of young community members will have different open space, entertainment and leisure needs seeking more urban, activated spaces and places.



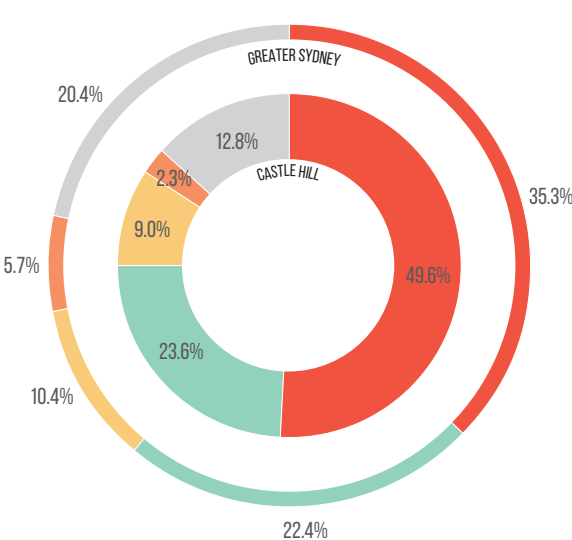
Occupation

- Manager
- Professionals
- Labourers
- Other Occupations
- Retail and Sales



Language Spoken

- Only English
- Chinese (Mandarin and Cantonese)
- South East Asian
- Middle Eastern
- South Asian
- European



Household

- Couples with children
- Couples without children
- One parent families
- Group household
- Lone person



## PROSPEROUS FAMILIES

- These affluent families worked hard to build a premium modern lifestyle for themselves and their children.
- They give their children a world of experience, not only spending a day out at Sky Zone or the football but also frequenting art galleries, theatre's and boutique cinemas.
- Prosperous Families makes sure to take care of their health by eating more organic, healthy and vegetarian foods.



## GOLDEN DAYS

- Golden Days are retired from professional and executive positions, people in this group are sophisticated, worldly and health-conscious.
- You can typically find them at the Botanical Gardens, theatre or performing arts venues enjoying the latest show. They love to learn about different cultures and about the world around them.
- They enjoy their engaging lifestyles and are willing to spend the time and money to maintain them.



## NEIGHBOURS WITH KIDS

- White collar professionals who have young kids, living in large homes in Metro areas.
- They lead very busy lives so they usually try to save time by buying ready-made meals and frozen foods.
- As community-oriented families, they love to visit the local bowling alley, trampoline park or soccer field.



## UP AND COMING

- Up and Coming live a comfortable lifestyle with enough spare cash for indulgences.
- Up and Coming love to eat out. Grabbing a drink or snack on the go is the norm, and a great night out involves sitting down with friends at the most happening burger joint or dumpling house.
- Even on a quiet night in, they will happily forgo their usual Asian inspired home cooking to try out hot new eateries in the neighbourhood.



Source: - QCrowd Profiles, Quantum Research



# CASTLE HILL TODAY - CHALLENGES

## URBAN CHALLENGES AND LIMITATIONS

Castle Hill faces several key structural urban design limitations and place challenges that are impacting the vitality of the centre and the wellbeing of the local community.

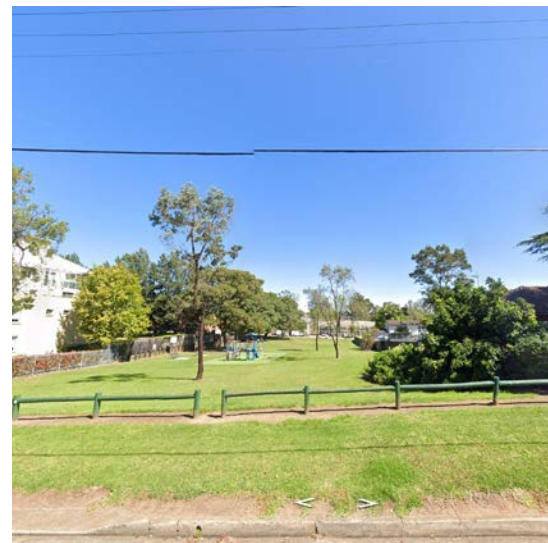
21st century cities have predominantly been shaped by transport, and the planning and design of these places has always impacted on transport choices. Key issues include:

- The car has dominated the urban landscapes that have evolved since WW11. While private vehicles have revolutionised mobility, they have also introduced many issues, from air pollution, inactive lifestyles, congestion and traffic accidents.
- The major road networks prioritise regional traffic flows over local pedestrian connectivity. The design and management of these roads have created significant physical barriers to pedestrian movements in urban centres as well as noise and amenity impacts.

- Within urban centres huge amounts of space has been given to car parking resulting in less pedestrian friendly environments, less activated places, with reduced tree coverage. These urban centres are more susceptible to heat island effects.

Castle Hill typifies many of these legacy issues and a key objective of all emerging place frameworks and development visions for the centre must directly respond to these challenges.

Site B is uniquely positioned to make lasting change and meaningful contributions towards a more sustainable and liveable future for Castle Hill.



## POOR PEDESTRIAN CONNECTIONS

- Poor pedestrian access connecting Old Northern Road, Terminus Road and Castle Towers.
- Lack of landscaped streets and main street connecting the community.
- Lack of tree coverage, shade and shelter.
- Sparse streetscapes with little character.

## LACK OF QUALITY OPEN SPACE

- Castle Hill has considerably poor access to quality open space within the walkable catchment of the centre. The spaces that are available are unprogrammed spaces with poor quality facilities.
- The established parks lack activation and passive surveillance with side boundary and rear boundaries addressing spaces.
- Limited paths and connections through spaces.

## SINGLE USE ZONES AND ABRUPT TRANSITIONS

- Radical juxtaposition of 40 storey buildings adjacent to low scale detached buildings.
- Limited mixed-use development.
- Extremes of housing diversity and contrasting development forms.

## UNDERUTILISED HIGH STREET ENVIRONMENT

- Underutilised main street.
- Poorly activated and inaccessible heritage assets.
- Lack of activation and character.
- Limited tree coverage, shade and shelter.

## A CAR DOMINATED PLACE

- A collar of arterial road asphalt surrounding the urban core with limited crossing points.
- Poor walkability and limited activation of major connections.
- Significant level changes and retaining walls impeding pedestrian connectivity at key connections and streets.
- Collector roads and cul-de-sacs reducing legibility and connectivity.







# CASTLE HILL CHALLENGES

## CAR DOMINANCE AND LIMITED PEDESTRIAN CONNECTIVITY

Castle Hill is a car dominated community with some of the highest levels of car ownership in the Greater Sydney area. The 2016 census revealed 71% of households in The Hills Shire had access to two or more motor vehicles, compared to an average of 46% across Greater Sydney. At the time of the 2016 census 75.1% of the population travelled to work by car. The opening of the North-West Metro line on 2019 and the 2020 Covid 19 pandemic is likely to have altered these trends. Key issues include:

- The network of arterial roads creates what may be perceived as a “Collar of asphalt” surrounding the urban core significantly limiting the pedestrian accessibility to the active uses and key destinations including the Metro station.
- The local road network is representative of the traffic planning philosophy prevalent in the latter half of the 20th Century, where curvilinear streets follow the topography, with irregular sloped parcels of land serviced by cul- de-sacs. Designed for vehicle priority, these residential streets link back to the distributor road network at limited locations further restricting pedestrian movement towards the urban centre.
- Pedestrian amenity within the centre is compromised by vehicle movements, lack of tree cover and poor place activation.

## PLACE CHALLENGES

- Poor pedestrian access with Showground Road, Pennant Street and Terminus Road being significant barriers to movement.
- Limited gateway points into the urban center dominated by major road intersections with poor pedestrian amenity and connectivity
- Poor walkability and limited activation of major connections.
- Significant level changes and retaining walls to key connections.
- Lack of tree coverage, shade and shelter within parts of the urban centre, sparse streetscapes with little character.
- Collector roads and cul-de-sacs reduce legibility and connectivity in the adjoining suburban areas.



Pennant Street



Pennant Street



Old Northern Road



Terminus Street

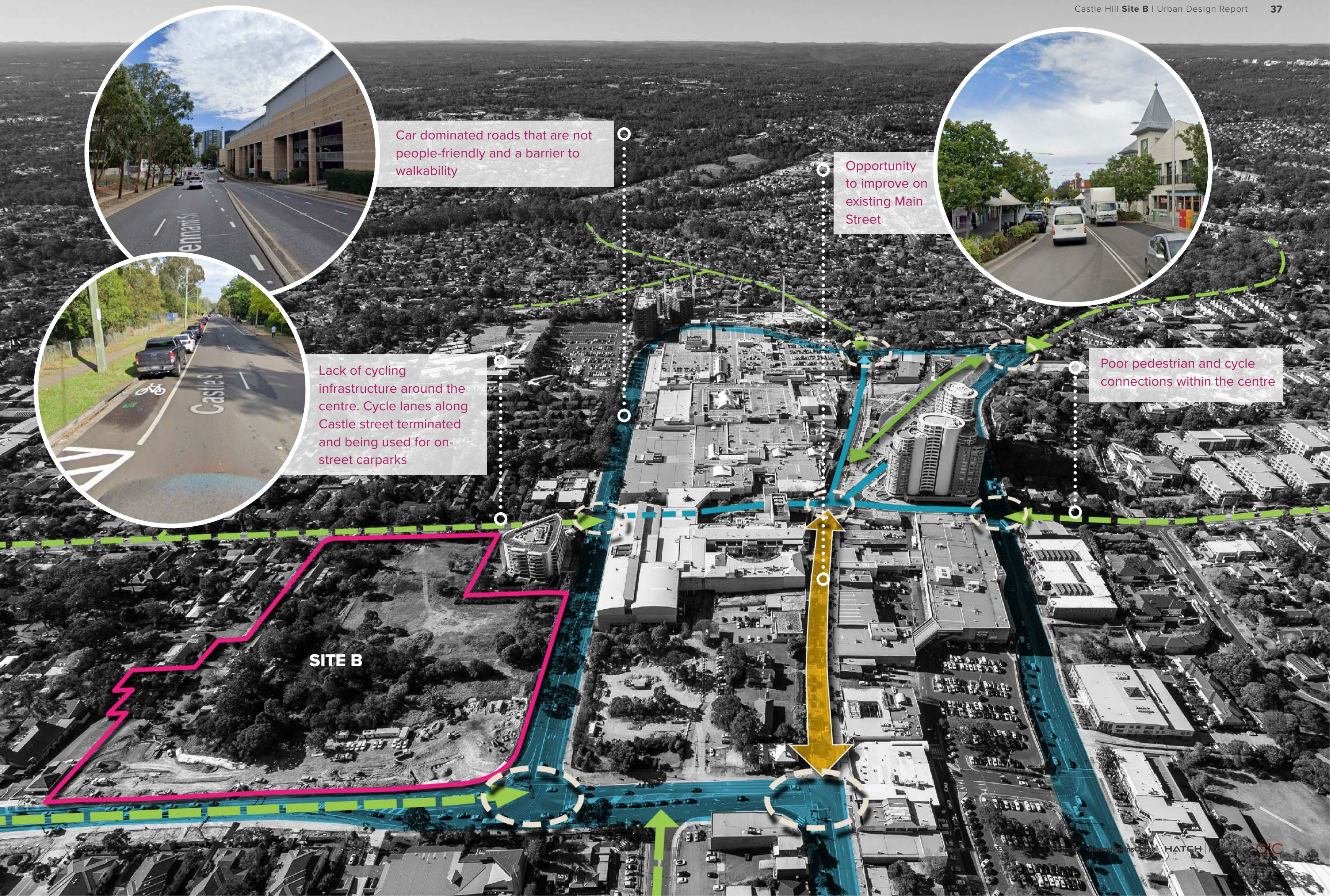


Showground Road intersection with Pennant Street



Showground Road





Car dominated roads that are not people-friendly and a barrier to walkability

Opportunity to improve on existing Main Street

Lack of cycling infrastructure around the centre. Cycle lanes along Castle street terminated and being used for on-street carparks

Poor pedestrian and cycle connections within the centre

**SITE B**



# CASTLE HILL CHALLENGES

## LIMITED QUALITY OPEN SPACE

Whilst Castle Hill is a destination for shopping, retail and community uses, there is a lack of well-used, vibrant civic spaces.

The extent to which the community are engaging with the public spaces of their neighborhoods is a reliable indicator of the social value of these spaces and the levels of usage. Key issues include:

- Castle Hill has considerably poor access to quality open space within the walkable catchment of the centre. The spaces that are available are unprogrammed spaces with poor quality facilities. There is no legible green network and the existing open spaces are disconnected and fragmented with constrained accessibility and poor way-finding.
- Within the Castle Hill Strategic Centre, there is very minimal public open space. The open space around the train station is rarely used. The main street at (Old Northern Road) has potential to be a vibrant and active space through fostering activity and creating inviting urban spaces.
- The recent high-density developments in and around the centre have made no meaningful contribution to the public open space network of the area.



The Piazza - Castle Towers along Old Northern Road



Metro Plaza



Old Northern Road Main street



Arthur Whitting Park



View along Castle Street.



Sherwin Avenue Reserve

## PLACE CHALLENGES

- Lack of access to useable public spaces within the walkable catchment of the town centre.
- The spaces that are available are unprogrammed spaces with poor quality facilities.
- Disconnected and isolated open spaces that are not activated and with minimal surveillance.
- Lacking activation and overlooking of spaces with side boundary and rear boundaries addressing spaces.
- Limited paths and connections through spaces.





A sea of car parks and limited surrounding activity





# CASTLE HILL CHALLENGES

## FRAGMENTED PLACE ACTIVATION

Castle Hill has good access to a number of community uses, shopping, retail and some local offices and employment. The town centre has a diverse range of uses and activities with a balance of business and services uses and high levels health and wellbeing destinations underpinning the resilience of the centre.

Key issues include:

- The centre has an under provision of street-based food and beverage destinations reducing the vibrancy of the centre. The weighting of destinations towards retail influences people's perception of the centre and influences their engagement towards specific tasks and journeys.
- Castle Hill runs the risk of becoming a single use, retail focused destination. The centre lacks accommodation reflecting the local nature of the service businesses and the limited arts, cultural and tourism activation of the area.
- Castle Hill has significant structural challenges with high levels of fragmentation between smaller nodes of activity as well as areas of low density scattered activity. These are influenced, in part, by the physical networks of the centre & the barriers to movement created by the major roads surrounding the centre.
- The low levels of community engagement with open spaces and urban places is a key indicator of the character of the centre. It is suggested that the lack of quality public space is a key influence of the scattered and fragmented activation of the centre.

## PLACE CHALLENGES

- Activation of the streets surrounding the shopping centre.
- Poor street interfaces.
- Concentration of retail and commercial activity inside the mall as opposed to the streets.
- Isolated civic and community uses.
- Underutilised main street shops and space.



Castle Towers - the Piazza, Old Northern Road



Shops at Old Northern Road corner Showground Road



Castle Hill Cultural Centre and Library (right), Shopping Centre carpark (left)



Terminus Street offices and employment uses (left)

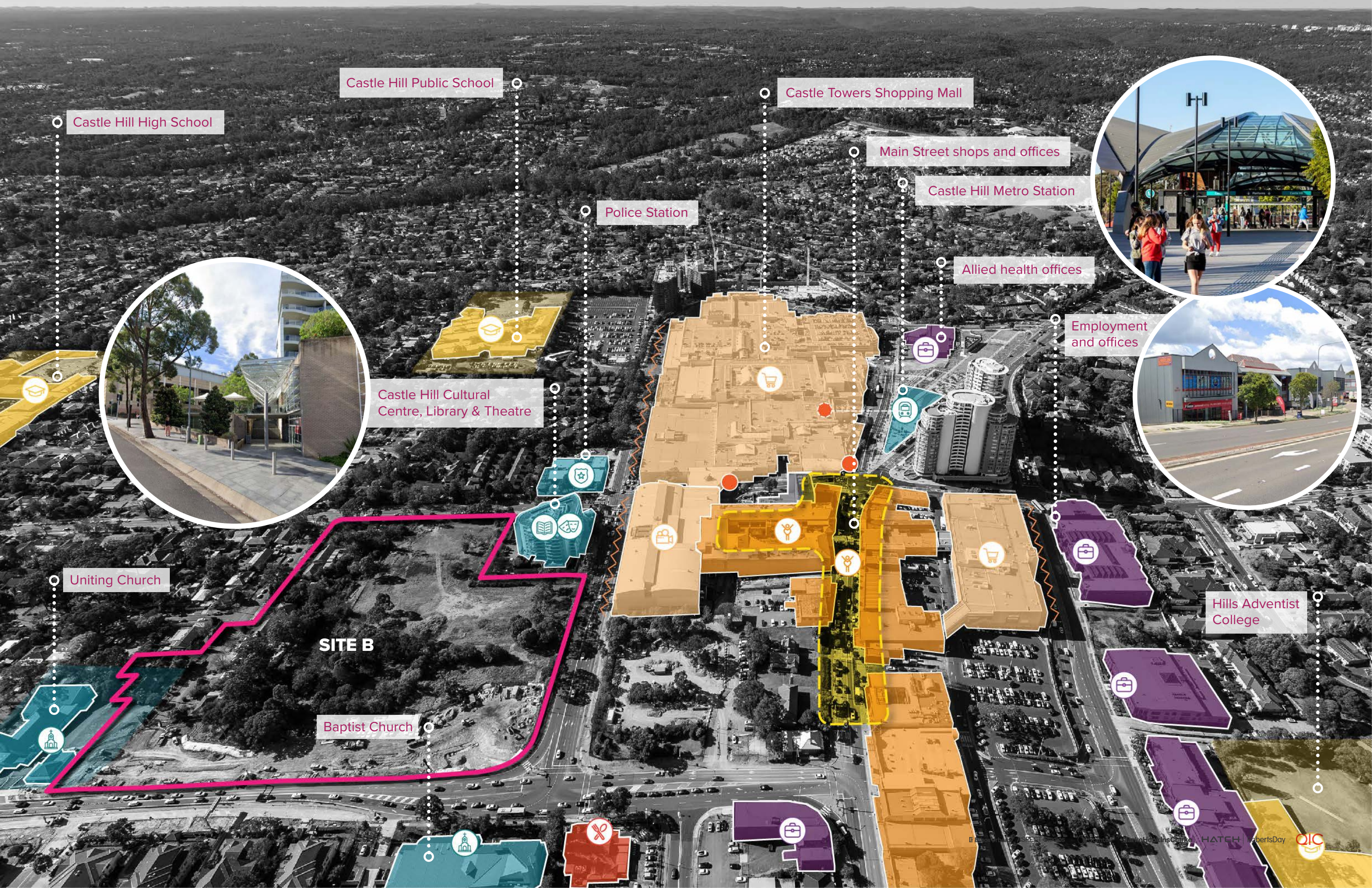


Castle Hill Metro Station Plaza - Crane Road.



Castle Tower Shopping Centre - Old Castle Hill Road entry





Castle Hill Public School

Castle Towers Shopping Mall

Castle Hill High School

Main Street shops and offices

Police Station

Castle Hill Metro Station



Castle Hill Cultural Centre, Library & Theatre

Employment and offices

Uniting Church

SITE B

Baptist Church

Hills Adventist College



# CASTLE HILL ACTIVATION

## URBAN VITALITY

Data has been sourced from Neighbourlytics, a place analytical tool which accesses digital data attributes from a range of publicly available, third party, sources that are reflective of behaviour and lifestyle. This includes map based information, business and community pages, rating and reviews and publicly available images.

Comparative analysis reveals that urban centres with a broad mix of place offerings and trip generators are more resilient, attract more investment and have broader market reach.

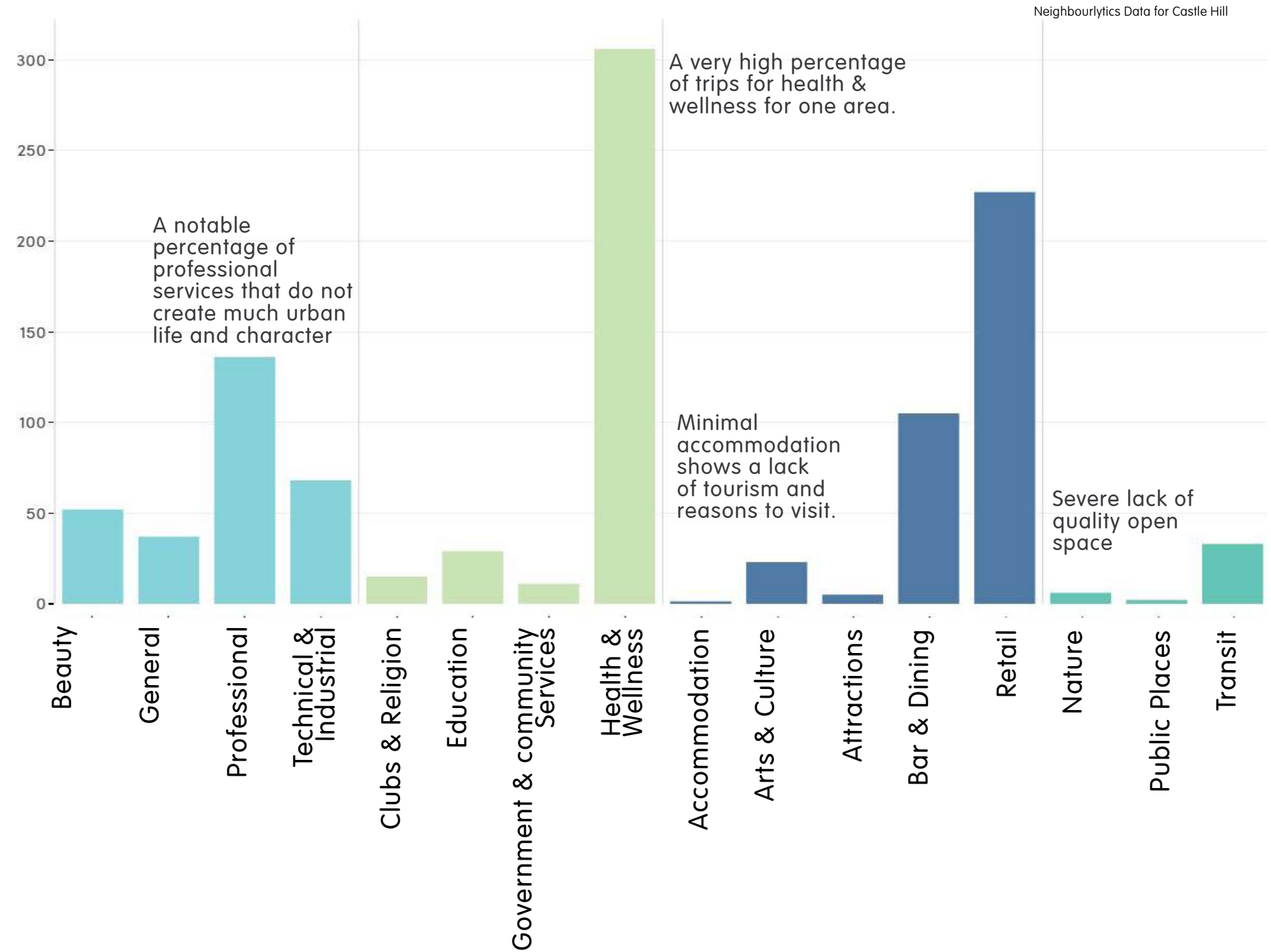
Typically more mature urban areas;

- have a higher percentages of trips for destination attractions such as dining and leisure,
- enjoy higher levels of street activation, and stronger night-time economies,
- support the arts and cultural life, and
- integrate a wider range of businesses including short-stay accommodation, tourism and recreation.

Analysis of the urban places, businesses, and services that people are interacting with, in Castle Hill, reveals information about why and how people are engaging with Castle Hill, as well as the identity and place typology of the centre.

The research revealed that:

- Castle Hill has a distinctly high proportion of trips to the centre for Health and Wellbeing services suggesting the centre is largely identified as service / community centre rather than a social or civic destination.
- Food and Beverage offers make up less than 10% of the urban life of Castle Hill and the public spaces of the centre barely register.
- While there is a spread of uses and activities across the centre there is generally lower proportions of the types of uses, activities and destinations that create vibrant urban spaces, civic life and social interaction.



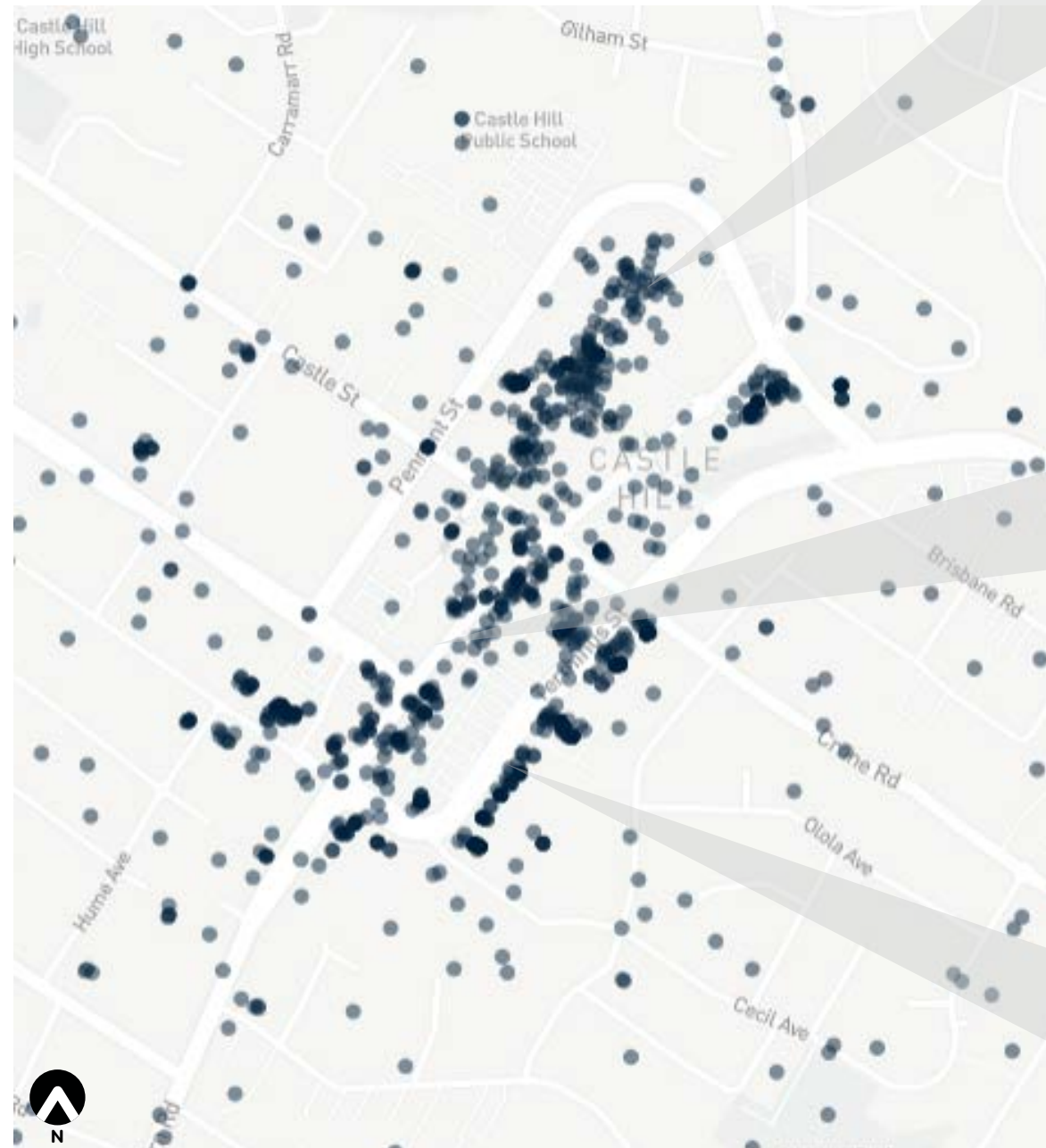


## URBAN VITALITY MAP

The vitality of a centre is, in part, generated by the concentration of uses, destinations and activities within areas and spaces. The spatial distribution of these points of urban life reveals information about the maturity, legibility and connectivity of a centre.

An analysis of the concentration of urban life of Castle Hill is indicative of a number of the structural challenges that face the centre including:

- The tension between the retail mall and street-based retail;
- Accessibility and walkability challenges; and
- Urban fragmentation.



## CASTLE TOWERS

- The retail mall has the highest concentration of urban activity in the centre. The activity is highly internalised with minimal urban life spilling onto adjoining streets or to the edges of the retail centre.
- It appears as an island of activity reinforced by the limited connections to the street level public realm.

## OLD NORTHERN ROAD

- In contrast the historic commercial spine of the centre, Old Northern Road, displays a distinct lack of activity and vitality.
- There is a cluster of activity to the north near the mall and station and a second cluster to the south, but the central strip is noticeable gap in activity.
- This will be creating a degree of disconnection and fragmentation in the centre.

## TERMINUS ROAD

- There is a noticeable concentration of activity on the south eastern side of Terminus Road including a relatively high proportion of food and beverage destinations.
- The nature of the arterial road and land uses on the opposite side of the road creates and largely car dominated, single sided strip of activity.



# CASTLE HILL DESTINATIONS

## CIVIC LIFE

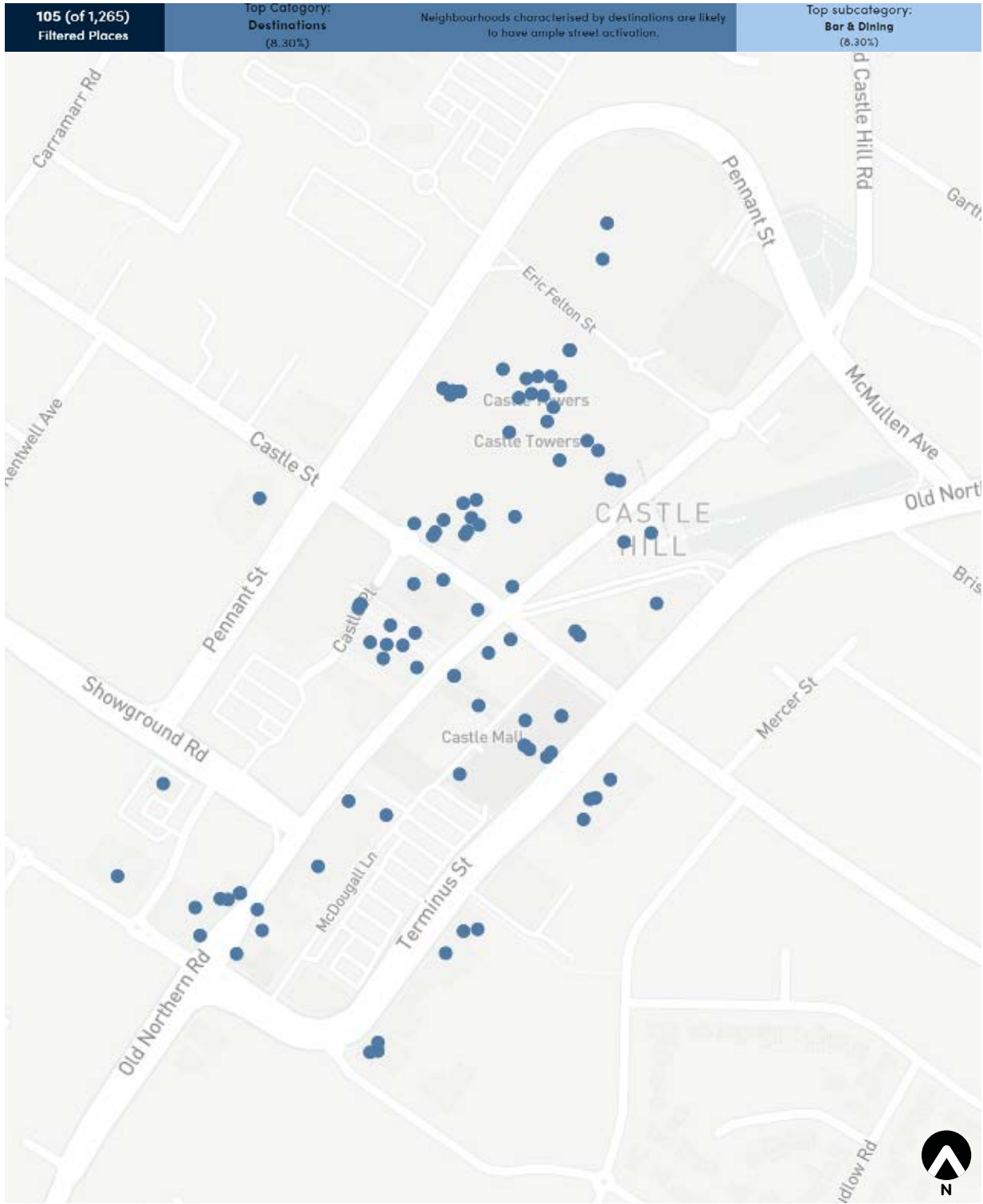
Destinations are the place attractors that drive urban activity and civic life. Destinations trigger urban life and encourage people to gather.

Retail, food and beverage, arts and cultural places, spaces and businesses in an urban centre bring people together and fostering community interaction. These uses and activities support the evening and nighttime economy as well as day-trading and play an important role in the activation of the centre.

Urban areas and spaces with high concentrations of destination uses are typically more vibrant, have higher levels of social activity and support more tourism and leisure journeys. Mature centres have a good balance between retail and food and beverage uses with the uses intermixed and evenly distributed.

The pattern of destinational urban life in Castle Hill reveals:

- A noticeable gap in destinational uses along Old Northern Road
- A general concentration of uses into internal environments including Castle Towers Mall and the smaller plaza's and retail malls along Terminus Road.
- Accommodation is low and shows that people are not coming here for business travel or tourism.
- There is limited arts and cultural experiences in the centre.



The Piazza



Terminus Road Retail Plaza's

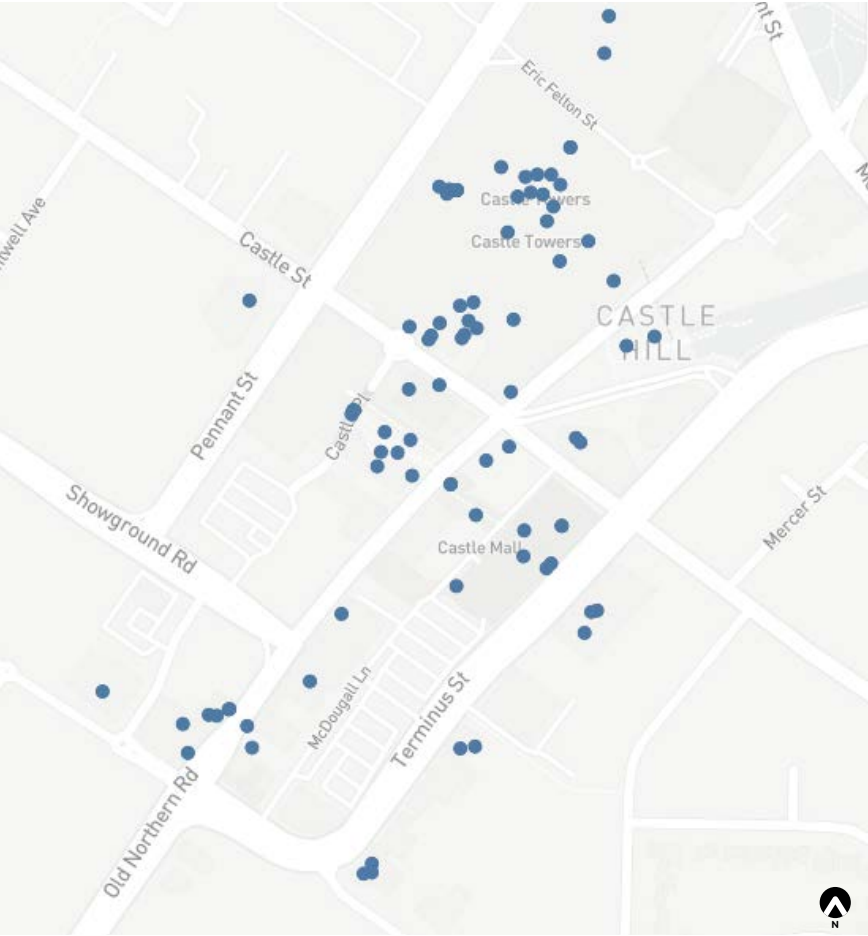


Terminus Road Restaurants



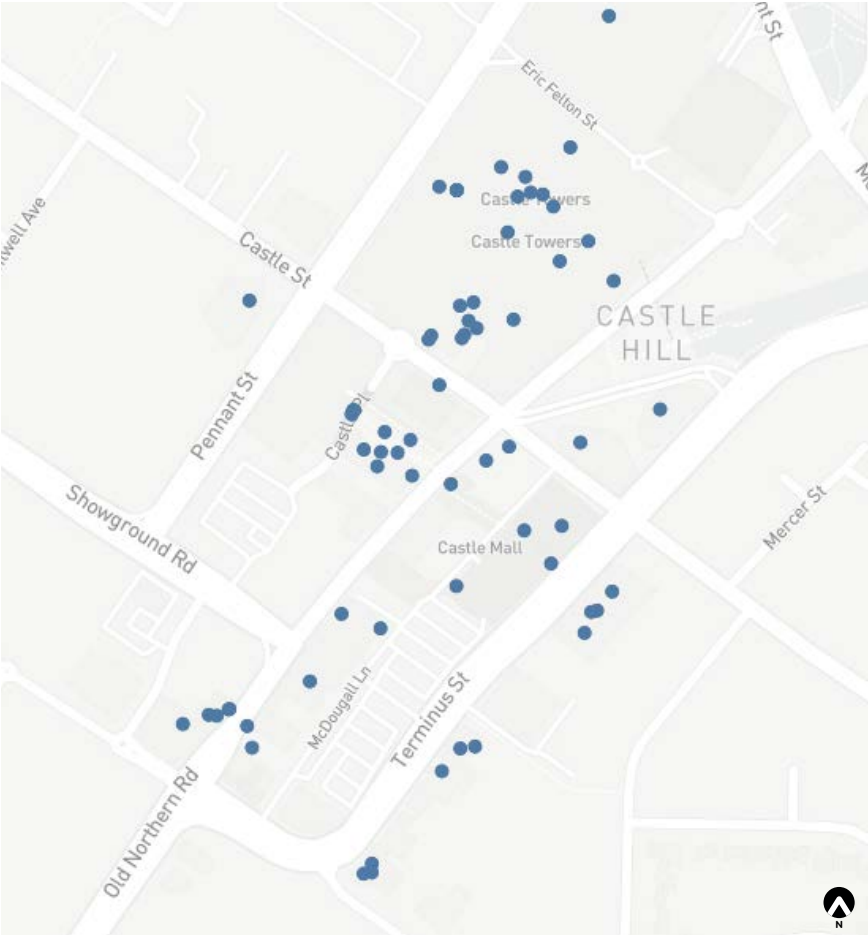
Food and beverage destinations play a particularly vital role in the vibrancy and urban life of a centre. They activate urban spaces, foster social interactions and support the nighttime and evening economics of an area. These are essential to support other economic sectors including local employment providing the amenity and urban life to attract business and employees to an area.

The Neighbourlytics data provides unique insight into the rhythm of activity in a centre identifying the engagement in urban life at different times of the day and week. The maps below identify the food and beverage business operating at different times of the day and week.



WEEKDAY - 9AM TO 6PM

- The food offering during the weekdays are concentrated to the internal retail malls including Castle Mall, the Piazza court and to the far southern end of Old Northern Road.
- The central retail strip of Old Northern Road is almost devoid of activity through the day.
- Beyond several small nodes, the food and beverage destinations are relatively scattered through the area reducing the vibrancy and urban life of the centre.



WEEKEND - 6PM TO 9PM

- The evening dinning opportunities of the centre on the weekends and Friday evenings is similarly concentrated to several select areas and largely dominated by internal environments.
- This area includes a number of restaurants in the smaller retail plaza's along Terminus Road. There are more dinning opportunities on Terminus Road than Old Northern Road.
- There is a cluster of take away style food outlets along the southern, car dominated end of Old Northern Road.



WEEKEND - 9PM TO LATE

- The opportunities for night life activities are generally limited within the centre with only a select number of restaurants and bars opening after 9pm on a weekend night.
- The restaurants on Terminus Road and the takeaway food outlets along the southern end of Old Northern Road appear to trade later as do several of the restaurants in the Piazza.
- The Hillside Hotel is the only point of activity in the central section of the high street.



# SITE ANALYSIS - FEATURES

## INTRODUCTION

Site B is located on the edge of the established Castle Hill urban core.

The site is a discrete consolidated landholding with road frontage to all sides and limited direct abutments to established residential housing.

The site comprises land generally bound by Castle Street and existing mixed-use building (Castle Hill Library) to the north, Kentwell Avenue to the west, Showground Road to the south and Pennant Street to the east.

The site is within the walkable catchment of the North West Metro station and associated bus interchange as well as local cultural, community, retail and employment uses.

The unique site features and contextual considerations integrated through the preparation of the urban design report are outlined in the following pages.

## SLOPING LAND FORM

Site B has a cross-fall of about 16m from the southern corner of the site to the northern corner. The highest elevation is at 134m in the south corner. There are opportunities that can be realised from sloping sites as well as also considerable challenges.

## EXPANSIVE VIEWS

With the level differences across the site and lower future height transitions to the west and south, there are expansive views across the Blue Mountains to the west that can be captured particularly at higher levels. Views to Sydney Harbour to the east may also be seen from higher levels.

## EXISTING VEGETATION

There are a number of mature trees and areas of established vegetation within Site B. Some established trees may be retained and there are opportunities to integrate these trees as part of the public open space character.

## STRATEGIC LOCATION

Site B is situated along Showground Ground and will serve as an entry point arriving into Castle Hill Centre from Norwest. The intersection of Pennant Street and Showground Road provides opportunities for signature built-form that could create an identity for Site B.

## SCALE COMPARISONS



Sydney CBD

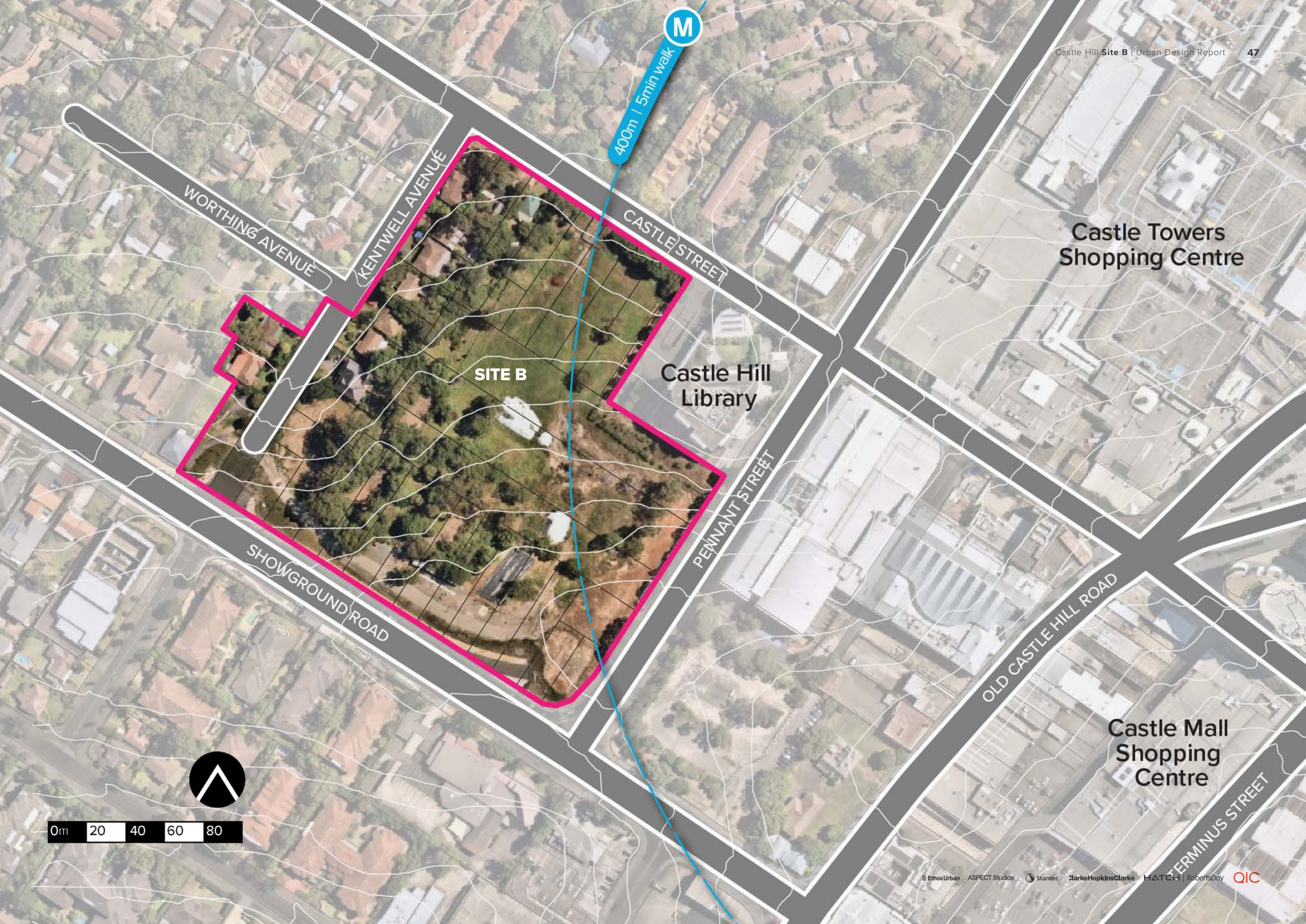


Parramatta CBD



Green Square - East Village





**SITE B**

Castle Hill  
Library

Castle Towers  
Shopping Centre

Castle Mall  
Shopping  
Centre

0m 20 40 60 80



# SITE ANALYSIS - NATURAL SYSTEMS

## AREA & SCALE

- Site B including the smaller western site west of Kentwell Avenue is 4.75 hectares in area, measuring 226m (north-south) by 205m (east-west).
- The site is roughly equivalent to two city blocks within the Sydney CBD.



Site

## LAND-FORM & VIEWS

- Castle Hill Centre is positioned in a strategic topographical location with views out to the Blue Mountains to the west. Sydney CBD would also be visible on the upper levels of taller buildings.
- The highest elevation of the site is situated at the corner of Pennant Street and Showground Road with an altitude of 134m. From here, the topography falls towards the northern and western corners of the site.



Site

High point

Views



EXISTING VEGETATION

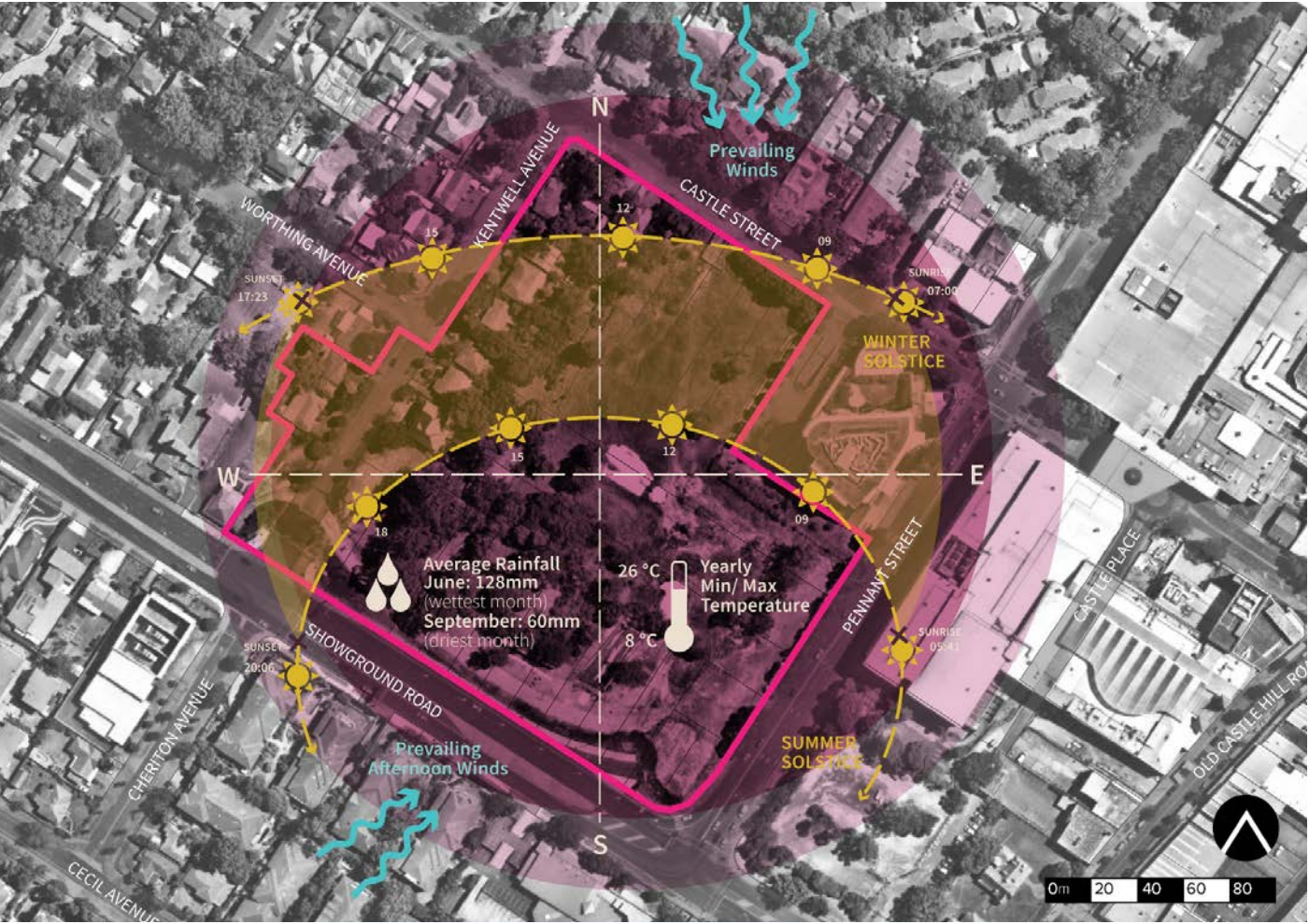
- There are a number of mature trees that could potentially be retained within the study area.
- There are also mature trees along Pennant Street and Castle Street particularly along the residential areas to the northwest.
- There are no street trees along the Showground Road frontage.



- Site
- Existing trees

CLIMATE + ORIENTATION

- The orientation and topography of the site create an opportunity for a north facing public open space in the heart of the quarter.
- The prevailing winds also come from the north, the windiest month is in December with the highest average wind speed 10.2km/h.
- Temperatures typically range between a long-term average maximum of 26°C and minimum of 8°C. The warmest month in Castle Hill is January with an average high-temperature of 29.2°C.



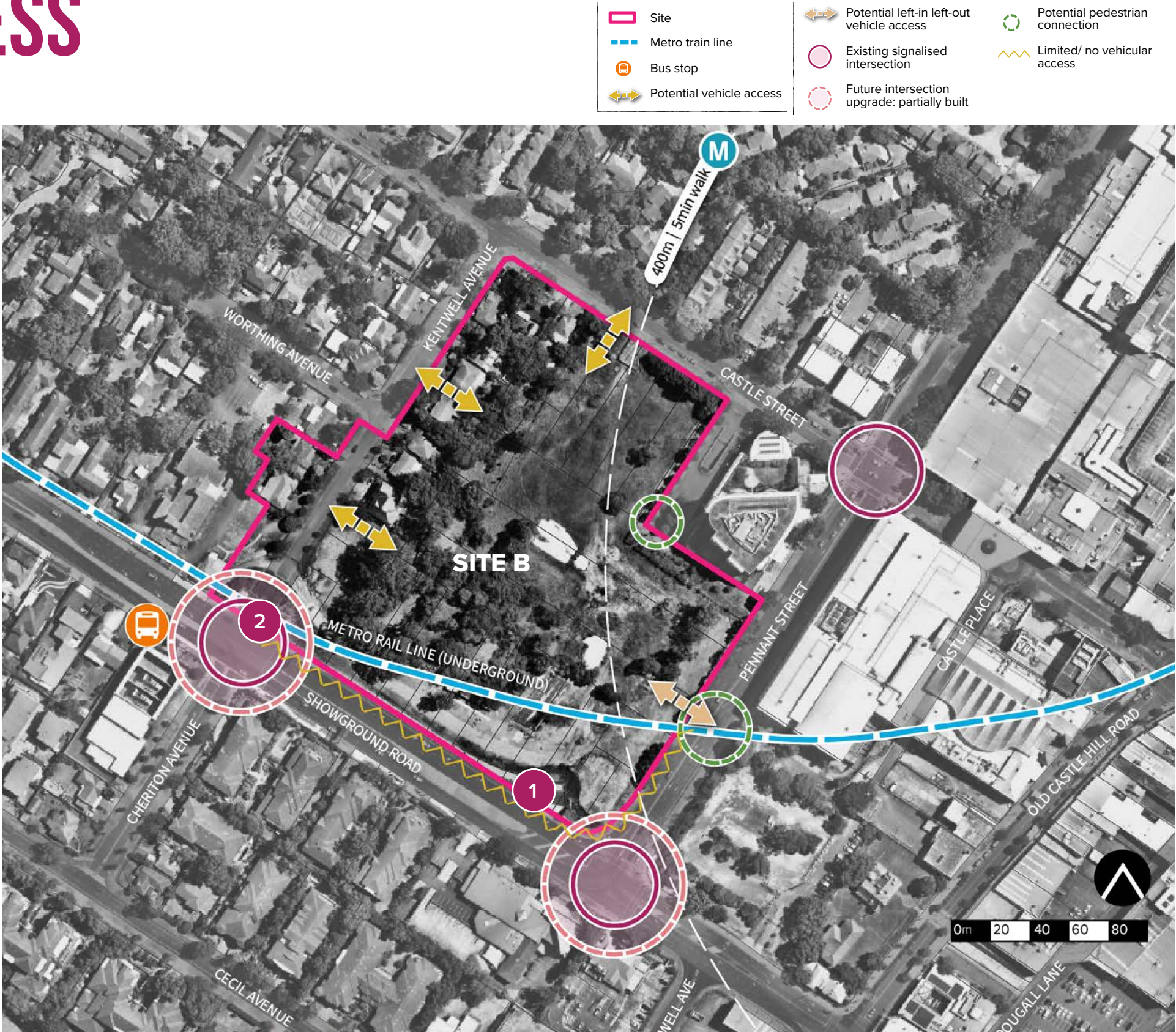
- Site



# SITE ANALYSIS - ACCESS

## ACCESS + TRANSPORT

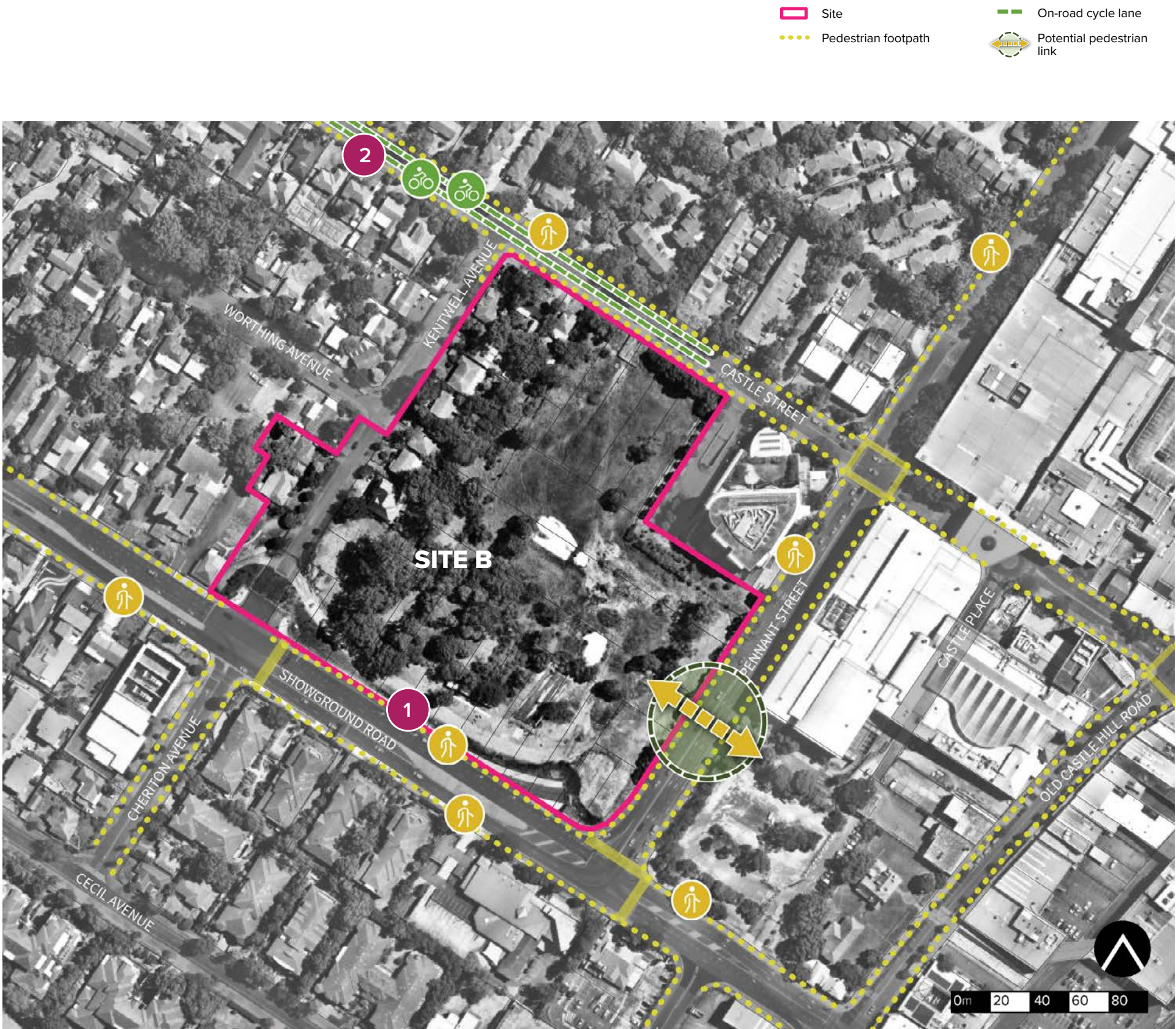
- Site B is within walking and cycling distance to the Castle Hill Metro Station and is accessible via local street networks. The site within a 5-minute walk to the Station and access to daily needs.
- There is a bus stop along Showground Road which connects to the Norwest Business Park and Centre to the west.
- There is an established access point at Showground Road / Kentwell intersection, this intersection was designed and constructed with considerably more vehicle capacity than required for the current concept. The design proposal is to reconfigure this intersection to an appropriate size and priority.





PEDESTRIAN AND CYCLING ACCESS

- The site has reasonable pedestrian access to the boundaries with footpath infrastructure on key road frontages. Showground Road in particular has a wider shared path link to the boundary but with no street trees.
- There is limited pedestrian connectivity over the adjoining major roads with the pedestrian route to the main urban core of the urban centre limited to the Showground Rd / Pennant St. and the Pennant St. / Castle St. intersections.
- Cycling infrastructure around the Castle Hill Centre is very limited. Only Castle Street has dedicated cycle lanes which is also used as on-street carparks during certain hours of the day.













# SITE ANALYSIS - INTERFACES

## INTERFACES + EXISTING USES

- Site B is located within walking distance to key cultural, community, retail and employment uses.
- Key community and cultural uses such as the Castle Hill Library, Pioneer Theatre, Event Cinemas and the Police Station are located at the eastern corner of the site along Pennant Street. There are two churches along Showground Road.
- The site interfaces with detached and attached dwellings along Castle Street and Kentwell Avenue.
- Low to medium rise apartments front the opposite side of Showground Road, the large setbacks and limited street tree planting exacerbate the width of this road and reduce the street presence.
- Interfaces to key roads are very poor particularly along Pennant Street and Showground Road. The vacant heritage site across Pennant Street and the carpark frontage on the adjacent building do not promote any street activity.

-  Site
-  Community: Library, Place of Worship
-  Commercial & Retail: Shopping, Food & Beverage & Cinemas
-  Main street shops: Shopping, Food & Beverage and Commercial
-  Employment: Offices
-  Public Transport: Metro Station
-  Activated Interface: Retail & Commercial
-  Residential Interface





## INTERFACES + POTENTIAL USES

- Castle Hill will undergo changes in its urban fabric particularly around the urban core and the Castle Hill Metro station. The Hills Future 2036 Plan allows commercial uses within the core supported by surrounding by mixed-use development including office, retail, restaurants and residential.
- The plan allows for a transition to higher density residential uses around the urban core stepping down to low-density residential beyond the urban centre.
- Site B is identified as one of the strategic mixed-use quarters in The Hills Future 2036 Plan. The Plan encourages activation of buildings at street level particularly around urban plazas and recreational zones.
- There is significant potential for the interfaces around Site B to be improved. Activation of existing blank facades and the creation of better public spaces will improve the streetscape and public spaces within the centre.
- Mixed-use built-form will also activate the ground floor uses, encouraging pedestrian movement and active transport modes in and around the centre.





# SITE ANALYSIS - INTERFACES

## BUILDING HEIGHTS

At present, the Castle Hill centre has marked variations in built-form heights both in terms of existing and what is permissible under the Hills LEP 2019. One example is the northern residential towers - Skyview Apartments (by Toplace) which at 18-21 storeys is adjacent to with 1-2 storey standalone, detached dwellings.

The Castle Hill North Precinct DCP, the Hills Corridor Strategy and the Hills Future 2036 Local Strategic Plan encourages a better built-form transition from single storey dwellings outside of the centre to the 70-metre towers at the heart of the Castle Hill.

The current planning and height controls for Site B are a legacy of concepts and proposals for single use / retail development the site.

The previous concepts contemplated heights that were inconsistent with the opportunities derived from improved transport accessibility of the city centre and are not considered compatible with adjoining areas with equivalent amenity and access.



Existing heights in grey boxes versus the current permissible heights under the Hills LEP 2019 in blue.







# SITE ANALYSIS - INTERFACES

## KENTWELL AVENUE INTERFACE

### EXISTING CONDITIONS

- Predominantly residential uses along Kentwell Avenue
- Typically 1-2 storey high built-form setback from street
- Mature trees and power-lines within the street but no footpaths
- No pedestrian or vehicular connection to Showground Road



1

North of Kentwell Avenue looking across single storey houses. Power-lines are on the opposite side of Site B and there is no footpath along this street.



2

View towards Worthing Avenue at the Kentwell Avenue intersection. Worthing Avenue also do not have footpaths.



3

View north and across Site B with single storey residences and mature trees.



4

Kentwell Avenue south looking up towards Showground Road





## KENTWELL AVENUE INTERFACE

### FUTURE CONDITIONS

- Predominantly residential uses along Kentwell Avenue
- Apartment and townhouse typologies
- 5 storeys maximum building height across the site
- Street trees and footpaths on both sides of the street
- Pedestrian connection to Showground Road





# SITE ANALYSIS - INTERFACES

## CASTLE STREET INTERFACE

### EXISTING CONDITIONS

- 4-way signalised intersection and pedestrian crossings at the corner of Castle Street and Pennant Street with corner activation at Castle Hill Library.
- Very minimal to no activation on the other built-form on this intersection.
- Further north, there are medium density townhouses that are developed along driveways, providing minimal presence to the street.
- Mature trees along Castle Street.
- Dedicated cycle paths but also double as carparking.
- Overhead power-lines along the residential section of Castle Street.



1

View west on the intersection of Castle Street and Pennant Street. Castle Hill Library and Cultural Centre to the left of image.



2

View south on the intersection of Castle Street and Pennant Street. Castle Hill Library on the right and carpark interface of Castle Towers Shopping Centre.



3

Castle Street midway through Site B. 1-2 storey residential buildings and flats with mature trees.



4

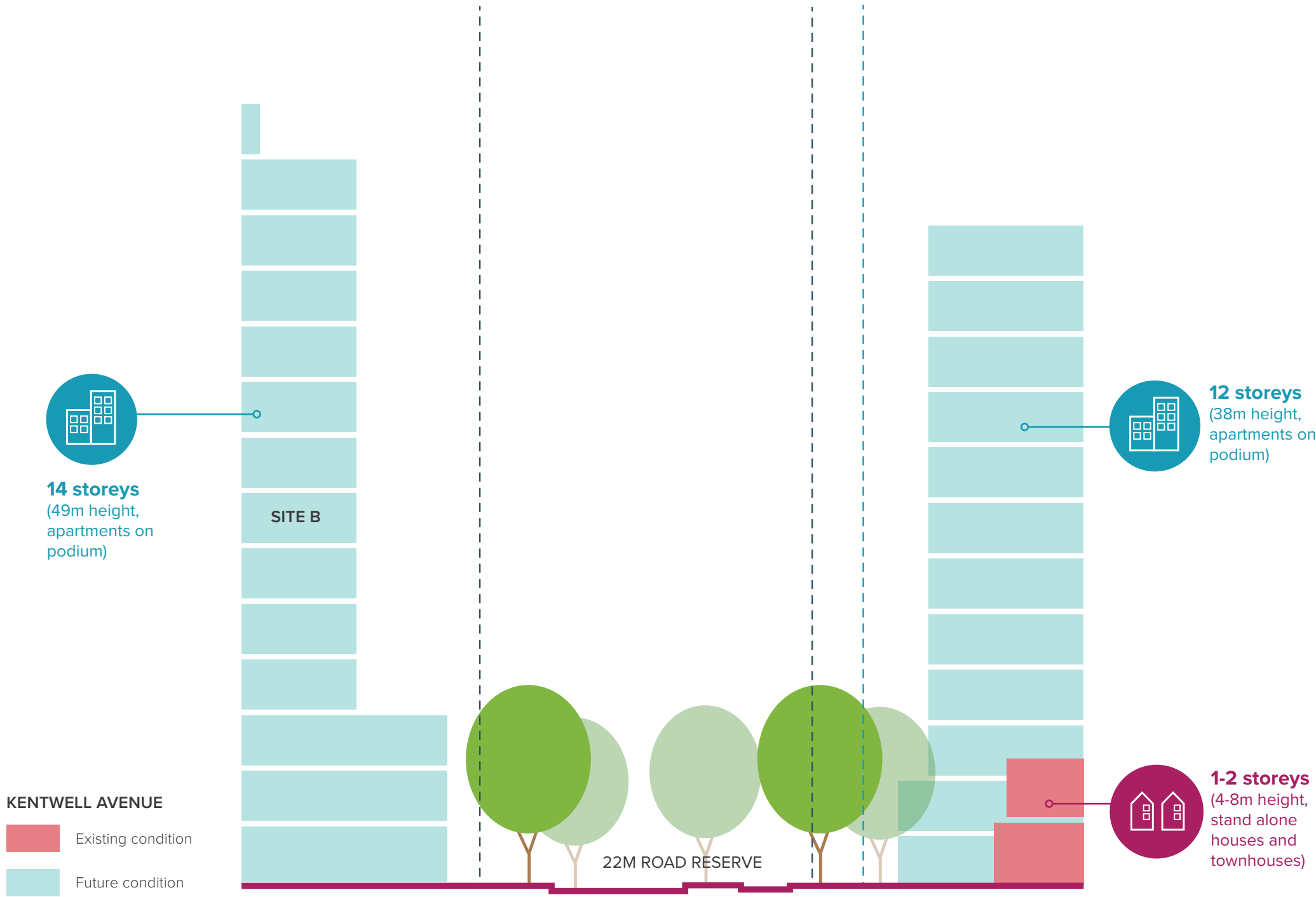
View east on the intersection of Castle Street and Kentwell Avenue. 1-2 storey residential buildings and mature trees.



CASTLE STREET INTERFACE

FUTURE CONDITIONS

- Predominantly residential uses along Castle Street
- Apartment and townhouse typologies
- 12 storeys maximum building height on the opposite side of the site
- Street trees and footpaths on both sides of the street including a suggested bike path along Castle Street
- Pedestrian and vehicular links into the Site





# SITE ANALYSIS - INTERFACES

## SHOWGROUND ROAD INTERFACE

### EXISTING CONDITIONS

- 4-6 lane highway with traffic lights and intersection crossing points
- Residential uses north of the Church, varying from 1-2 storey houses and townhouses
- Uniting Church and McDonald's at the intersection of Pennant Street, setback from the road
- Shops and small offices at the intersection of Old Northern Road in an urban environment
- No street trees on this section of Showground Road
- Wider footpaths/ shared paths



1

View west on the intersection of Castle Street and Pennant Street. Castle Hill Library and Cultural Centre to the left of image.



2

View south on the intersection of Castle Street and Pennant Street. Castle Hill Library on the right and carpark interface of Castle Towers Shopping Centre.



3

Castle Street midway through Site B. 1-2 storey residential buildings and flats with mature trees.



4

View east on the intersection of Castle Street and Kentwell Avenue. 1-2 storey residential buildings and mature trees.



SHOWGROUND ROAD INTERFACE

FUTURE CONDITIONS

- Commercial and residential towers across Showground Road with ground floor commercial and showroom type uses
- Apartment typologies
- 5 storeys maximum building height on the opposite side of the site
- No street trees along the section of Showground Road
- Wider footpaths on both sides of the street
- Pedestrian and vehicular links into the Site



**5 storeys**  
(16m height, medium density residential + commercial uses)

**KENTWELL AVENUE**

Existing condition

Future condition



**28 storeys**  
(94m height, apartment towers + showroom/ commercial uses at ground level)



**14-16 storeys**  
(51-55m height, apartment/ commercial towers + commercial uses at ground/ podium levels)

**SITE B**

35M ROAD RESERVE



**5 storeys**  
(16m height, medium density residential/ apartments)



**2-3 storeys**  
(7-10m height, apartments/ commercial uses)



# SITE ANALYSIS - INTERFACES

## PENNANT STREET INTERFACE

- Carpark and service entry points along the Castle Towers shopping centre side of Pennant Street
- Typically 2-5 storeys high apart from the 10-storey high Cultural Centre and Library building
- Mature street trees but no continuous footpath on the Shopping Centre side of Pennant Street
- A considerable level difference on the opposite side of Pennant Street



1

View west on the intersection of Castle Street and Pennant Street. Castle Hill Library and Cultural Centre to the left of image.



2

View south on the intersection of Castle Street and Pennant Street. Castle Hill Library on the right and carpark interface of Castle Towers Shopping Centre.



3

Castle Street midway through Site B. 1-2 storey residential buildings and flats with mature trees.



4

View east on the intersection of Castle Street and Kentwell Avenue. 1-2 storey residential buildings and mature trees.



## CASTLE HILL LIBRARY

- Public pedestrian entry along Pennant Street
- Public space and seating at the corner of Pennant and Castle street
- Basement carpark entry and vehicle drop-off along the Castle Street.
- 8 levels of apartments, setback above the Library and Cultural Centre
- A considerable level difference on the south interface of the site and the drop-off area for the Castle Hill Library



1

Library entry along Pennant Street.



2

Public space fronting the library and cultural centre located at the corner of Pennant Street and Castle Street.



3

Castle Street entry into vehicle drop-off and basement carparking.



4

View from the site looking east. Solid wall interface to the south and level difference to the vehicle drop-off area.



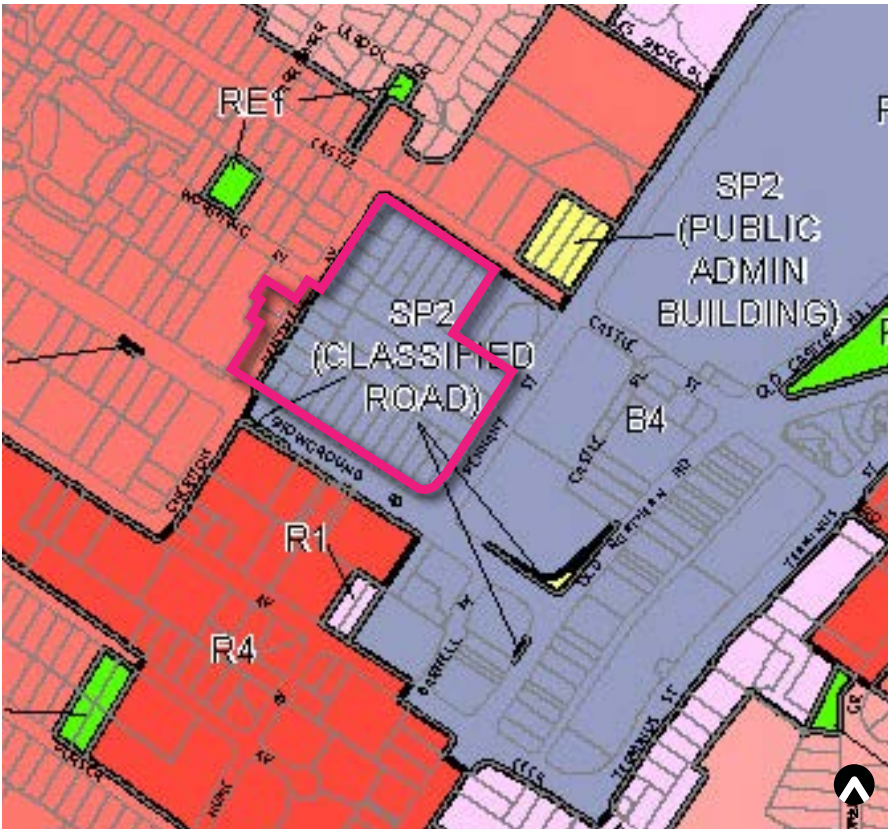
# CURRENT LEP CONTROLS

## PLANNING CONTROLS

The Hills Local Environment Plan (Hills LEP 2019) is the current planning control within the Hills Shire. The maps adjacent are extracted from the these LEP controls.

In summary,

- Site B is zoned as B4 Mixed-use Zone, consistent with the Castle Hill core opposite (across Pennant Street). A mix of uses are permitted including commercial, retail, community and residential uses.
- Site B has a 28m height limit across the majority of the site. The north and west interface is allowed a maximum 19m and 7m respectively. The FSR within most of the site is 1.9:1.
- Amendments to the Hills LEP 2019 are contemplated with the implementation of the Hills LEP with the Hills Shire Council's The Hills Future 2036 - Local Strategic Planning Statement (LSPS).



## LAND ZONING MAP

- B4 Mixed-use Zone
- Min lot size 600 sqm

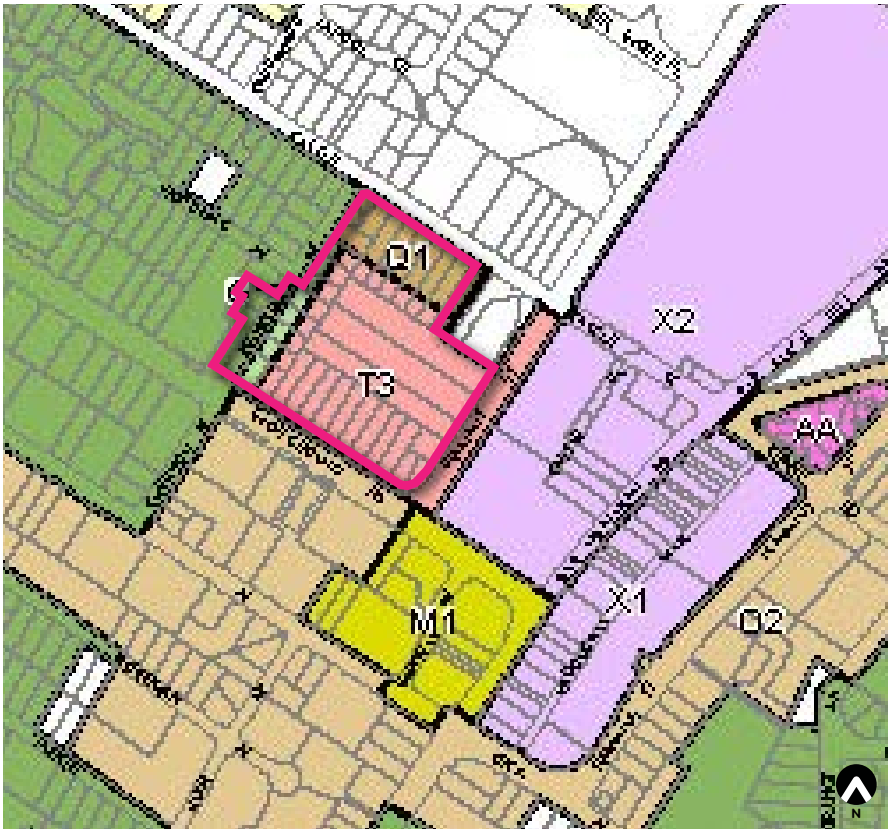
The site is zoned B4 mixed-use zone, similar to areas east of the site under the Hills LEP 2019 - Land Zoning Map LZN 024. B4 Mixed-use Zone encourages high-density developments integrated with civic spaces.

The plan encourages mixing of uses to promote both day and night economies including leisure and entertainments facilities. High-density residential areas are zoned along Showground Road opposite the site. Lots west of Kentwell Avenue are zoned medium density residential.

Land Zoning Map - LZN\_024

RE1	Public Recreation
B4	Mixed-use
R4	High-density Residential
R3	Medium Density Residential
R2	Low Density Residential
R1	General Residential
SP2	Infrastructure (Public Admin Bldg)





## HEIGHT OF BUILDINGS MAP

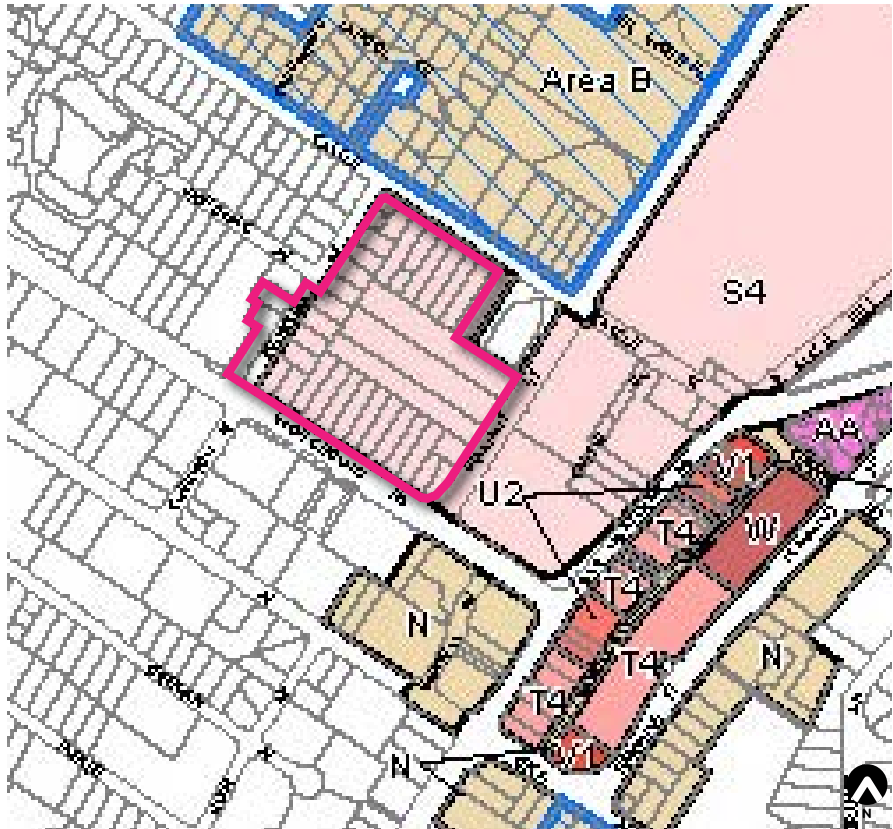
- Max building height: 28m (southern lots)
- Max building height: 19m (northern lots)

The Hills LEP 2019 - Heights of Building Map permits a maximum of 28m in height within most of the site. The interface to Castle Hill allows for a maximum of 12m in height while a maximum of 7m is allowed along Kentwell Avenue. Across the road on Pennant Street, the maximum height permitted is 46m, which is approximately 15 storeys high. Across Showground road, 12m maximum height is allowed.

The Hills LEP 2019 heights are restrictive and inconsistent with the improved transport accessibility of the city centre. Moreover, they are considered incompatible with adjoining areas with equivalent amenity and access.

Maximum Building Height (m)

G	7m	Q1	19m
J	9m	T3	28m
K	10m	X1	45m
M1	12m	X2	46m
O2	12m	AA	68m



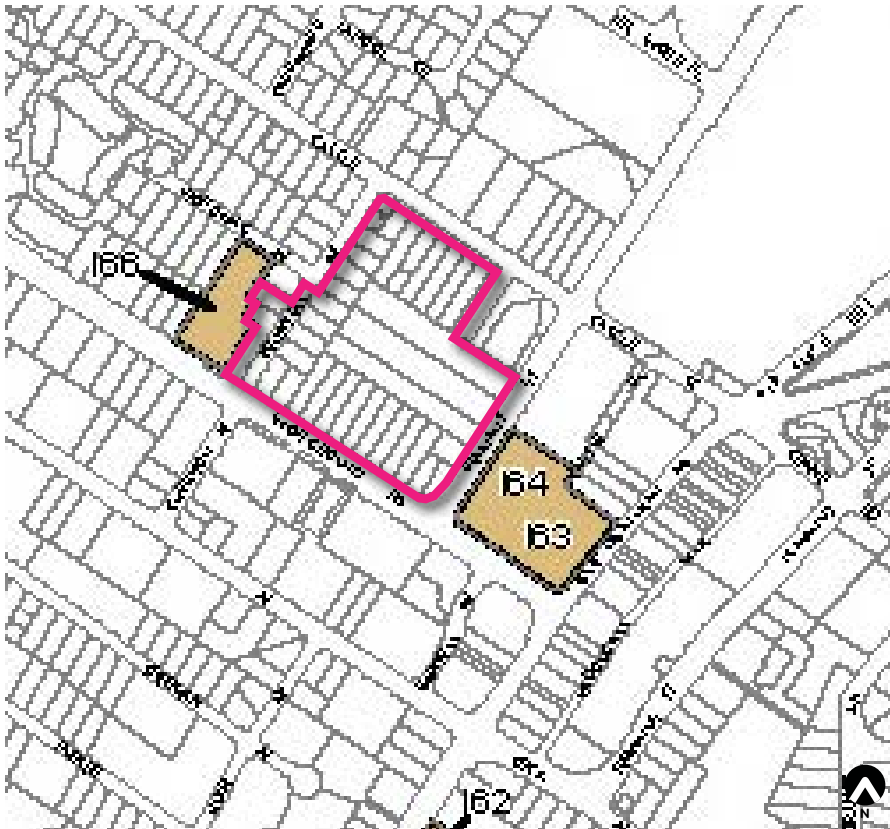
## FLOOR SPACE RATIO (FSR)

- Floor Space Ratio: 1.9

The Hills LEP2019- Floor Space Ratio allows a maximum floor space ratio of 1.9 within Site B, similar to the urban core sites.

Floor Space Ratio - FSR\_024

N	1.0	U2	2.7
O	1.1	V1	3.0
S4	1.9	W	3.8
T4	2.3	AA	6.4



## HERITAGE MAP

- No heritage on site

The Hills LEP 2019 - Heritage Map shows that there are no heritage items within the site, however the development should consider sensitivities to adjacent heritage overlays.

Heritage Map - HER\_024

	Heritage Item - General
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# CASTLE HILL URBAN FRAMEWORK

## PLACE VISION

The next chapter of Castle Hill's evolution will be about civic life and social activity, and focused on creating the setting for the community to engage, interact and socialise.

These outcomes should be at the heart of the place vision and drive design decisions and place interventions.

New and dynamic public spaces are needed to respond to the community's diverse social needs including:

- civic urban places, activated laneway environments and vibrant retail streetscapes.
- high-quality green spaces, parklands and urban forests, and
- safe and activated pedestrian prioritised urban streetscapes.

The patterns of activation should be shifted to re-balance the urban life of the community to be more evenly distributed between the internal retail environments and the streetscapes and urban spaces that are part of the centre's fabric.

Every castle has a village - the opportunity exists to provide a truly local centre that:

- supports the community's day-to-day needs and defines the heart of their community,
- creates opportunities for the neighbourhood's residents to come together, and
- provides opportunities for people to engage and build a sense of community.

Through this social and civic life it is possible to develop community resilience based on trust and connections between residents.

Community engagement and interaction is further supported by encouraging the local community to "walk into the village"

unlocking multiple positive community health and economic benefits. This can be only achieved through:

- enhancing walkable access to the centre,
- providing major pedestrian connections into the urban heart of Castle Hill,
- providing new tree planting, way-finding initiatives, and interventions to key intersections, and
- embracing shared mobility and active transport opportunities.

The rich cultural story and timeless history of Castle Hill should become central to it's place character. This has the potential to:

- reset Castle Hill's place identity from a retail / service dominated destination to a centre of civic and social life,
- reconnect the community to the Castle Hill narrative through integrated art trails and cultural interpretation,
- foster civic pride, cultural awareness and a sense of belonging, and
- support cultural events and spaces allowing local engagement.

Castle Hill has the potential to emerge as one of Sydney's most liveable urban centres. This can only be realised through high quality public spaces, activated pedestrian priority streetscapes and a vibrant nighttime economy.

The Hills Council has expressed support for the transition towards walkable urbanism noting the council is "**continually looking at ways we can reduce the need for cars on our roads and provide a better pedestrian experience by connecting those missing links to improve connectivity and increase walkability in this Shire,**" Mayor Byrne March 2021

## CASTLE HILL VISION

Castle Hill is the heart of the Shire. A place for residents, community and businesses to come together and thrive.

A space for families to gather, friends to meet and businesses to network. Designed with a people first approach, with the community at the heart and connected within a network of urban spaces.

1  
SOCIAL

Creating adaptable and flexible spaces which are fun, activated and vibrant.  
Creating human-scale intimate spaces for all ages.

2  
LOCAL

Communal space and local activity to bring the community together. Diverse meeting points and sitting areas to gather.

3  
WELLNESS

Tell the story of Old Northern Road and re-establish the street as the civic and cultural heart of the community.

4  
CULTURAL

Promote community health and wellbeing encouraging active lifestyles, social capital and civic engagement.

5  
LIVEABLE

Creating green spaces and multiple connections to landscape. Developing further connections and active transport routes to connect streets.







# CASTLE HILL URBAN FRAMEWORK

## KEY MOVES

Walkability is central to the future success of Castle Hill. Strong evidence links the livability of a neighbourhood to the walkability of the local environment. Places that are more walkable have less incidences of preventable disease including obesity, diabetes and hypertension.

Castle Hill should be designed with a people focused approach, creating a walkable and connected place. The community and urban fabric needs to connect the internal and external economic spaces and create the public spaces for people to come together.

The streets should be:

- designed for pedestrian and active transport priority,
- safe, activated, and convenient, and
- sheltered, useable and tree lined spaces.

The open spaces and places should be:

- interconnected creating networks of accessible space,
- high-quality usable spaces that meet the needs of a diverse community, and
- support health and active lifestyles and encourage social interaction.

The built-form and economic activity of Castle Hill should:

- leverage the transport infrastructure and retail amenity of the centre to create a defined urban core around the Metro station,
- support urban living within the walkable catchment of the Metro station in higher-density mixed-use urban quarters, and
- enable sensitive transitions to the surrounding lower density urban fabric.



## Urban spines

Improve the active transport and pedestrian connectivity through the centre along a defined urban axis. Creating new links to major urban spaces and destinations.

- Strategic active transport link and green spine connection to established community infrastructure.
- New pedestrian connections over major road networks linking to new public spaces and strategic destinations.
- Reinstate Old Northern Road as the principal urban streetscapes and civic heart of Castle Hill. Create a pedestrian priority activated complete street.
- Gateway space and entrance to retail centre. Improved access to Metro and open space.



- Castle St green spine and cycle link
- Old Northern Road active spine
- Site B link over major roads
- Major urban spaces and social places



# Green Networks

Support the liveability of the centre with an interconnected network of new high-quality and useable public open space.

New urban green spaces and strategic pedestrian links to create an interconnected network of public spaces.

New activated urban space creating a southern destination on Old Northern Rd and completing the retail loop.

Create new activated urban gateways to the retail centre and improve pedestrian connections over major roads.

Reconnect the retail centre to Old Northern Rd and re-prioritise the street level connections to public transport.



# Mixed-use

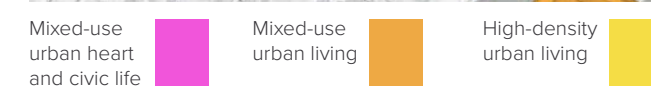
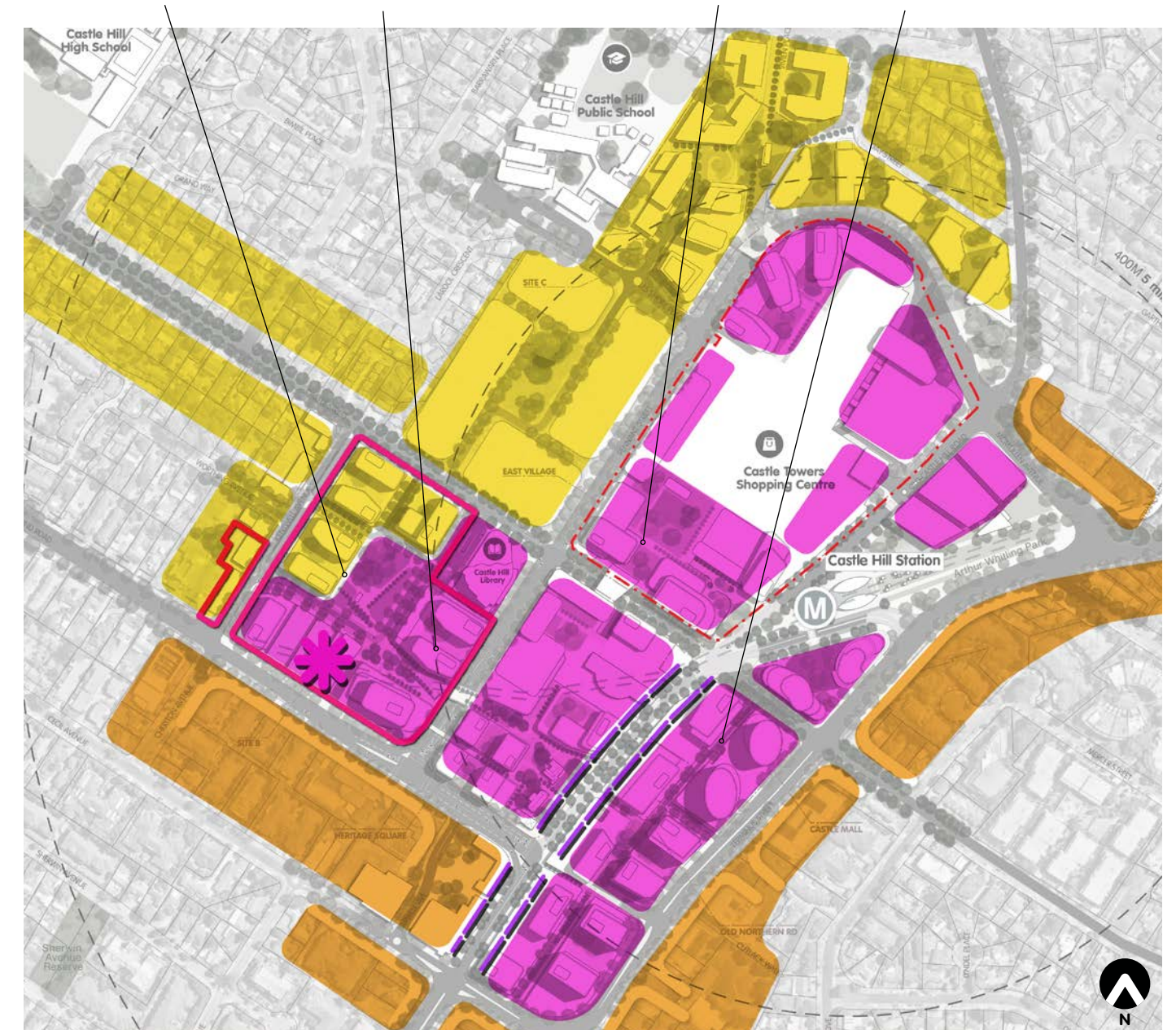
Establish a mixed-use urban core focused around Old Northern road with a logical transition towards a higher density urban living frame.

Urban renewal area with redevelopment of low density residential for High-quality affordable housing at higher densities.

Mixed-use development areas with active street frontages creating transitions from low density residential and creating employment opportunities.

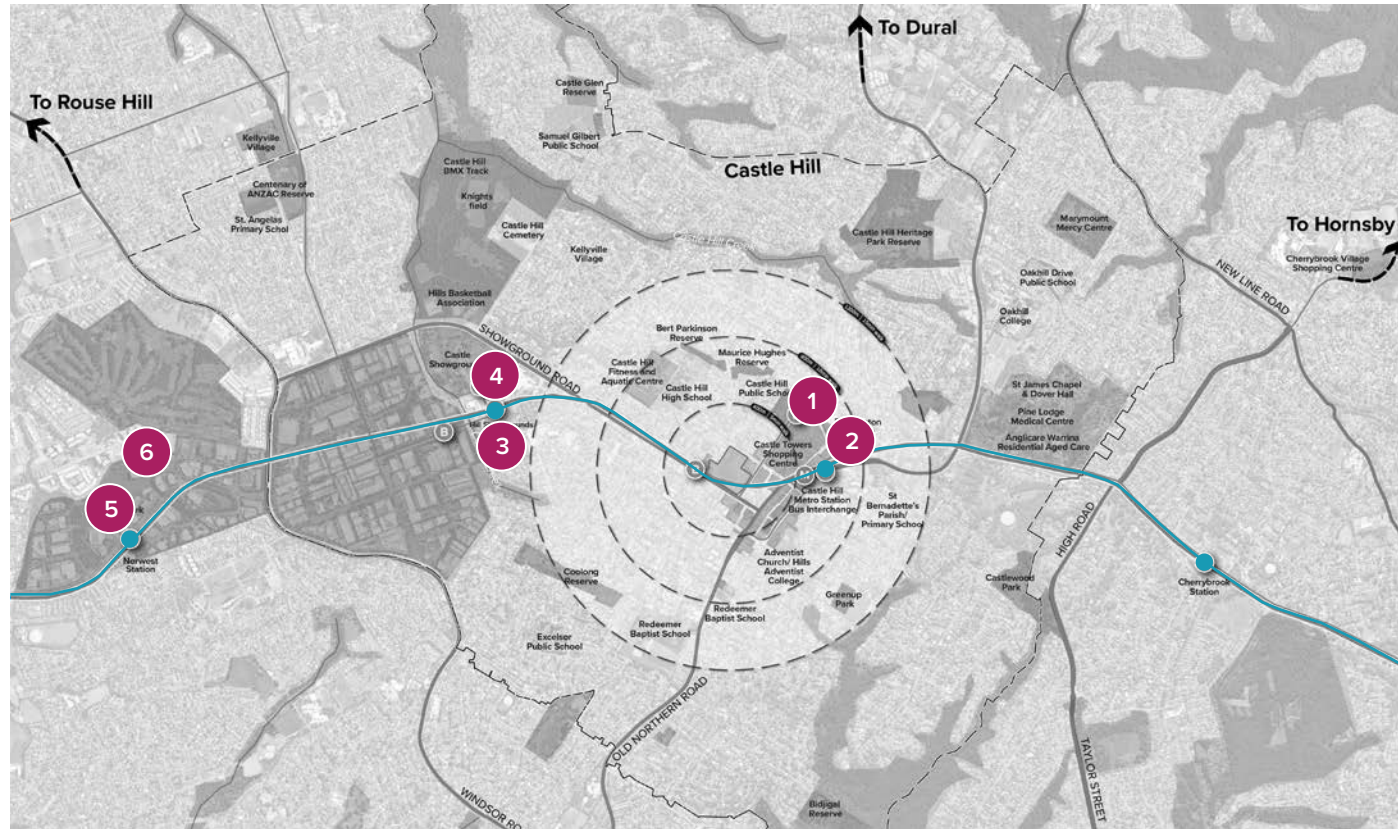
A mixed-use retail, entertainment, and urban living core creating an activated, vibrant social destination for the region.

High-density commercial core with mixed-use commercial and retail uses, short-stay accommodation and residential uses.





# PROJECT BENCHMARKING



There are a number existing and proposed mixed-use and residential developments along the North West Metro line and through the Hills District that establish relevant benchmarks in terms of development scale, height and FSR.

These projects

- are of similar nature to the proposed development in Site B, being walking distance to the mass transit and daily needs amenities,
- illustrate increased heights and density particularly when designed as part of a Transit Oriented Development, and
- include completed developments and those recently approved by Council.



## SKYVIEW APARTMENTS

**Developer:** Toplace Group

**Site Area:** 0.8ha

**No. of storeys:** 19-24 storeys

**No. of units:** 923 units (5 buildings)

**Uses:** Residential

**Nearest Train Station:** Castle Hill Station (7-10min walk)

### Features:

- 1.2ha of landscaped gardens
- 185 guest parking
- 923 bike storage



## GRAND REVE

**Developer:** Kassis Homes

**Site Area:** 0.6ha

**No. of storeys:** 13 + 18 storeys

**No. of units:** 923 units (5 buildings)

**Uses:** Residential

**Nearest Train Station:** Castle Hill Station (7-10min walk)

### Features:

- 185 guest parking
- 923 bike storage





## HILLS SHOWGROUND PRECINCT

**Developer:** Landcom

**Site Area:** 15ha

**No. of storeys:** 3-21 storeys

**No. of dwellings:** 1620 units

**Uses:** Mixed-use - Residential, retail, commercial and community

**Nearest Train Station:** Hills Showground Station (2-5min walk)

**Features:**

- 1,957 car and 705 bicycle spaces
- 14,000m<sup>2</sup> for retail, commercial and community uses, including a new supermarket
- 5% affordable housing



## DORAN DRIVE PRECINCT

### *HILLS SHOWGROUND: PHASE 1*

**Developer:** Deicorp

**Site Area:** 0.8ha

**No. of storeys:** 20 storeys

**No. of dwellings:** 440 units

**Uses:** Mixed-use - Residential, retail, commercial and community

**Nearest Train Station:** Hills Showground Station (1-3min walk)

**Features:**

- 10,900m<sup>2</sup> of retail, commercial and community space,
- Village plaza surrounded by shops, businesses and a new supermarket
- 5% affordable housing



## THE ESPLANADE, NORWEST

**Developer:** Aoyuan International, Capital Corporation

**Site Area:** 1.2ha

**No. of storeys:** 19 storeys

**No. of dwellings:** 252 units

**Uses:** Mixed-use - Residential, retail + dining, commercial, leisure

**Nearest Train Station:** Norwest Station (5-7min walk)

**Features:**

- 6000m<sup>2</sup> of waterfront retail and dining (ground level)
- Multi-leveled leisure zones
- 3-levels of commercial space



## THE GREENS, NORWEST

**Developer:** Mulpha Australia

**Site Area:** 3.77ha

**No. of storeys:** 8-26 storeys

**No. of dwellings:** 864 units (9 towers)

**Uses:** Mixed-use - Residential, retail, commercial, medical services, childcare and gym

**Nearest Train Station:** Norwest Station (12min walk)

**Features:**

- Parkland, public plaza, amphitheatre, performing arts stage and community gardens.
- 2500m<sup>2</sup> of commercial floor space
- 1500m<sup>2</sup> retail floor space
- 1500m<sup>2</sup> gymnasium and 500m<sup>2</sup> childcare



# PRECEDENCE

This series of case studies outlined below are examples that have been used for inspiration for Castle Hill.

These showcase elements have been successfully delivered in The United States, United Kingdom and Australia in areas that have a similar context to that of Castle Hill. These elements can be referenced and relate to implementation in the Site B context.

These case studies reveal best practice solutions for many of the key themes that Castle Hill aspires to achieve now and into the future. These are outlined throughout the document and when these elements are embraced and delivered in conjunction with each other, they will result in a vibrant town centre.

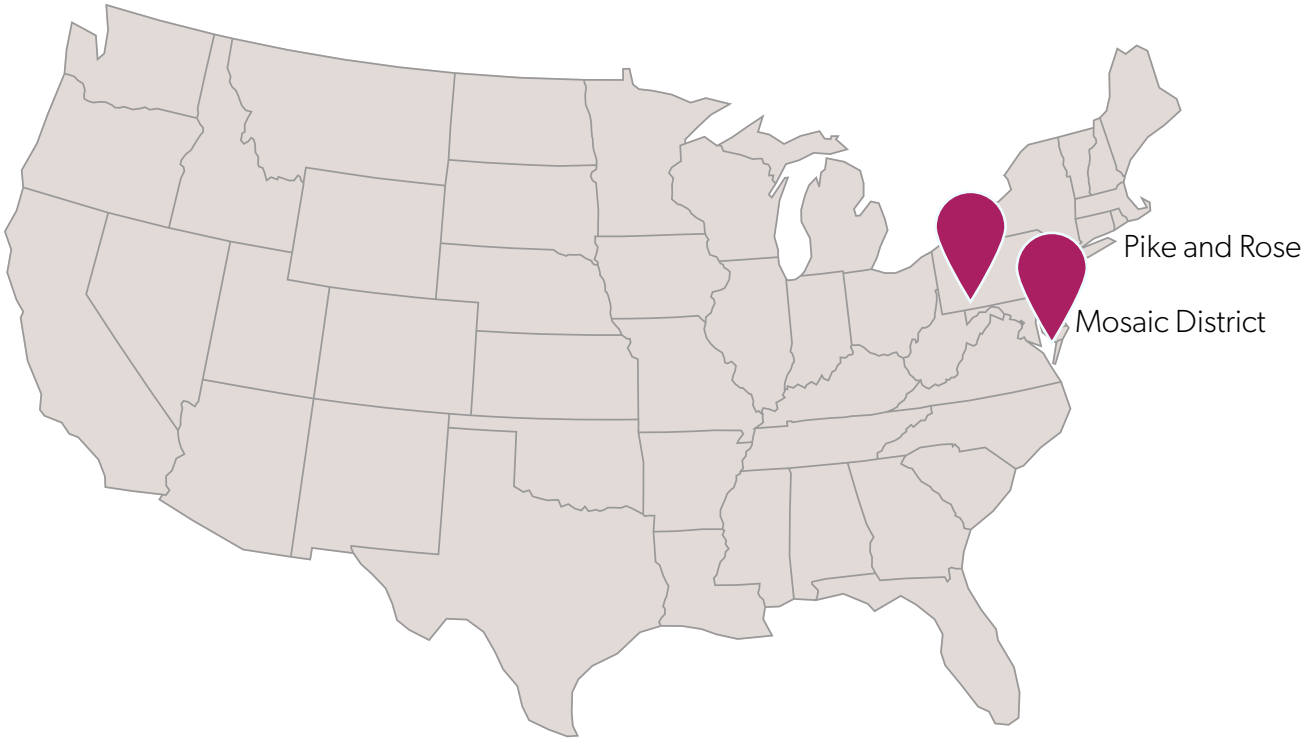
# CASE STUDIES

International Case Studies

- Pike and Rose
- Mosaic District
- Elephant and Castle

Domestic Case Studies

- East Village
- Norwest
- Harold Park
- Green Square





# PIKE & ROSE

## ROCKVILLE, MARYLAND (MD), USA

Pike & Rose is a mixed-use brownfield development located in the White Flint District in Montgomery County, MD. The project has involved transforming what was formerly a conventional car-oriented retail strip centre, into a compact, mixed-use neighbourhood comprised of a collection of fine grain pedestrian-oriented city blocks.

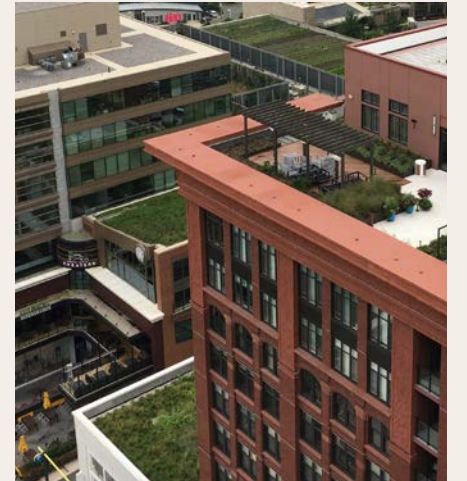
The first phase opened in 2014 and is a key component in the area's revitalisation efforts. The second phase is currently under construction



## DESIGN TAKEAWAYS

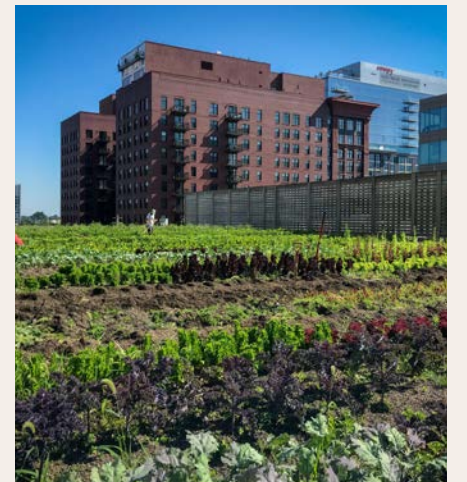
### SUSTAINABLE PRACTICES

Sustainable urban development practices include an internal solar canopy which is Maryland's largest retail garage-top canopy. Pike & Rose have replaced 23 acres of asphalt with 21,000 cubic feet of green roof space and on street bio-retention, capable of treating 100% of storm water on-site. Also replacing inefficient low-rise retail buildings with three LEED Silver-Certified buildings.



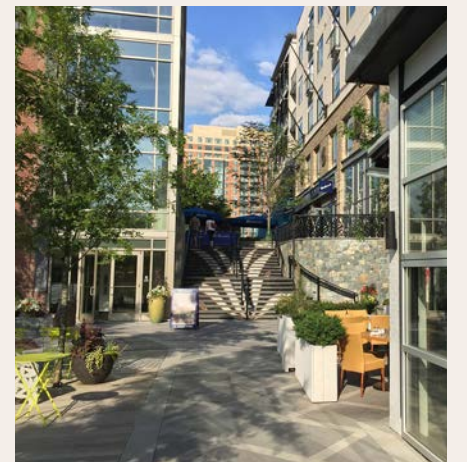
### HEALTHY LIVING EXPERIENCES

There is a focus on health and wellbeing, delivered through a community farm located on the 17,000 square feet of rooftop space. The fresh produce is supplied to the restaurants in the neighborhood, anyone can sign-up for a seasonal Farm Membership and receive weekly boxes of fresh produce. There is also a weekly farmers market in one of the parking areas that incorporates this produce.



### WALKABLE AND CONNECTED

Pike & Rose has purposefully designed its streets and blocks to be walkable so that there is no need for people to have a car. The design favours the pedestrian to encourage people to walk to work, dinner, events, etc in the development. People are able to access surrounding areas easily with the development located two blocks from the train station.



<sup>[1]</sup> Preliminary Plan No. 120120020 approved by Montgomery County Planning Board (MCPB No. 12-26), 2012. Accessed from [www.montgomeryplanning.org](http://www.montgomeryplanning.org)

<sup>[2]</sup> Estimation based on total commercial GFA x 75% efficiency x 0.05 jobs/m<sup>2</sup>



# MOSAIC DISTRICT

## MERRIFIELD, VIRGINIA (VA), USA

The Mosaic District is a 31-acre mixed-use development with significant developed open space that was designed to revitalise the Merrifield area. The Mosaic District is an infill development on the site of a former multiplex theater that includes:

Mosaic pioneered intelligent urban design and enhancing the way people interact and create community. Mosaic piloted the country's LEED Neighborhood Development Program and achieved LEED Silver certification.

The project goals included:

- A development that would serve as a catalyst for redevelopment of the area.
- A vibrant environment that would serve a multi-ethnic, multi-generational community.
- Create a grid of walkable streets and a smaller block structure to knit together the surrounding community.
- Create inviting, flexible, and programmable open space.
- Connect to mass transit infrastructure at Dunn Loring Metro station, (1mile)



<sup>[1]</sup><http://edens.com/centers/VA/Fairfax/Mosaic>

<sup>[2]</sup><http://www.vika.com/project-portfolio/merrifield-town-centermosaic/>

<sup>[3]</sup>Estimation based on total commercial GFA x 75% efficiency x 0.05 jobs/m<sup>2</sup>

## DESIGN TAKEAWAYS

### COMMUNITY SPACE

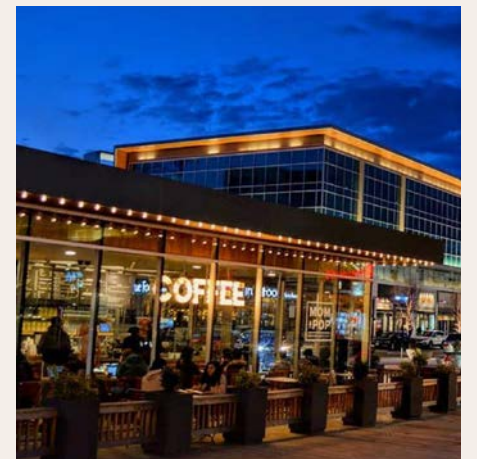
The Mosaic District's small, central park is a central gathering space. This is where programs such as weekly free movies are screened as well as free yoga sessions in the summer.



### LOCAL IDENTITY

The character of the Mosaic District reflects the local character and identity to give the place a soul and connection to the people.

This is done through including a hand-selected mix of DC's top independent fashion boutiques, local renowned culinary options and healthy grocers.



### SUSTAINABLE PRACTICES

The entire neighborhood is LEED-certified which is one of the first in the country to earn the designation for its environmentally friendly features.





# EAST VILLAGE

## ZETLAND, SYDNEY, NSW

The East Village development comprises of shopping centre incorporating both retail and commercial space, surrounded by low scale apartment buildings and multiple green spaces. The retail component of the development offers customers a distinct and engaging retail experience, combining the best of a busy marketplace within the sophistication of a modern retail centre. The residential component includes 206 apartments.

The mixed-use hub instills a sense of community to Zetland, a place where locals can come together to live, east, shop and utilise a number of other services. It is one of a number of projects in the inner city suburb of Zetland, a place in the grip of gentrification.

It has had a long industrial past which mostly consisted of car assembly and Naval storage however a number of urban renewal projects have seen key sites transform into apartment buildings and a growing number of facilities for the community.



## DESIGN TAKEAWAYS

### ENERGY INITIATIVES

The Tri Generation Plant is at the core of energy initiatives at East Village. It is a gas turbine that generates energy for the shopping centre common area as well as heating hot water for the retail, commercial and residential components of the development.



### MULTIPLE GREEN SPACES

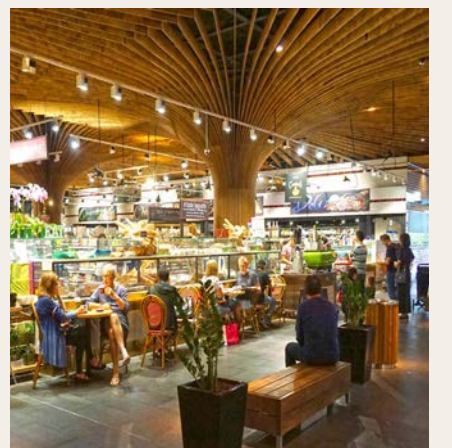
The residential component of East Village has been designed as a series of low scale apartment buildings sited around a communal open space that provides residents with 0.65ha of green space with shade booths, BBQ facilities and a communal vegetable garden.



There is further green space available to residents which has been elevated and positioned atop the retail component of the development.

### DESIGNING FOR COMFORT

The internal environment of the retail precinct has been designed for the maximum comfort of shoppers. The design has utilised skylights for vertical natural lighting where practical, air quality has been improved through cross ventilation of spaces, with both materials selected and spaces designed to reduce noise within the centre.





# NORWEST

## SYDNEY, NSW

Norwest is one of Australia's largest and fully integrated residential and business park projects. The project has slowly evolved over a number of decades, starting with the development of the Norwest Business Park in the early 90's, which then grew into the suburb of Norwest when residential development was introduced to the area.

Norwest has a long term vision to create a smart city for the 21st century, by generating a range of social and economic benefits for current and future communities in an exciting, aspirational way. It is focused on generating economic growth and realising the future potentials of the district and harnessing the opportunities presented by the construction of the new Norwest Train Station and building on the opportunities of the established business park.

The Norwest City scheme intends to realise a smart cities concept for a future live/work district, which takes advantage of the benefits of technological innovations for jobs growth and quality of life.



## DESIGN TAKEAWAYS

### CARPOOLING TO CONNECT

Norwest created an app for carpooling in 2019, enabling workers to share commuting trips in and out of the area. As well as reducing traffic congestion and helping the environment, carpooling has primarily been introduced to allow people to connect with one another.



### ACTIVE COMMUNITY

Norwalks, a series of stimulating walking trails, have been created around Norwest to promote an active, healthy community, increase social engagement and enable residents, workers and visitors to appreciate the diverse natural and built environment within the area. There are seven walks ranging from 2km to 4.5km in length.



### DRONES FOR SAFETY

It is planned to use unmanned drones within Norwest to enhance safety. Drones will be used for major traffic monitoring at peak times, security and crowd monitoring during large events, as emergency 'first responders' providing police, fire and ambulance with an eye in the sky and delivering emergency medical supplies.





# HAROLD PARK

## SYDNEY, NSW

Harold Park is a significant renewal project in a prime inner city location which is a High-quality and sustainable addition to the local urban fabric. The precinct comprises about one third of the site as publicly accessible open space, with the completed development accommodating approximately 2,500 residents and approximately 500 workers.

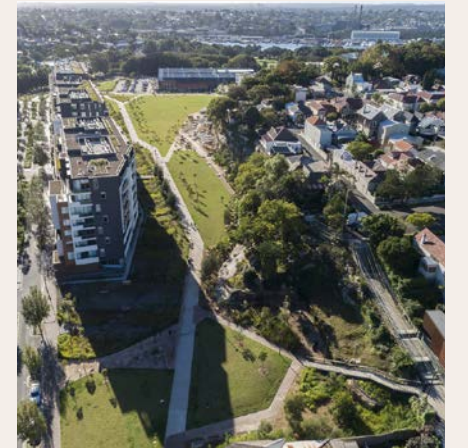
The site provides a significant addition to the adjacent network of public open spaces providing places for relaxation and recreation. In particular, the adaptive reuse of the heritage tram depot, the award-winning Tramsheds, forms a local community hub and exciting commercial revitalisation serving the local community.



## DESIGN TAKEAWAYS

### GREEN SPINE

The new park is a linear space that provides a large informal green, a planted linear swale, a traditional garden combining historical and contemporary ideas, a children's play space, rain-gardens, picnic and barbecue facilities and new small bird habitat.



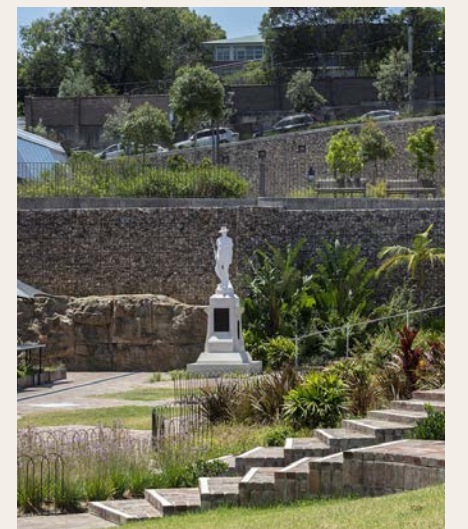
### HERITAGE HEART

A community hub will be created at the heritage Tram Depot supporting a range of uses that will serve the new and surrounding neighbourhoods, including community, retail and small scale commercial uses.



### OPEN SPACE NETWORK

A series of pedestrian and bike friendly pathways and bridges connect all aspects of the park and its surroundings. The primary path along the western edge is a 2.5m wide concrete path edged with a wide brick band for urban furniture and fittings. Short bridges connects the park to the adjacent apartment neighbourhood to clearly signal the public nature of the open space and create a clear arrival.



Source: [www.norwestcity.com.au](http://www.norwestcity.com.au)



# GREEN SQUARE

## SYDNEY, NSW

Green Square is one of the most significant urban renewal projects under construction in Australia. As a catalyst and visionary, Landcom is proud to have led the renewal over the past 20 years, and to have facilitated a successful project agreement with Mirvac since 2012.

The vision has been to revitalise the industrial edge of Sydney's inner south into a vibrant global village, forming a hub of residential, retail, commercial, and cultural amenities for the community.

Following a successful eight-years working together, Mirvac Group and Landcom announced in October 2020 that over the next four years Mirvac will acquire Landcom's ownership of the future stages of Green Square Town Centre.

Landcom's true value to the project has been realised and we now have confidence in handing over the ongoing delivery to a highly regarded developer in Mirvac.



- Project area**  
5ha of total 14ha in town centre
- New residents**  
4,000 of total 6,800 in town centre
- State government investment**  
\$119m
- Local government area**  
Sydney
- Proposed retail area**  
14,000m<sup>2</sup> including a supermarket and speciality shops
- New jobs**  
6,000\*
- Proposed residential dwellings**  
1,610 of total 4,000 in town centre\*
- Proposed office space**  
44,000m<sup>2</sup>\*
- Delivery timing**  
10 years, delivered in stages

<https://www.landcom.com.au/places/green-square-town-centre/>

## DESIGN TAKEAWAYS

### SUSTAINABLE COMMUNITIES

The Green Square town centre has a 6 Star Green Star - Communities rating from the Green Building Council of Australia, the highest possible rating.



### CREATIVE CENTER

The Joynton Avenue Creative Centre includes creative space for workshops and performance, a community shed, childcare centre and public artworks.



### COMMUNITY HUB

\$540 million to create world-class community facilities including an innovative new library and plaza, an aquatic centre, many parks and playgrounds, a childcare centre and a creative hub.



### TRANSPORT

Green Square Train station links directly to the airport and city making a car a non-essential item for those who prefer healthy, sustainable and active transport.





# ELEPHANT AND CASTLE

## LONDON, UK

Elephant and Castle has always been a special part of London. It's a place with a vibrant history and an exciting future. Elephant Park's new homes, shops, offices and restaurants are adding new energy to the Elephant. Mature trees and new, green, open spaces connected by tree-lined streets make this Central London's new green heart, and one of the capital's most exciting places to live, work or visit.

Elephant Park is a mixed-use development that will create around 3,000 new homes (including the recently completed Trafalgar Place, South Gardens and West Grove) and a major new central London park.

A new town centre is emerging at Elephant and Castle, with work now well underway to create a transformed environment for shoppers, retailers and residents, including an upgraded tube station and a cutting-edge new campus for UAL's London College of Communication.



<https://www.elephantpark.co.uk/about-elephant-park/project-vision/>

## DESIGN TAKEAWAYS

### CENTRAL LONDON & LOCAL SPIRIT

Located in the heart of London, Elephant & Castle is a bustling hive of activity with its own unique identity, people and sounds. Elephant Park draws inspiration from this to create an environment that is welcoming to locals, newcomers and visitors alike. Thoughtfully designed public spaces coupled with an international host of food choices creates the ideal location to stop and lounge for a while.



### SUSTAINABLE TRANSPORT

Elephant Park is designed to support and encourage green transport in all its forms. Upon completion, there will be over 90 new cycle-hire bikes, over 3,000 bicycle spaces, a wealth of new pedestrian and cycle routes, access to dedicated bike maintenance and cleaning areas, and charging ports for electric vehicles.



### LOW CARBON ENERGY

The Elephant Park Energy Hub includes a combined heat and power plant (CHP) utilising natural gas, offset by grid-injected biomethane. It will deliver net zero-carbon, affordable heat and hot water to residents and businesses across Elephant Park, with the capacity to connect into a further 1,000 homes across the Elephant & Castle Opportunity Area. The community hub that will be known as 'The Trunk' will extend itself to the outdoors with large sliding doors to the children's playground outside creating a space for all to enjoy.



### GREENER & SUSTAINABLE

Beyond the sustainable design and building methods that are integral to the Lendlease approach to construction, Elephant Park has several initiatives to ensure that the local community can breathe easy in a green oasis. Elephant Park aspires to be net zero carbon in operation by the time the project completes. Achieving this through sustainable building, preservation and planting of trees, the development of a state-of-the-art combined heat and power (CHP) plant which provides to supply low-carbon heating and hot water to over 3000 homes, as well as to local businesses and community spaces.





# CASTLE HILL SITE B MASTERPLAN

Site B is uniquely placed to contribute to the liveability of the Castle Hill Strategic Centre through creating a high amenity, mixed-use urban quarter that delivers new pedestrian connections and public realm for all residents to enjoy.

The vision of the future development of Site B is a place-based response to the site's context, amenity, and accessibility. The site presents a strategic opportunity to create;

- an integrated urban living quarter within the walkable catchment of transport, major retail, local jobs, and community infrastructure,
- new vibrant social, civic and leisure amenity, and
- improved pedestrian and cycle connectivity to key destinations include retail amenity and mass transit.

The vision recognises that:

- Access to quality open space and green amenity is vital to support liveability and the proposed development will make a transformational contribution to Castle Hill introducing a major new public open space for the whole community to enjoy.
- The redevelopment of the site creates an opportunity to overcome established barriers to movement and deliver a new interconnected network of pedestrian and cycle connections and improve both the new and the established communities ability to walk and cycle into the urban heart of Castle Hill.
- The site's strategic location has the potential to significantly reduce the car dependency of the local community and promote more active and sustainable lifestyles.

Site B represents a significant opportunity to underwrite the long-term vitality and vibrancy of the Castle Hill Strategic Centre through a place-based, site-specific development.

- 1 A major new green amenity and urban parkland in the heart of Castle Hill, a space designed for all age groups and meeting the needs of new and established residents.
- 2 Integration of the established high-density living and community facilities providing residents with access to new high-quality amenity, active spaces and local convenience.
- 3 A new civic space and active urban plaza creating a dynamic social and community space activated with local convenience retail and north-facing food & beverage offers.
- 4 High-amenity, higher-density urban living with a diversity of housing choices including family- friendly apartments and flexible live-work townhouses at grounds levels.
- 5 Strategic pedestrian and cycle connections to the Castle Hill urban core including the main street environment along Old Northern Road and Castle Hill Metro Station promoting active transport choices and reducing car dependency.
- 6 An interconnected network of local urban streetscapes creating defined addresses and activated street frontages to the built-form and contributing to a legible and distinctly urban inner-city place character.
- 7 Local convenience retail including a providore retail offering overlooking and activating the urban streetscapes and central green parkland.
- 8 Integration of supporting community uses within the podium forms including potential for child care centres, health and leisure.
- 9 Activation of major road frontages with showroom retail and commercial uses that can leverage the high visibility of these strategic locations.
- 10 Potential future redevelopment of the proposed medium to long term WoodWards active leisure centre.







# A LOCAL LIVEABLE URBAN PLACE

The Site B scheme will improve the liveability of Castle Hill creating major new public spaces for all residents and visitors to enjoy.

The development is framed around a significant green park as well as an activated urban plaza space and pedestrian link.

- 1 A circa 4,000m<sup>2</sup> public green space in the heart of the development with deep soil tree planting. Designed to support high-density urban living with active sports uses as well as family areas and playgrounds.
- 2 An activated urban plaza space and pedestrian link over Pennant Street connecting residents to the urban core of Castle Hill and the Metro Station. North-facing aspects are activated with local convenience retail as well as food and beverage offers with outdoor dining.
- 3 The proposed apartment forms are positioned to maximise views and overlooking of the green heart.
- 4 The public spaces are highly accessible for both new residents and established communities with pedestrian prioritised links and clear lines of sight.
- 5 The ground floors of the podium forms will be activated throughout the quarter with a range of townhouse apartments and live – work home office units.



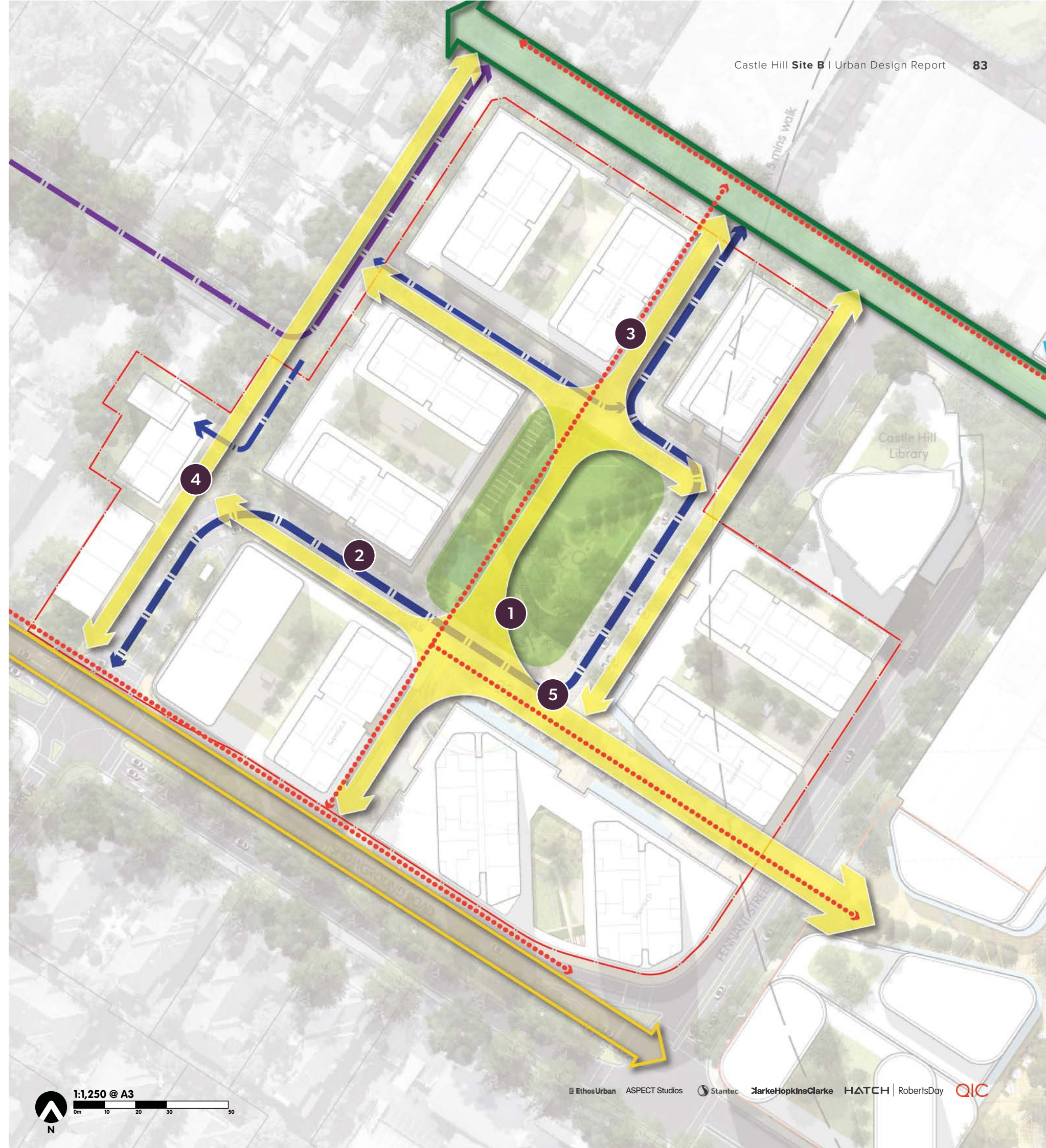


# A CONNECTED WALKABLE QUARTER

The urban structure of the quarter has been organised to prioritise pedestrian and cycling connectivity, promote active transport and encourage health and active lifestyles.

The development is supported by traffic calmed local street environments creating a distinctly urban address.

- 1 An interconnected network of pedestrian pathways creating a legible and permeable urban environment that fosters walking and allows for reduced car dependency.
- 2 A relatively circuitous internal street network that allows for local vehicle access while minimising impacts on adjoining local streets and deterring through traffic.
- 3 Strategic shared-path links connect through the site that link into the established and planned cycle infrastructure of the area including along Castle Street. A future safe and convenient active transport link over Pennant Street is enabled.
- 4 Pedestrian accessibility along Kentwell is prioritised with the current vehicle discontinuity formalised. Shared driveway access will be provided to the development sites in the North-west corner.
- 5 Traffic calmed shared zone treatments that prioritise pedestrian and cycle connectivity at key street interfaces and along connecting desire lines.



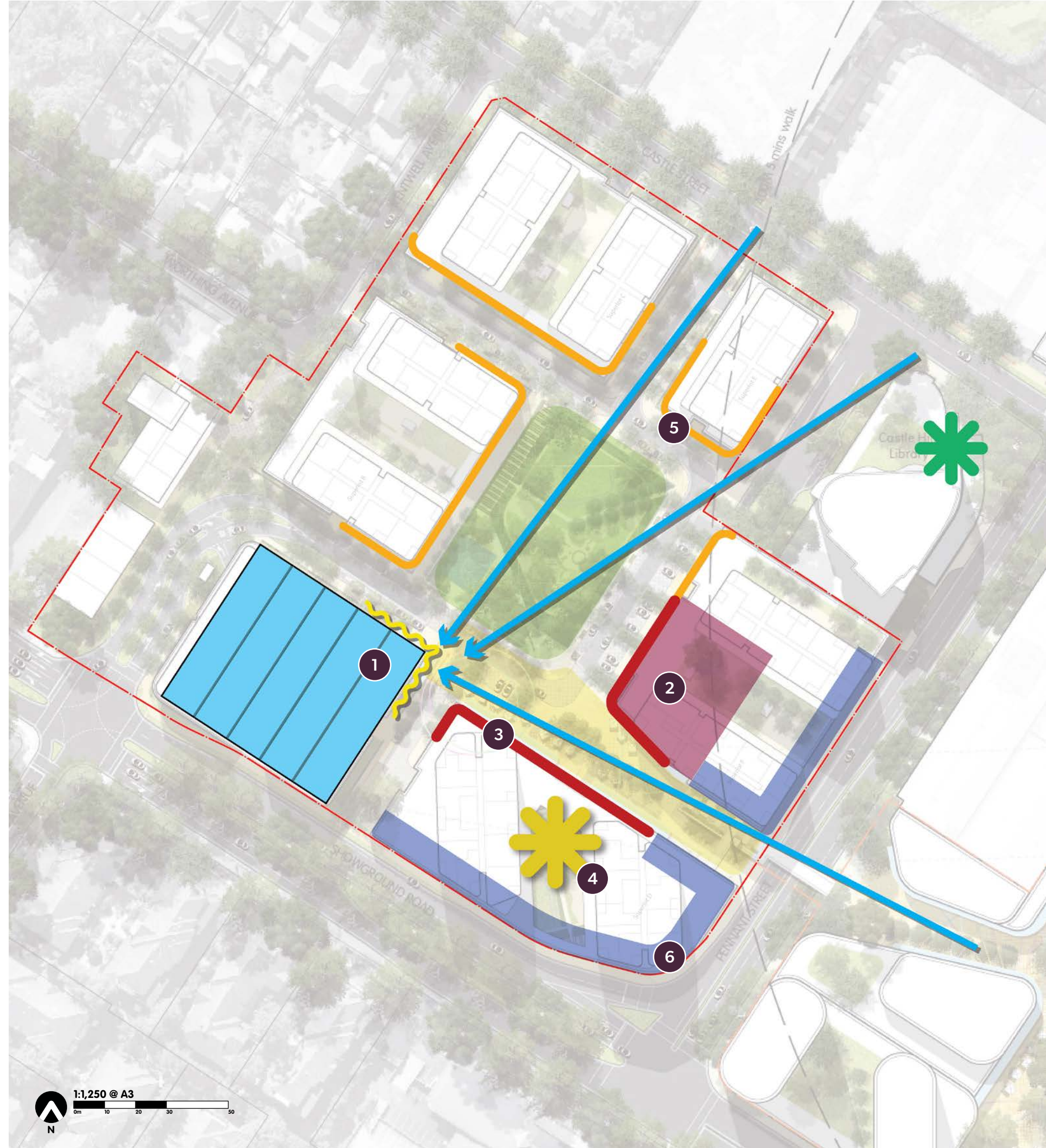


# AN ACTIVATED, PRODUCTIVE SOCIAL DESTINATION

Site B will be a genuinely mixed-use quarter with a range of active and employment generating uses integrated through out the development.

The proposed Woodward Urban Sports Centre will be a regional draw-card for Castle Hill attracting visitors from across Sydney into the centre for leisure and recreation.

- 1 Woodward a medium to long term use creating an active leisure use and regional destination in the heart of the quarter. Located to maximise visibility of the centre and to draw visitors into the site.
- 2 A small-format providore supermarket will provide convenience retail and access fresh food for the residents of the area.
- 3 Active retail uses with local food and beverage offers with north-facing aspects and direct access to outdoor dining areas.
- 4 The potential for child care integrated into the upper levels of the built-form with direct access from the Pennant Street pedestrian bridge. Supporting the family-friendly apartments within the quarter.
- 5 Activated ground floor with home office and live-work opportunities.
- 6 Activation of major road frontages with showroom retail and commercial uses that can leverage the high visibility of these strategic locations.





# A RESILIENT AND SUSTAINABLE DEVELOPMENT

Leverage the strategic location and public transport connectivity of the site to create the opportunity for sustainable lifestyles including reduced car ownership.

Supporting long term reliance through integrated housing diversity as well as leading practice ESD throughout the built-form.

- 1 High-density urban living within the walkable catchment of the Metro station and established civic and community amenities enabling sustainable transport choices and reduce the need for short car trips.
- 2 Built-form design to maximise the solar access into the central park and to create a sensitive transition to future developments.
- 3 Using the built-form to express the Castle Hill ridge-line with the tallest built-forms on south side of open space and closest to the Metro station.
- 4 Integrated housing diversity with townhouse apartment form sleaving the podiums. Tower forms setback from Kentwell.





# COMMUNITY BENEFIT VISION

The project vision is founded on ensuring the development of the Site B proposal generates far-reaching community benefits. The best practice urban design outcomes that have informed the masterplan, including the provision of significant open space, improved pedestrian connectivity and ground floor activation, all steer the project towards a public space-led place proposition and a more vertically integrated development.

The comparison between the business-as-usual built-form and the proposal illustrates that, in order to offer a higher level of community benefit on the site, the built-form needs to increase in height. This allows for the creation of the central park space whilst still achieving the potential development of the site. In turn, the central park will improve liveability and social capital offering much needed outdoor play space for all ages.

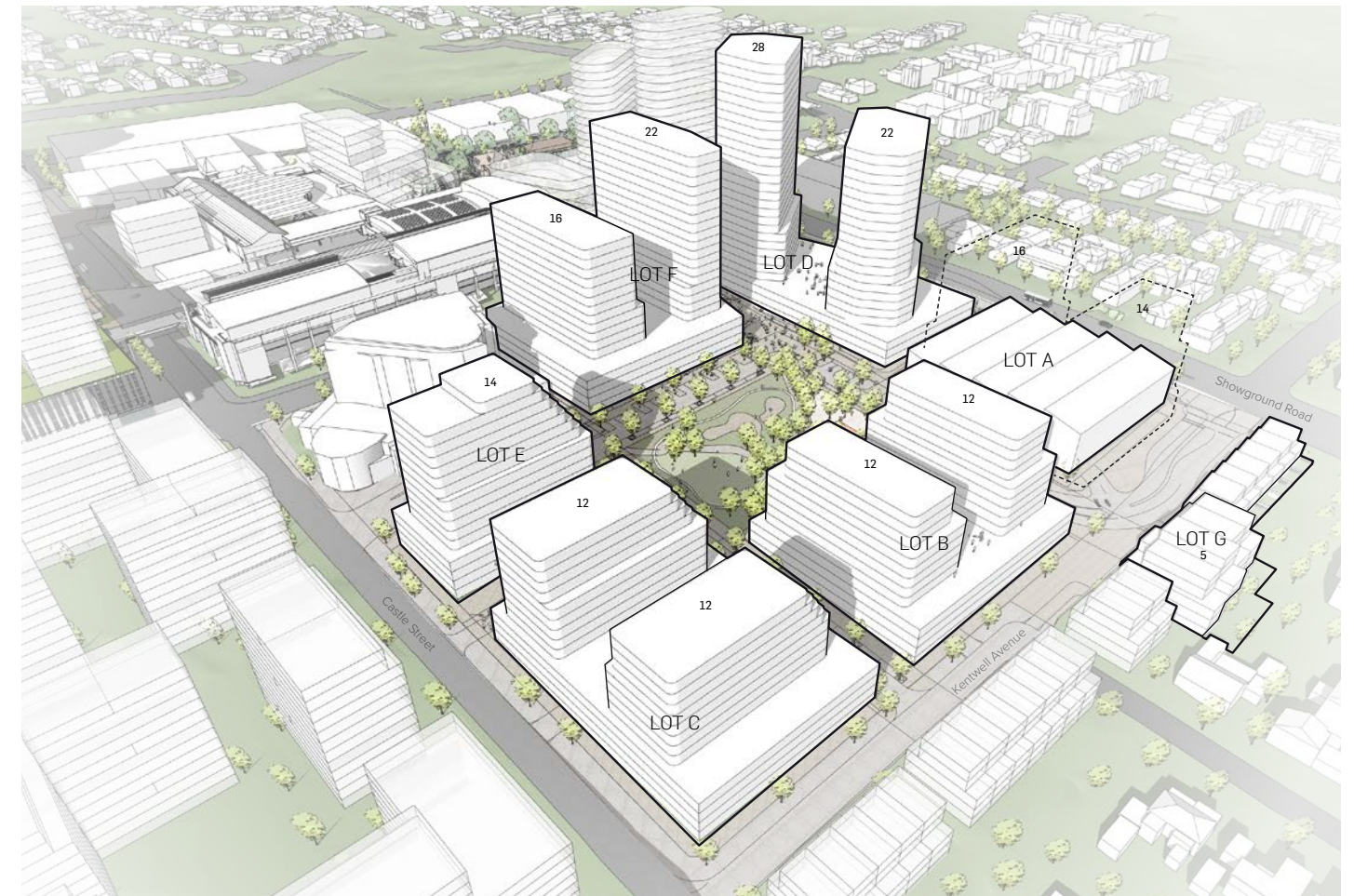
## BUSINESS AS USUAL REFERENCE DESIGN

- Lack of usable open space.
- Lack of legibility reducing connectivity.
- No improvement to transitions and interfaces.



## COMMUNITY BENEFIT VISION

- Place-based design response creating an integrated urban quarter.
- New high-quality and accessible public open space.
- Improved pedestrian and cycle connectivity.
- Activated urban spaces with local meeting places enabling social and civic life.
- Sensitive transitions to existing and future development heights on key boundaries.







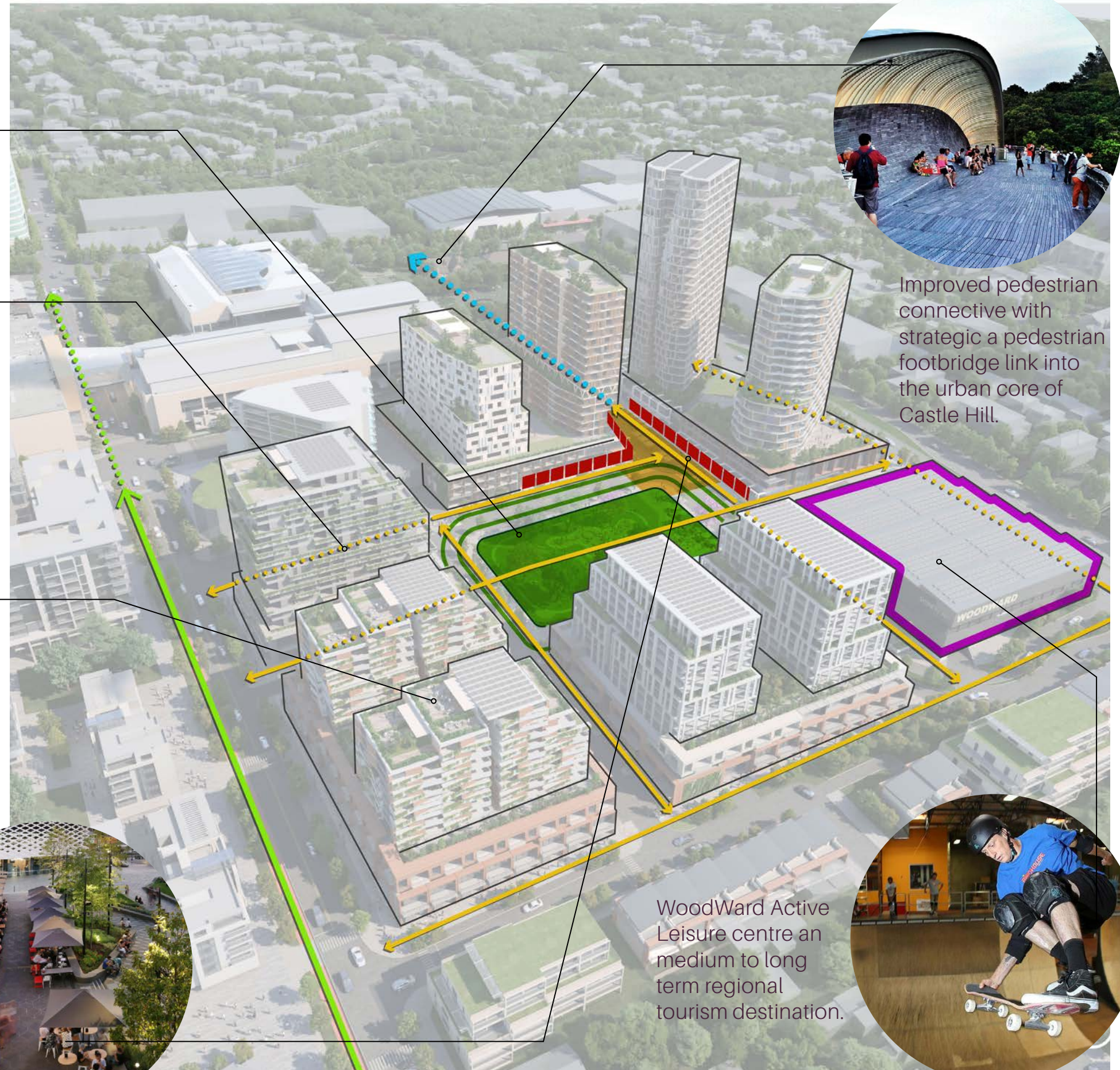
A major new open public space contribution to Castle Hill with integrated active uses, green infrastructure and deepsoil planting.

Improved walkability creating an interconnected network of new pedestrian connections through activate urban streets and public spaces.



Diverse housing choices and sustainable transit-orientated urban living opportunities within the walkable catchment of the Metro station reducing car dependency.

New active urban spaces with local convenience retail creating the meeting space and place that enable social engagement and interactions required to support the social and civic life of the community.



Improved pedestrian connective with strategic a pedestrian footbridge link into the urban core of Castle Hill.



WoodWard Active Leisure centre an medium to long term regional tourism destination.



# URBAN STREETS

## ACTIVATED URBAN STREETSCAPES

The vision for Site B and the proposed urban structure have been framed around creating a network of interconnected local streets. The proposed street typologies have been developed with a focus on walkability, legibility and amenity to reinstate the streets as useable, dynamic civic spaces.

The proposed streetscapes will create:

- a legible environment and a distinct urban character throughout the quarter,
- defined street addresses for the proposed high-density built-form, and
- enable ground floor activation opportunities including flexible live work townhouse style apartments.

In addition to enabling comprehensive pedestrian access throughout the site, the street network will provide an appropriate level of vehicular connectivity to the development area. The proposed public street network includes several strategic shared path links that will facilitate active transport connections to key destinations including the Castle Hill urban core and Metro station.

The proposed street profiles have been designed to:

- prioritise pedestrian and cycle connectivity with shared zone treatment at key desire lines and crossing points,
- maximise the potential street tree coverage with an allowance for a high-density of select street trees at regular intervals with opportunities for passive irrigation, and
- integrate on-street parking bays in a range of formats including parallel parking for visitors and drop off including localised perpendicular parking to support the proposed retail uses.



**URBAN GREENING AND AMENITY** Create the urban amenity to support higher-density living and leverage streets as public spaces. Improve street tree outcomes and canopy cover.

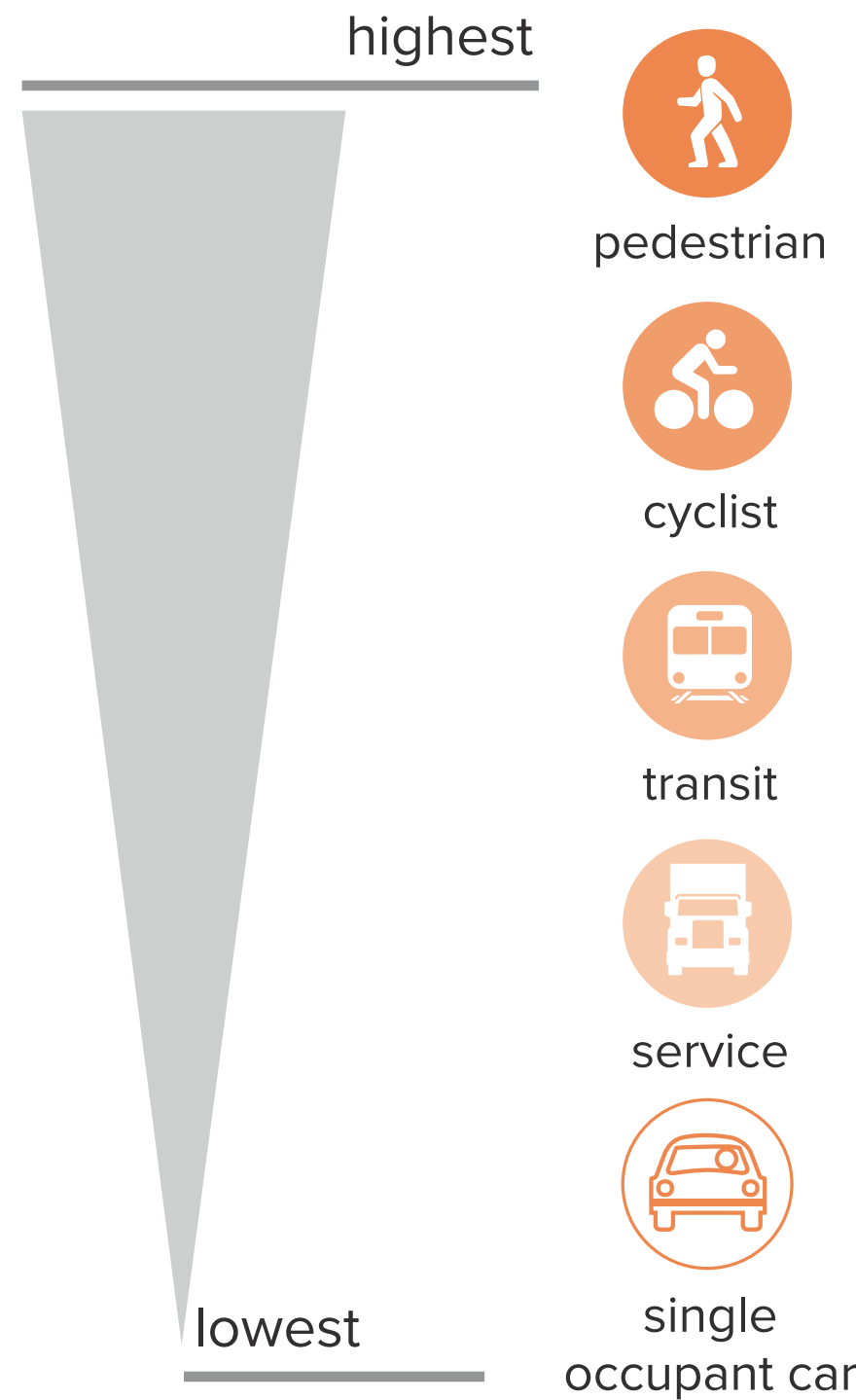


**WALKABILITY AND ACTIVE TRANSPORT** Increase walkability and enable sustainable transport modes. Reduce car dependency and support community health and active lifestyles.



**LEGIBILITY AND PLACE CHARACTER** Create an authentically urban environment with a legible place structure. Support place activation, civic life, and social interaction.

## URBAN MOBILITY PRIORITY





Contribute to the transformation of Castle Street into an urban green spine and active transport corridor leveraging councils' commitment to the provision of a dedicated cycle path connection linking community infrastructure to the urban core of Castle Hill.

Driveway access to podium and basement carparking areas embedding parking within the built-form and improving street activation.

18m street with 2.5m shared path creating a tree-lined urban link to Castle Street.

14.7m local street with one-sided parking and local footpaths creating a secondary connection to Kentwell and urban address for the development superlots.

Shared driveway link to Kentwell Street sites allowing for the discontinuation of Kentwell to be formalised and avoiding a potential rat-run between Showground Road and Castle Street.

Reverse T-intersection with priority towards Castle Street prioritising vehicle movements towards Castle Street and away from Kentwell Avenue. Rumble strip crossing at local street intersection priorities the shared path link into the central park.

Reconfiguration of the Kentwell Avenue intersection to match the local street network capacity and reduced traffic volumes of the proposed development.

18m street with 3m bus lay-by and refuse collection area to service Mid - long term Woodward active leisure centre uses. Options to remedial work with the future redevelopment of superlot.

12.9m lane with 2.5m shared path link from Showground Road shared path to internal pedestrian and cycle links including the Pennant Street pedestrian bridge.

A shared-zone crossing point between the central park and urban plaza prioritising pedestrian and cycle connectivity towards the urban core of Castle Hill and the Metro Station.

Perpendicular parking to service supermarket, create an urban retail street character and to traffic calm the internal street.

Left in / Left out access to internal loading dock off Pennant Street. Access for retail loading only.

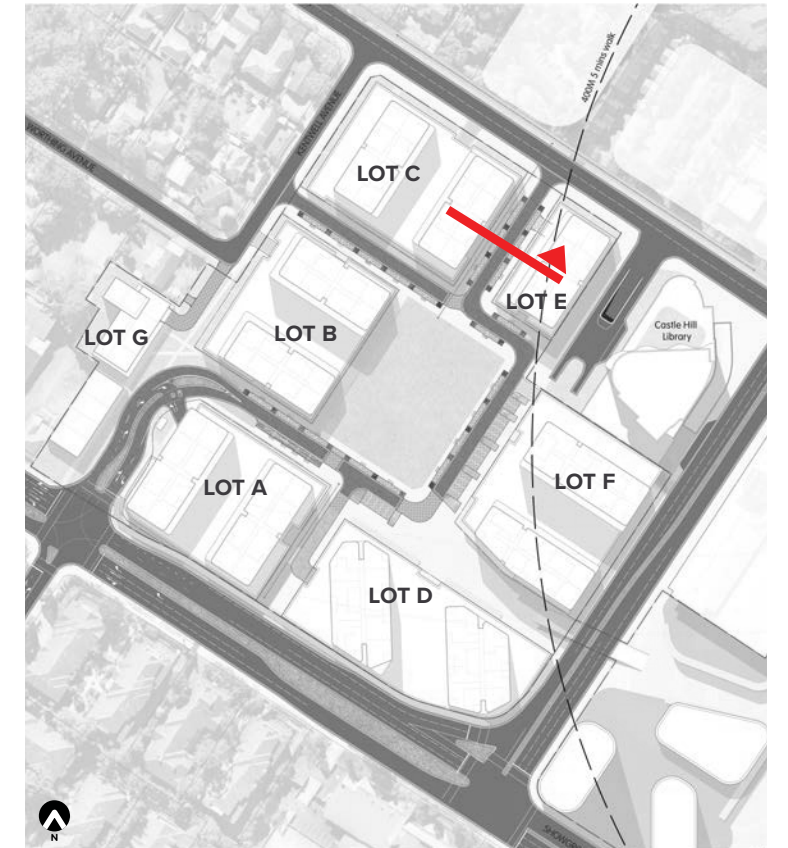
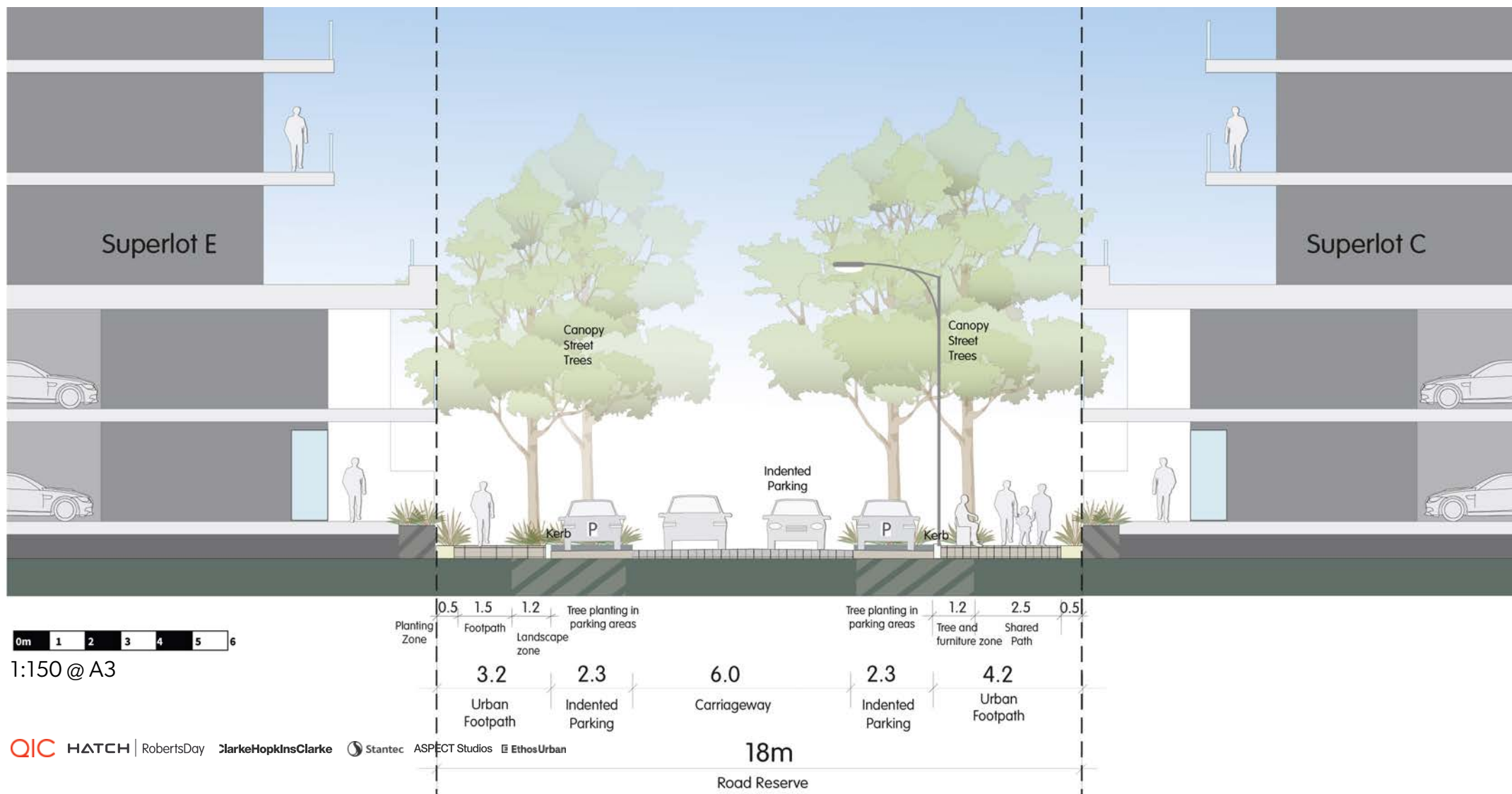




# URBAN STREETS

## CASTLE STREET LINK

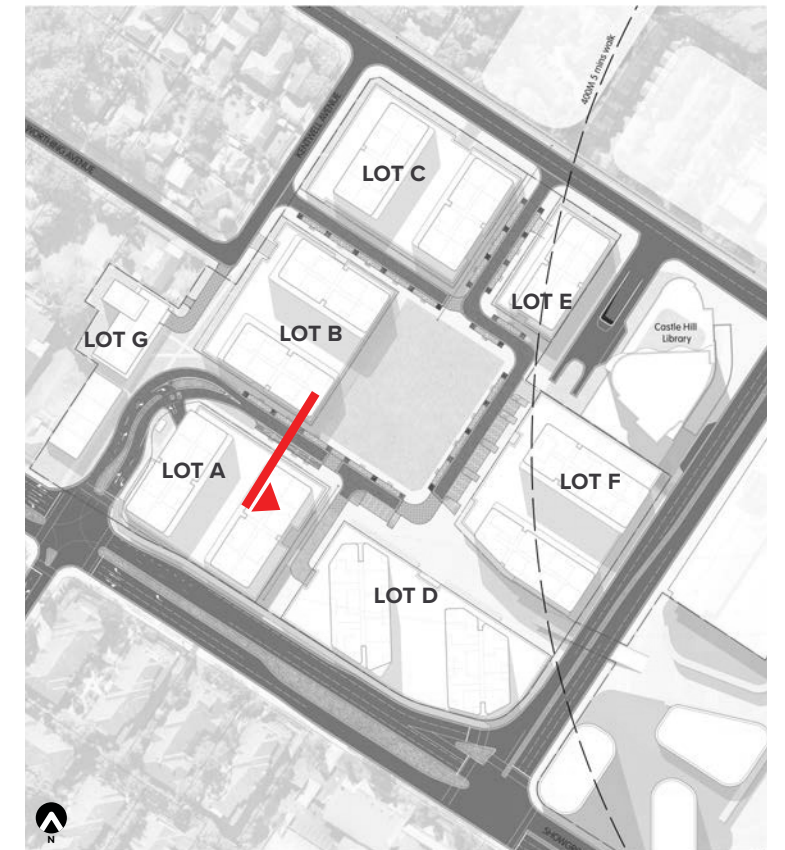
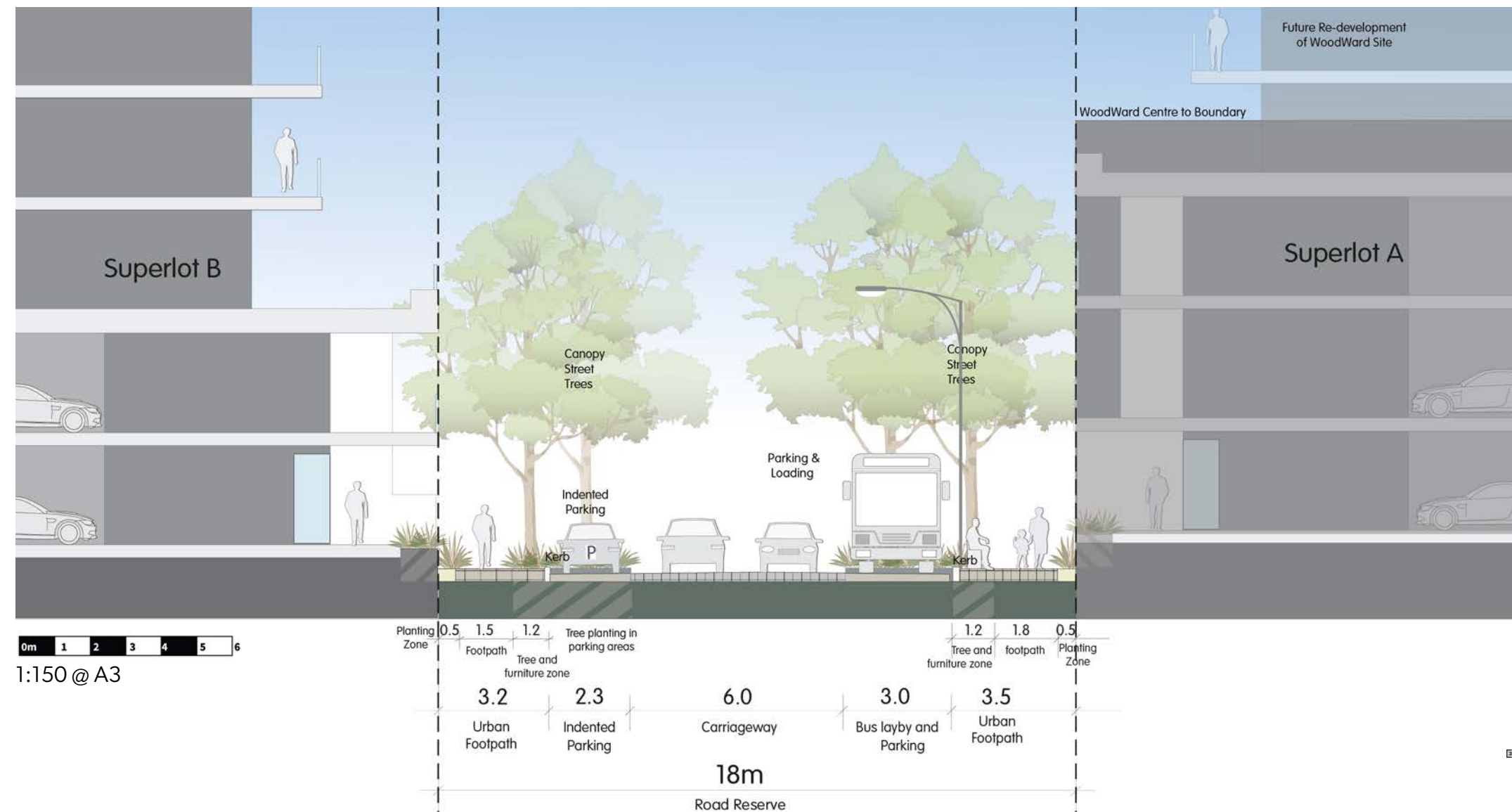
- The urban avenue street is one of the principal entry experiences for the Site B quarter. The street is aligned to create a visual link to the central green park and will be critical pedestrian and cycle link into the quarter from Castle Street and the street is configured to integrate a 2.5m shared path.
- The street has a distinct urban character with generous tree planting and on street parking and will be able to service the flexible live / work townhouse apartments that will address the street from behind generous landscape setbacks.
- The street is intended to be slow speed, high amenity, tree lined routes that are comfortable and safe for people to walk, cycle and socialise.





## INTERNAL LINK STREET

- This internal street typology will be a slow speed, high amenity, tree lined urban address. The street is designed to accommodate the medium to long term Woodward active recreation centre use with generous 3m drop off and loading bays that can also be used for occasional bus parking and loading.
- Footpaths are set back from the superlot boundaries to create green verges and to enable appropriate built-form responses along the areas with steeper grades.

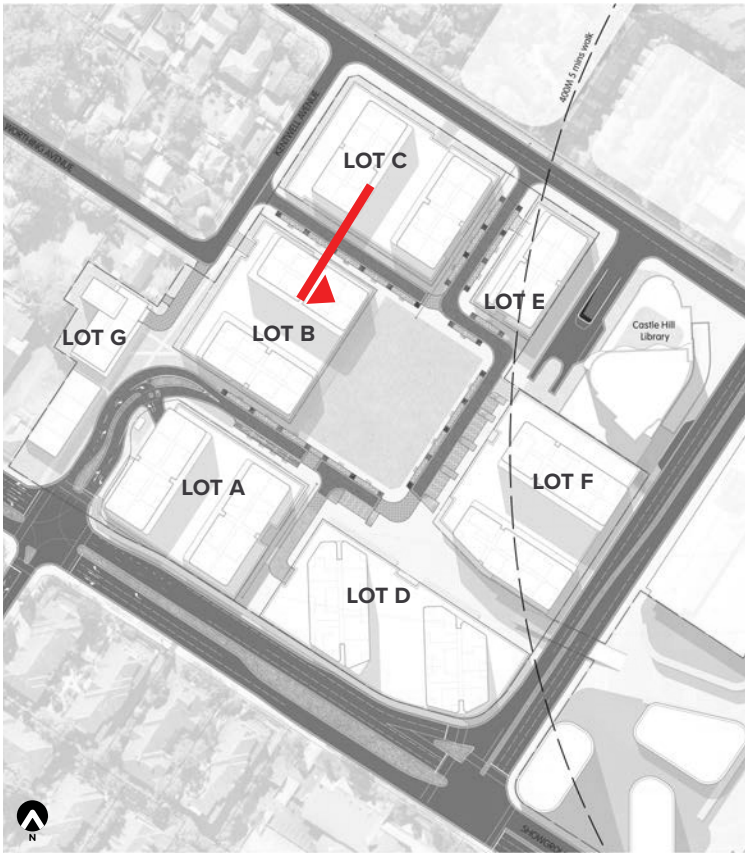
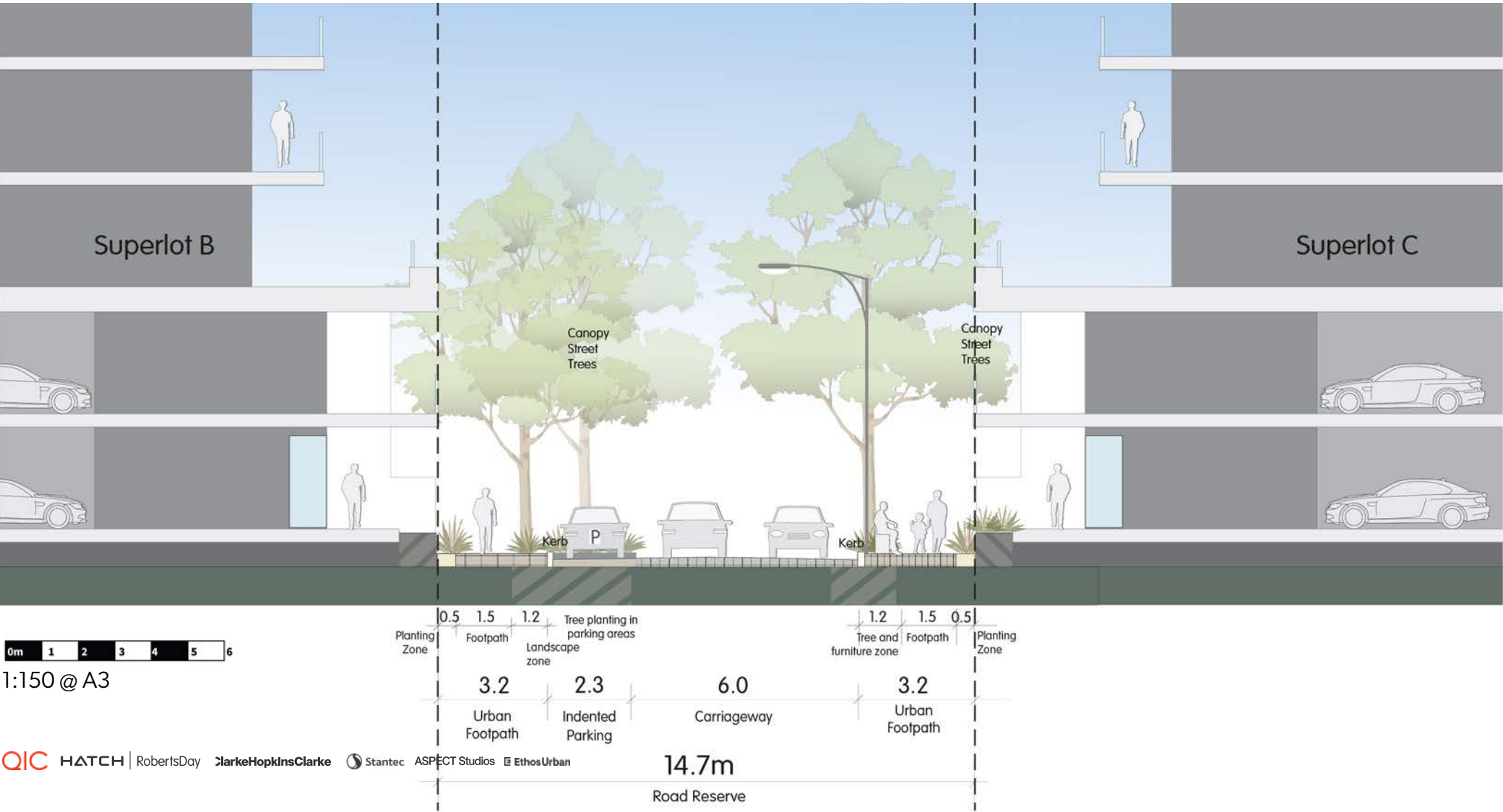




# URBAN STREETS

## LOCAL STREET

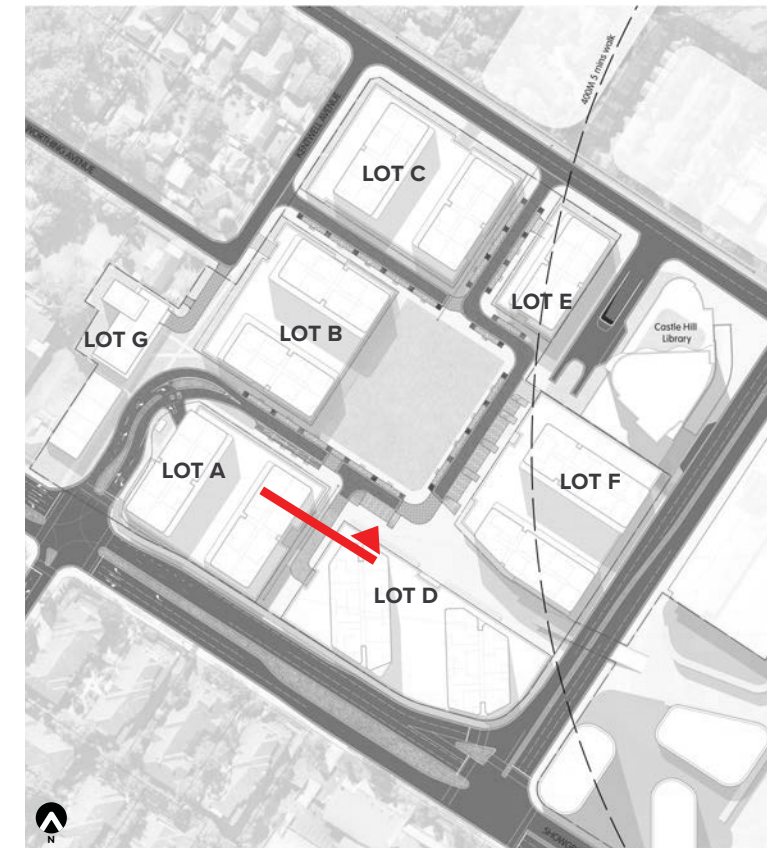
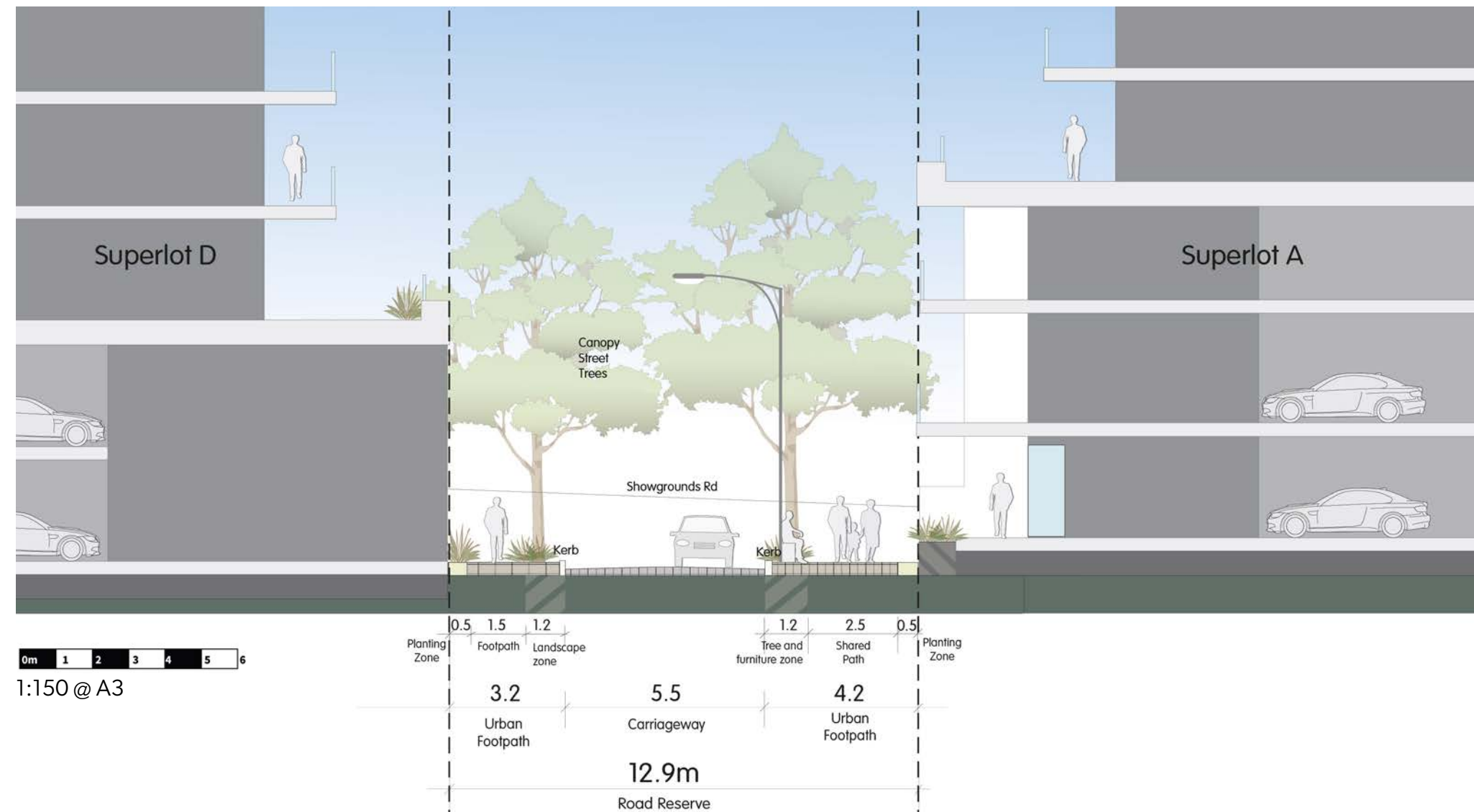
- This is a secondary local street connection creating a permeable grid of connections while avoiding a concentration of vehicle movements onto Kentwell avenue. The lower order hierarchy of the street is emphasised by reduced carriageway widths and reduced on street parking.
- The street maintains the same level of amenity and street tree coverage as the primary link street. The street will be able to service the flexible live / work townhouse apartments that will address the street from behind generous landscape setbacks.





## SHOWGROUND LANEWAY

- A minor accessway is provided between the two development parcels that front Showground Road providing important access to these areas especially the access constrained built-form on the Showground / Pennant Street Corner.
- The proposed laneway access does not connect to Showground Road and the space will be a shared zone for vehicles accessing the basement carparking and the proposed pedestrian and cycle connections to Showground Road.

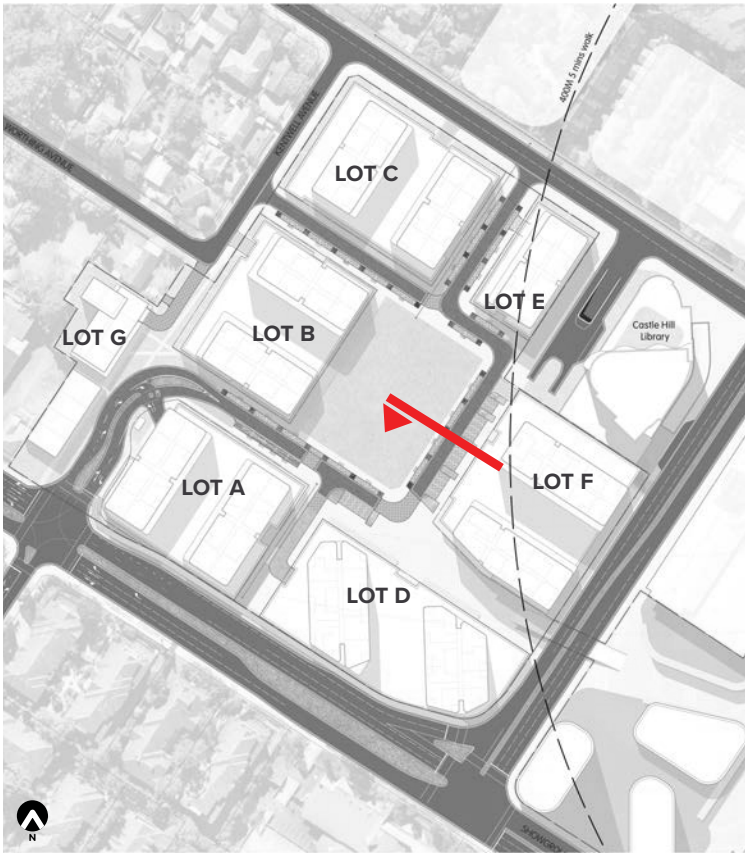
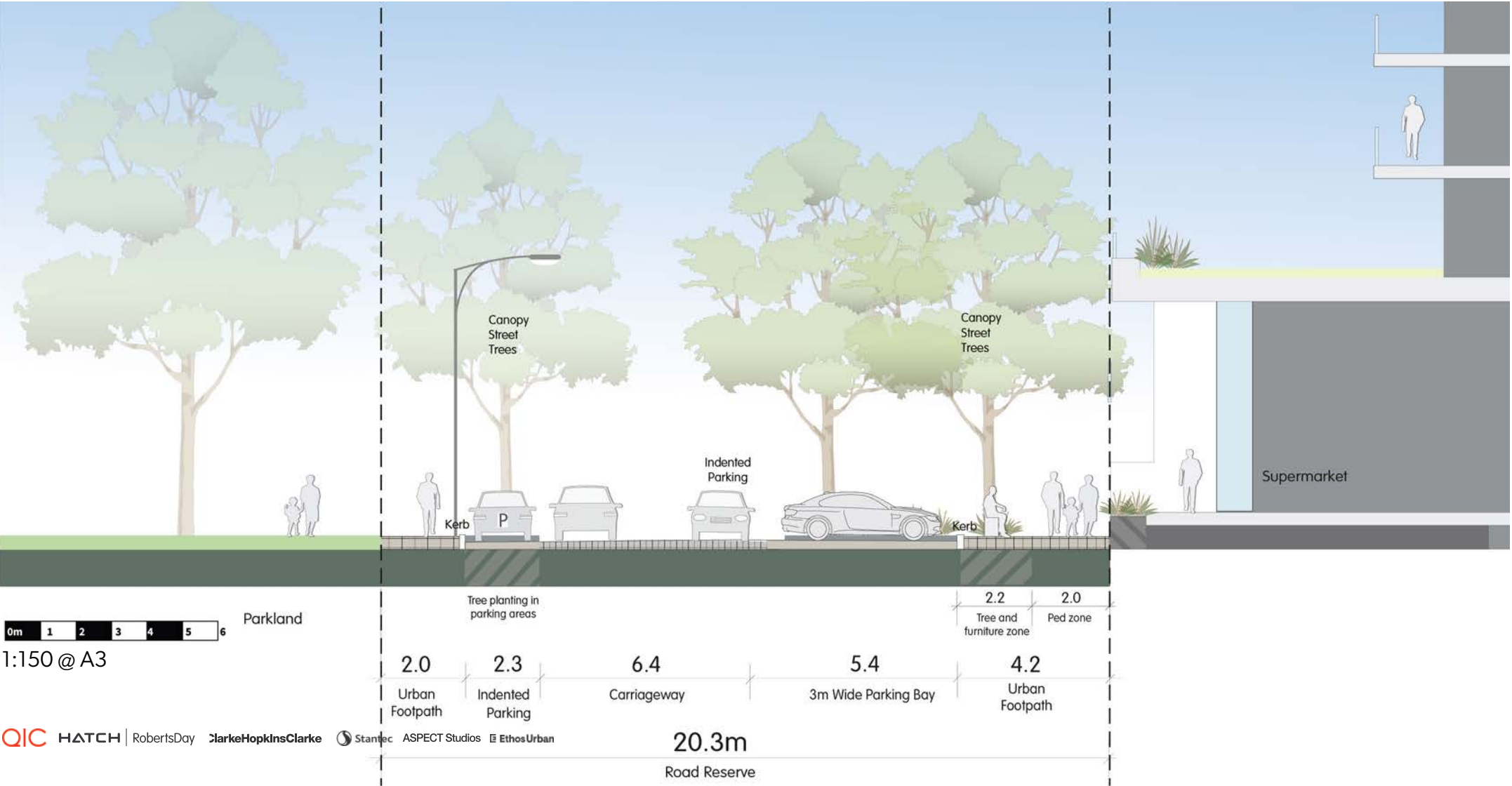




# URBAN STREETS

## URBAN GREEN STREET

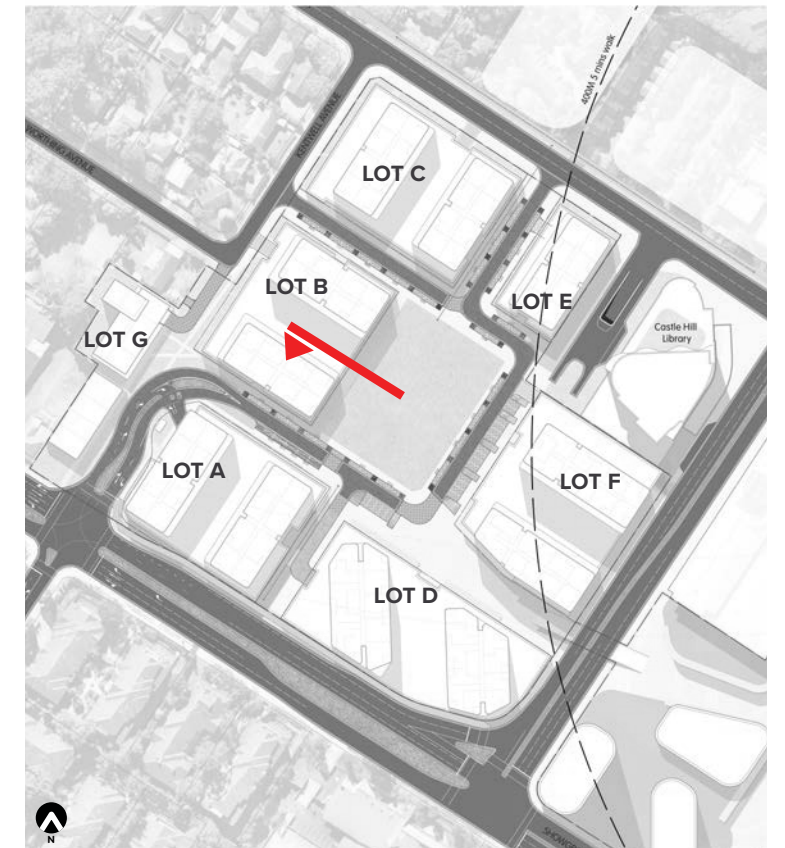
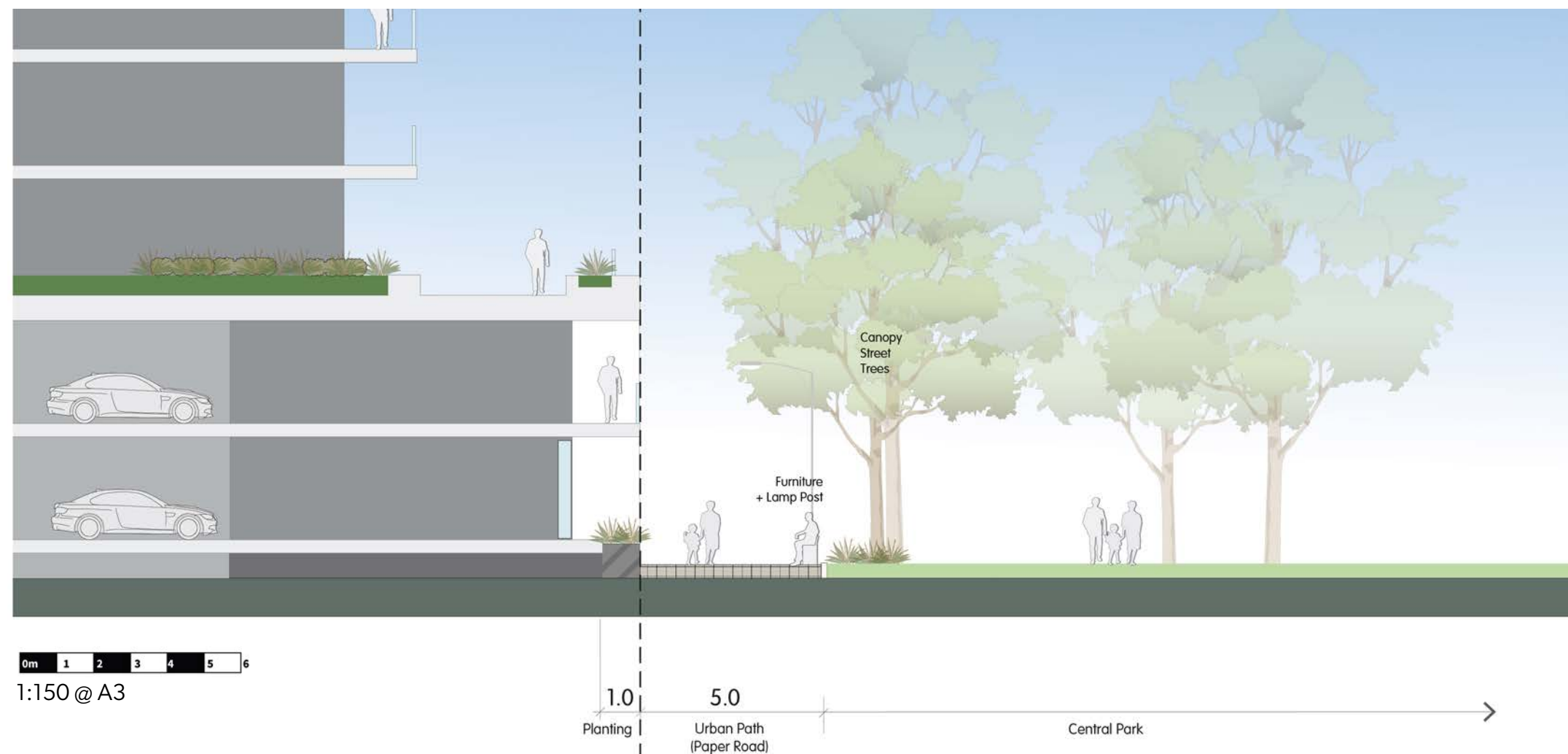
- A traffic calmed retail orientated streetscape is proposed to address the potential providore retail offer overlooking the central parkland.
- The street includes dedicated short-stay perpendicular parking to service the local convenience retail uses with dense tree planting, street furniture and cycle storage.
- The traffic calmed nature of the street will enable seamless pedestrian access to the central green space and the urban footpath areas will create a vibrant retail strip.





## PARK FRONT PAPER ROAD

- A 5m 'paper road' has been allow for across the front of the built-form abutting the central parkland. This landscaped strip will be full pedestrianised with controlled access for emergency and maintenance vehicles.
- The formal road reservation dedication and classification and as a "Urban Walk" will allow for the townhouse / live work apartments to have individual postal addresses.





# PUBLIC SPACES

## URBAN GREEN AMENITY AND DYNAMIC SOCIAL SPACES

The provision of high-quality, accessible public open space is at the heart of the place proposition for Site B. The central green park will be a vital new green space for the Castle Hill Strategic Centre introducing the second useable open space available to local community. The space will achieve high levels of activation and green amenity.

The park has been positioned to define the heart of the urban quarter and to maximise overlooking and accessibility of the open space to the residents. The space also allows for the opportunity to retain a number of established trees.

The park will unlock a wide range of broad reaching community benefits including:

- supporting the higher-density living environments and family-friendly apartments with a range of amenities to including ball courts, all-abilities play areas, BBQ areas and picnic shelters,
- encouraging and enabling healthy and active lifestyles with exercise stations along a dedicated exercise trail,
- increase the tree cover, biodiversity and green amenity within the urban core of Castle Hill, and
- support the social and civic life of the local community creating the spaces and places where residents can meet, socialise and engage.

The proposed urban plaza and pedestrian link will be activated with convenience retail and food and beverage offerings with north-facing outdoor dinner areas creating a new civic space for the town centre. The urban streetscapes are part of the proposed public land dedication of the quarter and will form part of the civic and social realm of the neighbourhood.



### URBAN GREENING AND AMENITY

Deliver the green amenity and open spaces to support the higher-density living environments including the family-friendly apartment offers.



### SUPPORTING COMMUNITY ENGAGEMENT

Providing the setting for civic life, social interaction, and community engagement within a high-quality, north-facing urban plaza space.



### ENABLING COMMUNITY HEALTH

Support the physical and mental health of the community with access to recreation and exercise as well as passive green spaces and urban tree planting.



### EMBRACE STREETS AS CIVIC REALM

The urban streetscapes will be a vital part of the public realm of the quarter and designed to be vibrant social and civic spaces in their own right.



The central green space includes flexible open space for informal play, social gatherings, and community events. The park will use the topography of the site to create seating areas and a natural amphitheater effect.

Opportunity for an arbor feature creating a flexible gathering space as well as an area for reflection and contemplation.

Opportunity to retain a number of established trees within the park adding to the amenity and maturity of the park and protecting local biodiversity.

An active node with ball courts and urban sports complementing the nearby WoodWards centre and providing opportunities for active play for all age groups.

A green link and pocket park creating a continuous pedestrian and cycle link along the Kentwell street reservation. Space to include responses to level changes.

The urban streetscapes will be a vital part of the public realm of the quarter designed to be vibrant social and civic spaces in their own right.

The central park is on natural ground allowing for the deep soil planting and permeable surfaces required for thriving urban forests and mature tree outcomes.

All-abilities play areas supporting the family-friendly apartment offers. Potential for BBQ facilities and picnic shelter creating local meeting places.

North-facing outdoor dinning area overlooking the green parkland. Creating a vibrant social and civic meeting place and supporting community interaction and engagement.

High-quality pedestrian laneway creating link to Old Northern Road retail street and Castle Hill Metro Station. Integrated street furniture and tree planting.

Pedestrian bridge over Pennant Street with landscaped stairs including integrated planting and rest areas.





# PUBLIC SPACES

## GREEN HEART AND CENTRAL PARK

- A significant open space in the heart of the new quarter supporting the high-density living and family-friendly apartment offers. Integrated active leisure including play areas and ball courts as well as exercise trails and equipment.
- The park uses the natural topography of the site to create a series of small quarters or outdoor rooms as well as introduce nuance and variation into the space.
- The park has been positioned to define the heart of the urban quarter and to maximise the overlooking and accessibility of the open space to the residents as well as to create the opportunity to retain a number of the established trees.





## PEDESTRIAN LINK AND URBAN PLAZA

- The principal civic and social space for the quarter this critical pedestrian link will connect the community to a footbridge over Pennant Street creating a safe and convenient link into the urban core of Castle Hill including Old Northern Road and the Metro Station.
- The space will be an activated urban place with north-facing outdoor dining areas, integrated landscaping and street furniture and cycle storage.
- A providore style mini mart will activate one corner of the plaza providing residents will access to local convenience. Feature lighting will increase the safety of the space and support a day and nighttime economy for the quarter.





# PUBLIC SPACES

## CASTLE STREET FRONTAGE

- The Castle Street frontage is a key interface for the new quarter and the development of Site B will make a transformational contribution to the activation and character of this important spine within Castle Hill.
- The built-form will create a new urban frontage to the streetscape with flexible live-work townhouse apartment forms addressing the street from behind generous landscape setbacks. The apartments balcony's on the upper levels will overlook the street improving the passive surveillance of the public realm.
- The development will enable new street planting along the street, potential future cycle paths will create a strategic link to key community infrastructure.





## GREEN HEART AND CENTRAL PARK

- This second view of the central parkland depicts the medium / long term WoodWard active recreation centre activating the edge of the park. This highly visible location reinforces the potential of the centre to become a regional leisure tourism destination attracting new visitation to Castle Hill and contributing to the economic diversification and growth of the boarder activity.
- The apartment podium forms with direct frontage to the park are shown on the right creating opportunities for ground floor activation through flexible live/work townhouse apartments.





# BUILT-FORM

## A LIVEABLE URBAN PLACE

The built-form and building envelopes proposed on Site B are a direct response to ensuring the open space and place activation objectives of the development are achieved. The proposed massing and scale of the built-form have been organised to allow for the creation of the central green space and public park while still achieving the development potential and comparable overall FSR for the site.

The proposed development structure has considered:

- Taller built-form located towards the major road intersections and into the southern boundaries of the site to create a visual gateway element to the urban core of Castle Hill as well as to minimise overshadowing impacts that would detract from the quality and useability of the open space.
- Mid-rise apartments forms located to the northern boundary with the alignment and orientation of the built-form strategically located to allow solar penetration into the park, especially in the winter months. This is further enhanced by “solar caving” of the built-form strategically reducing the floor plates on upper levels to minimise the overshadowing.
- Ensuring the streetscapes and public spaces of the quarter are enhanced by the lower podium forms that will create articulated and activated human scale environments with a range of ground floor uses including live-work townhouse apartments, local convenience retail, and north-facing food and beverage offers.



### GROUND FLOOR ACTIVATION

Create the activated social places and civic spaces that foster community interaction and engagement. Improve the walkability and pedestrianisation with activation and overlooking of the public spaces and urban streetscapes.



### INTEGRATED MIXED-USE

Support sustainable lifestyles with access to local jobs, services and community infrastructure. Support the economic growth and day and night economy of the urban centre.



### HOUSING DIVERSITY

Meet the needs of a diverse community with a range of dwelling sizes, housing formats, and affordability ranges including family-friendly apartments, live-work townhouse apartments and compact 1 bed units.



### ENVIRONMENTALLY SUSTAINABLE DESIGN

Integrate industry leading sustainability standards including energy and water efficiency, passive solar gain and reduced waste. Biophilic building initiatives including opportunities for community gardens and eatable landscapes.



Creating a visible gateway to the urban core of Castle Hill with the tallest building on the Showground Road approach.

Taller forms to the southern edges of the park to reduce overshadowing impacts on the public realm.

Built-form stepping down to create a sensitive transition to the existing apartment building on the Castle Street and Pennant Street corner.

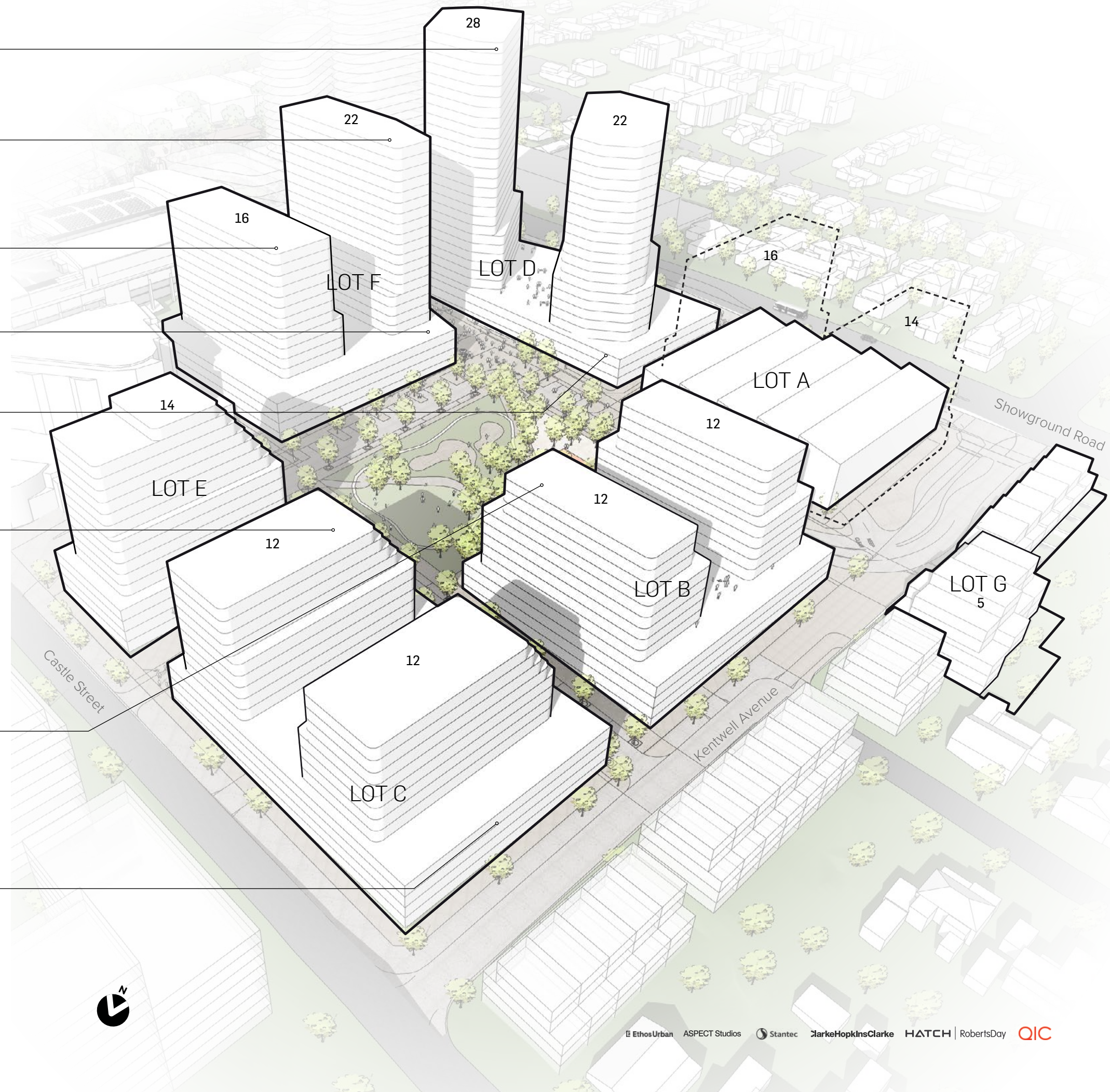
Podium forms to the urban streetscapes and public spaces within the urban quarter to create human scale spaces.

Activated ground floor uses to civic spaces, residential uses and live-work townhouses sleaving internal carparking, loading and servicing within the podium structures.

Built form scale and massing that is compatible to the future development heights anticipated along Castle Street.

Solar Caving of upper levels to maximise sunlight into the central green space and public parkland.

Podium forms and setbacks to apartment towers reducing the scale of the development towards the Kentwell Street frontage with townhouse style apartments activating the street. Podium scale comparable to the future development heights anticipated for Kentwell Avenue.





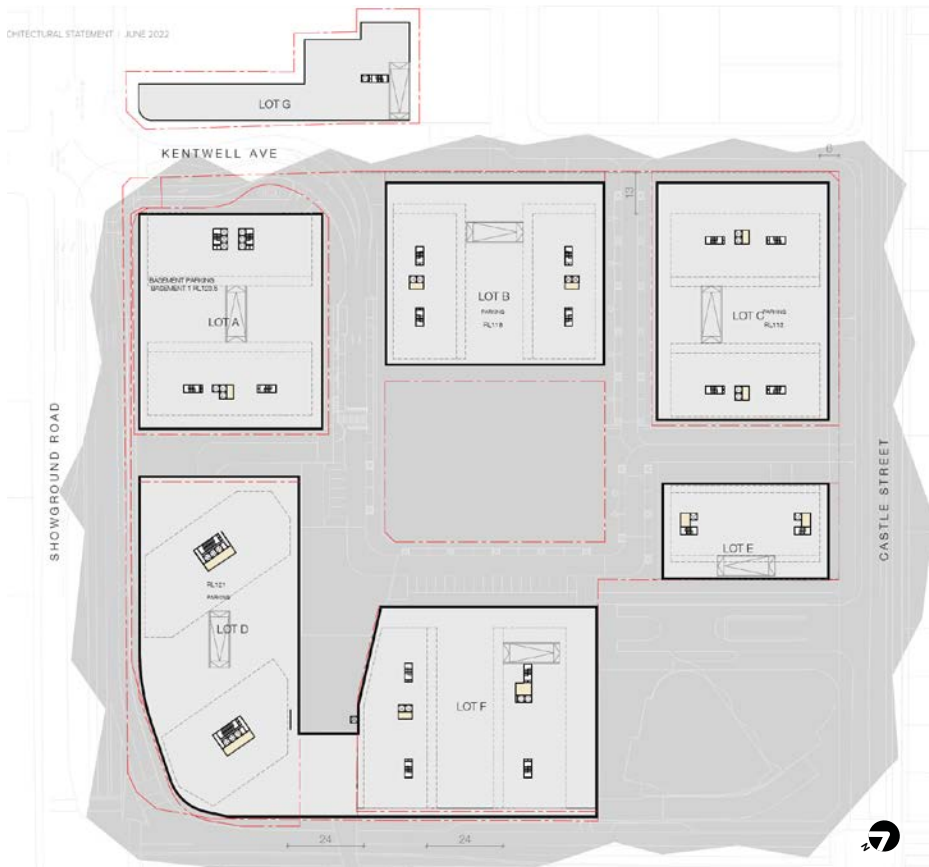
# BUILT-FORM

## VERTICALLY INTEGRATED MIXED-USE

The development response for Site B will be a vertically integrated mixed-use urban place that embraces the level changes across the site to create high-quality urban spaces and place outcomes.

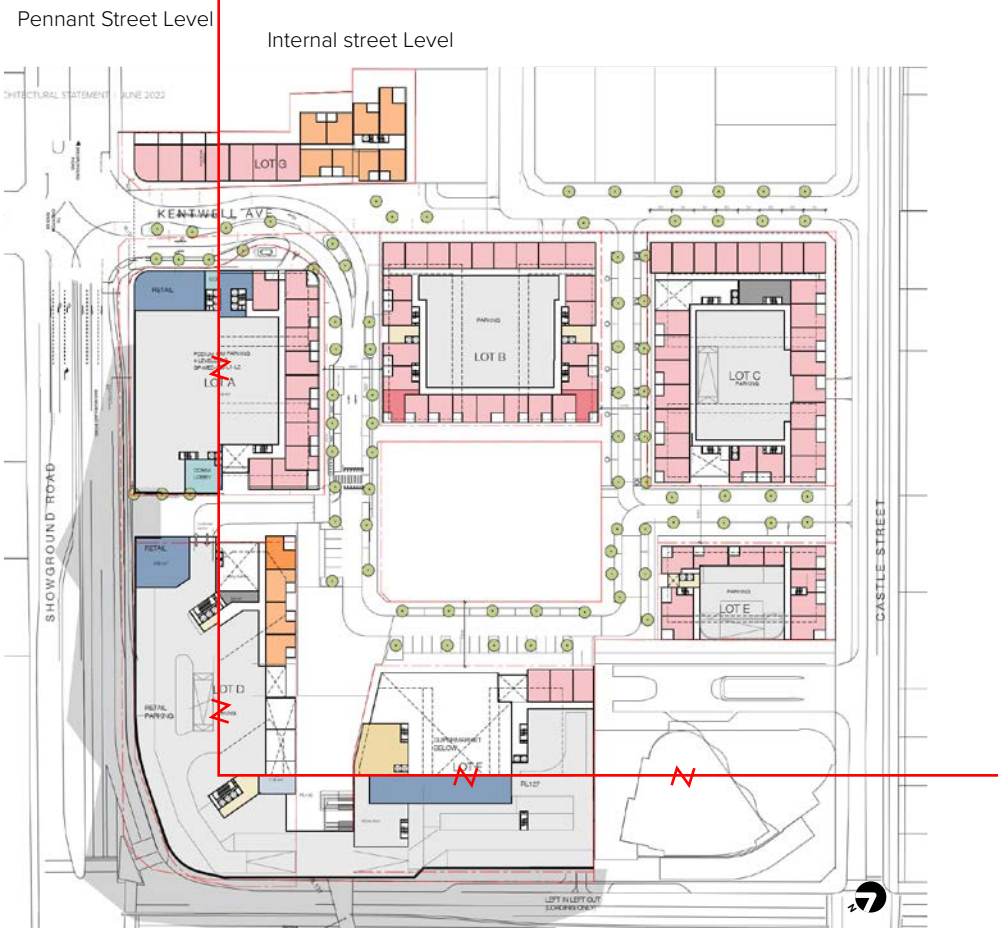
Consideration has been given to:

- Minimising the impact of vehicles with the careful location of carparking access points and ensuring that all carparking is completely embedded within the built-form allowing for activated facades on all levels.
- Providing a range of supporting non-residential uses throughout the development with ground floor uses addressing streets and public spaces as well as community and commercial uses on the lower floors of the podium forms.
- Ensuring the residential elements of the future development will cater for the needs of a diverse community with a range of housing sizes, types and affordability ranges.
- Ensuring that the proposed taller forms have been organised to maximise the livability of the dwellings without comprising the character and amenity of the central green space.



## BASEMENTS & PARKING

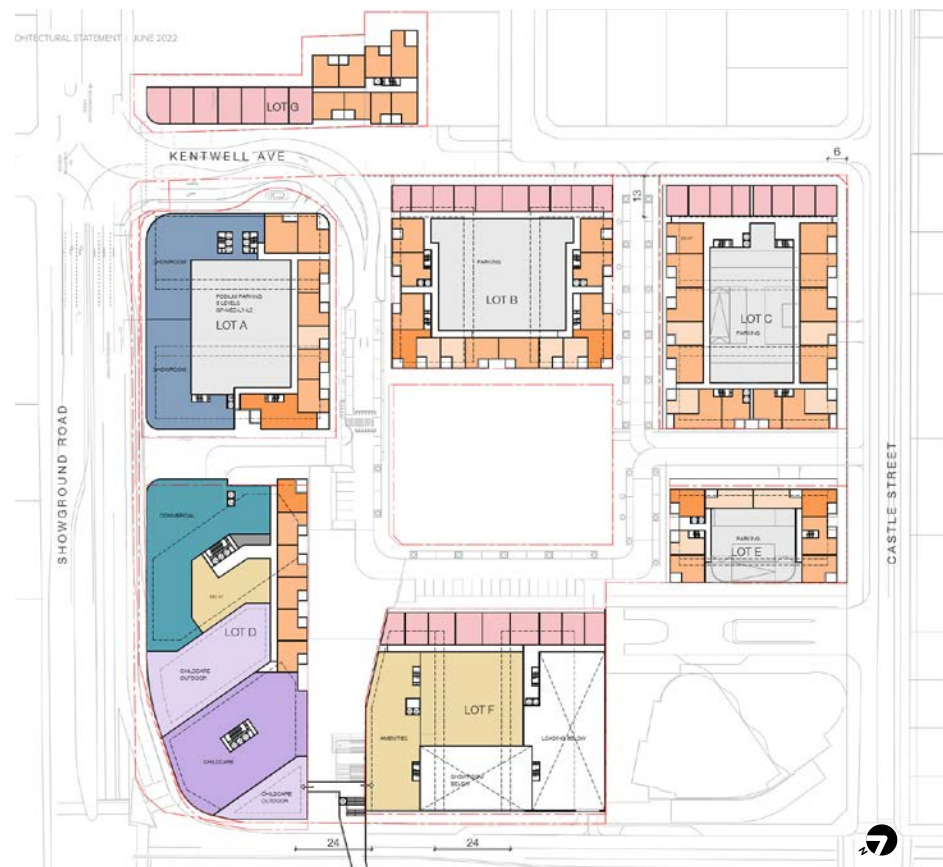
- The proposed development superlots will have individual basements to ensure the most efficient use of land and the most sensitive integration of carparking as well as to allow for phased implementation of the development parcels.
- Superlots D and F are proposed to have interconnected basements to allow for the integration of carparking and loading requirements for the retail and commercial uses on upper levels.



## ACTIVATED GROUND FLOORS

- All built-form edges to the ground level spaces and streets will be activated in some form. This includes the proposed retail convenience uses and food and beverage offers concentrated around the urban plaza and pedestrian link.
- The main road frontages will also be activated with a range of showroom style retail, commercial floorspace and potential medical uses that will benefit from the high visibility of these road frontage's.
- The internal streets and local street interfaces including Castle Street and Kentwell Avenue will be activated with flexible live-work townhouse style apartments.





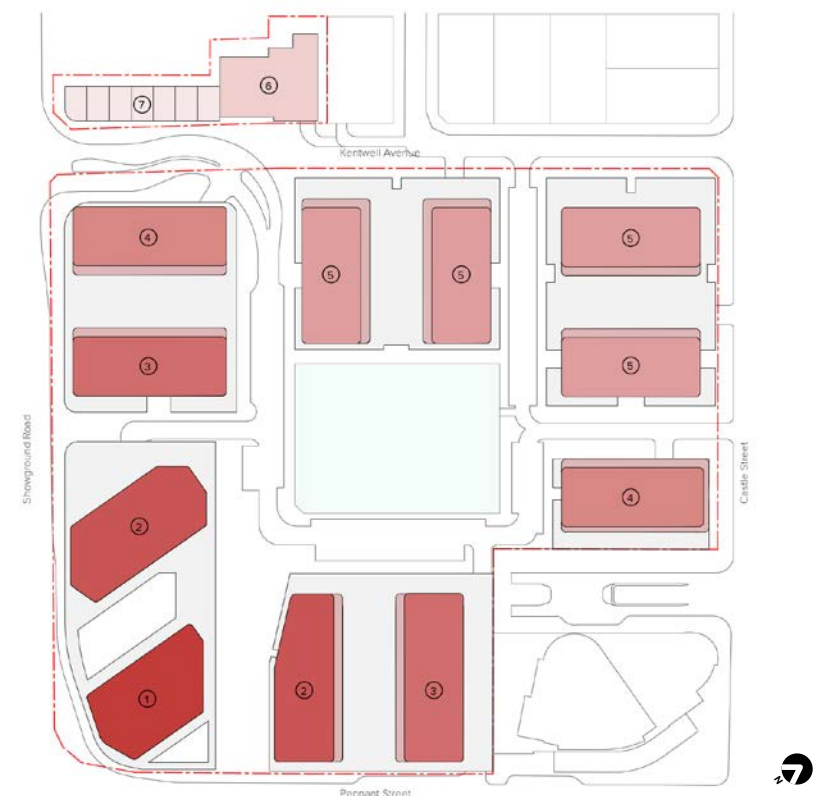
## INTEGRATED PODIUMS

- The podium elements of the proposed development will play important roles in defining the streetscape environments and supporting the place activation with second and third level uses framing and overlooking the streets and public spaces.
- Supporting community uses and amenities are proposed for the larger podium spaces including residents facilities and potential child care uses.
- A proportion of carparking provision for the development will be integrated within the podium forms. Street addressing flexible townhouse apartments will sleeve these parking levels ensuring that all carparking is concealed from the public realm and all facades are activated.



## URBAN LIVING TOWERS

- The taller tower-forms are set back from the edges of the podiums to ensure human scale spaces are created throughout the internal networks of streets and spaces. The setbacks from the podium edges are further increased on key interfaces including Kentwell Avenue.
- The alignment and orientation of the towers respond to the geometry of the site boundaries and have been designed to maximise the quality, character, and useability of the public spaces in the scheme including the green heart. This includes avoiding presenting the longer edges to the park and aligning the spacing between the built-form to create views to the sky form within the space and to maximise the sunlight into the space especially during the winter months.
- As well as meeting the requirements of the SEPP 65 ADG the tower-forms have been structured to balance building efficiency with reduced apartments per floor creating the opportunity for smaller floor-plates and more local connections between residents.



## BUILDING HEIGHTS

- The proposed building heights are a direct response to the community benefit vision for the scheme and to ensure the optimum quality, character, and useability of the public spaces in the scheme including the green heart.
- The tallest forms are located south of the open space to avoid overshadowing of the parkland as well as to create a visual gateway to the main urban core of Castle Hill and an arrival experience along Showground Road.
- The proposed development heights along Castle Street are reflective of the future development potential on the opposite side of the street.
- The scale of the podium forms along Kentwell reflect the future development potential of the land north of the site. The taller tower forms are significantly setback from the street edge.



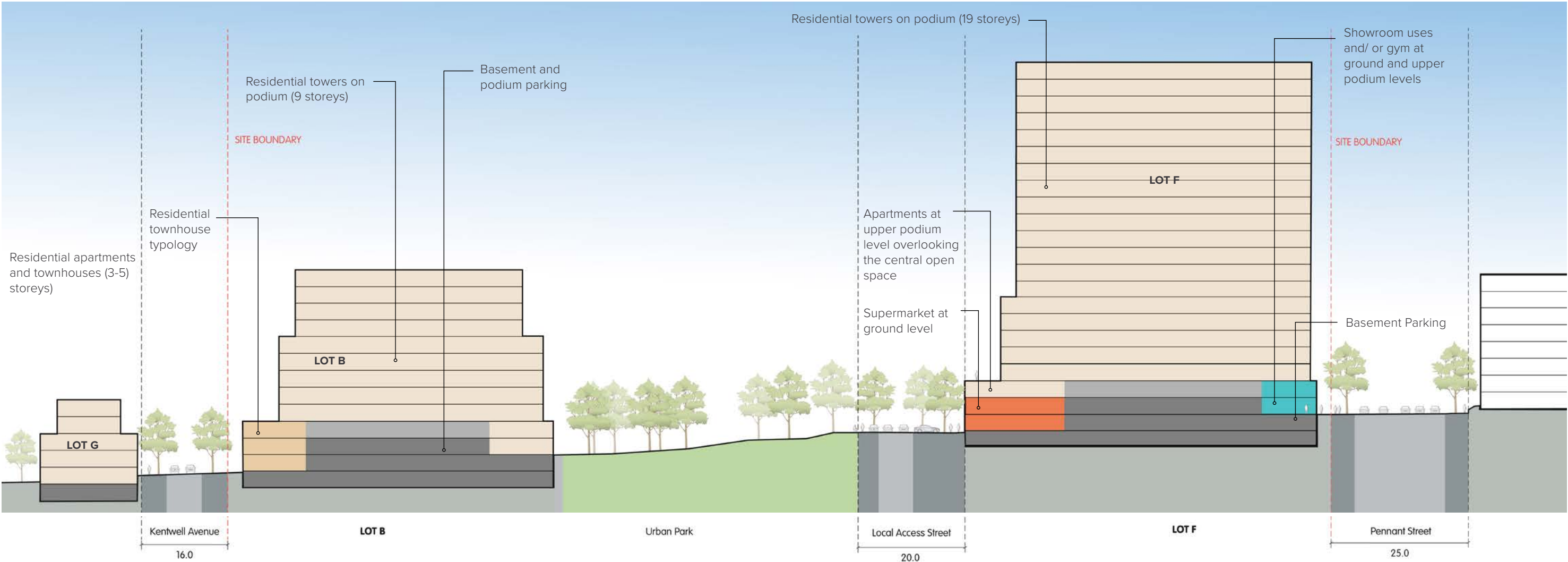
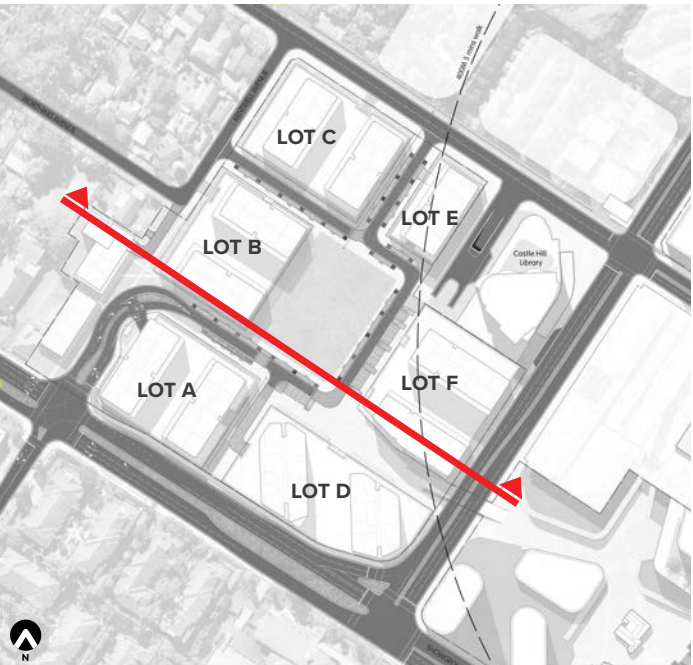
# BUILT-FORM

## GROUND FLOOR ACTIVATION

- The built-form proposed will ensure there is ground floor activation throughout the urban quarter.
- Interfacing the plaza space will be a supermarket and food and beverage uses which would activate the internal north-facing corner of Lot D and F.
- There are commercial, showroom, retail and gym type uses at ground level along Showground Road and Pennant Street. Other perimeter streets will be fronted by flexible live-work townhouses apartments.
- Residential apartments at the podium levels and towers will also help provide activation and surveillance to the internal street and the central park.

## A MIX OF USES

- The proposed development will predominantly be residential uses supported with a mix of uses to cater for the community's daily needs including retail, commercial and community spaces.
- Lots A, D and F will have a showroom, a gym, retail and commercial uses at ground level. A small supermarket is proposed facing the internal plaza and central open space adjacent food & beverage type uses.
- Potential for a childcare on the upper podium levels, Lot D,
- Commercial and showroom uses on main road frontages of Lots A and F.
- Flexible live-work townhouse style apartments addressing the internal street networks and public spaces.



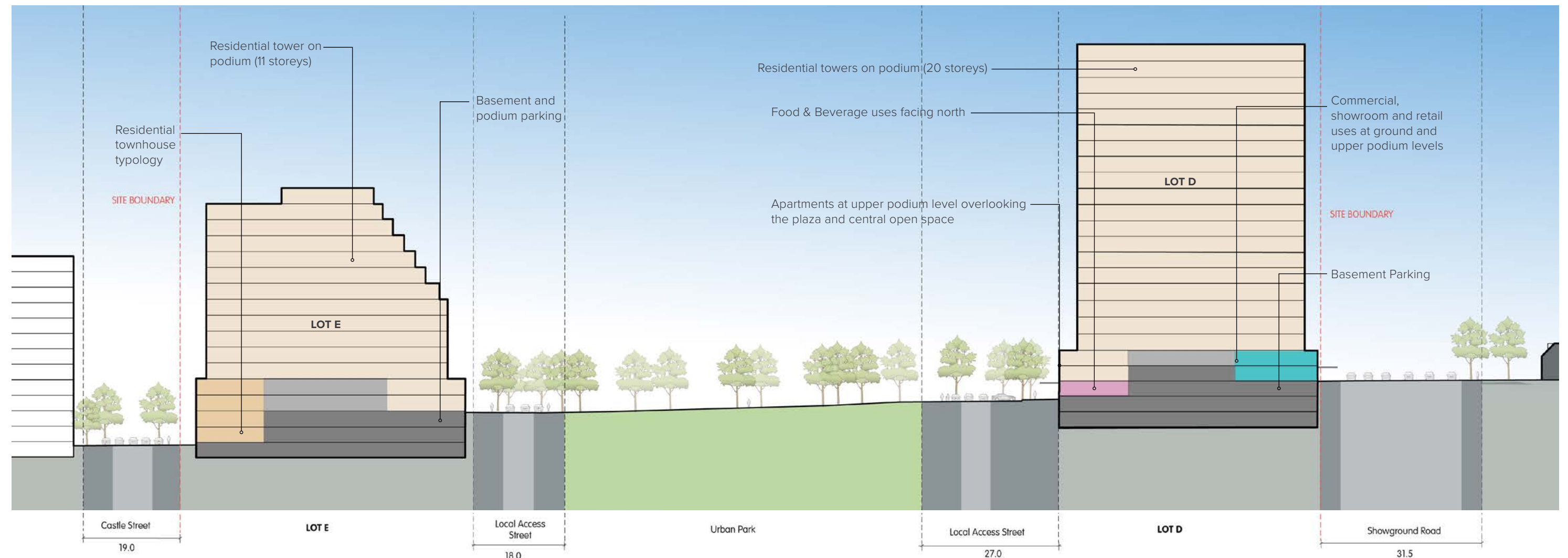
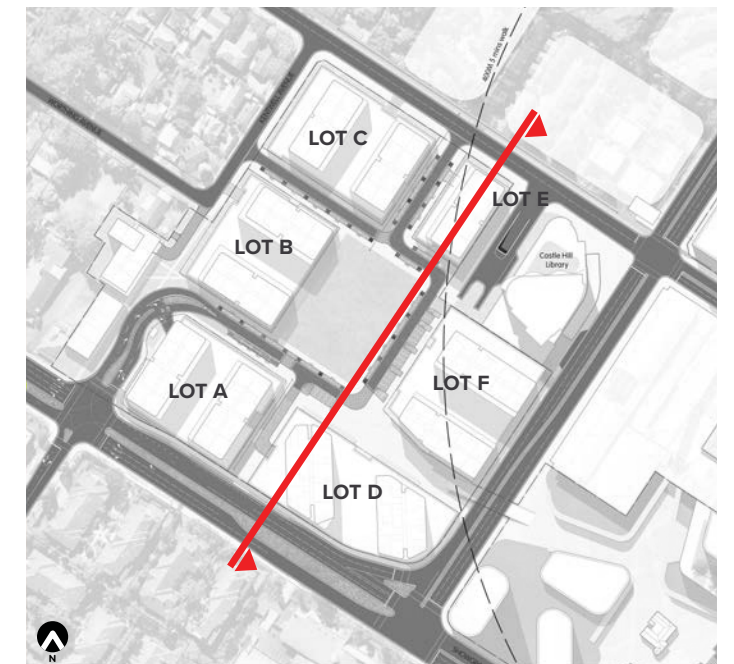


## TOWERS ON PODIUM

- The predominant built-form type proposed are mixed-use buildings with commercial and residential apartment towers sitting on top of 2-4 level podiums.
- The podium heights have been carefully considered to address the street interfaces. 2-4 level podium heights will create a more human scale environment and will address the existing character of the streets, particularly the Castle Street and Kentwell Avenue.
- Car parking will generally be incorporated into the basement and podium levels and concealed from view within any public space.
- The towers generally setback from the podium edges creating a human scale built-form responses to streets and public spaces.

## OVERLOOKING AMENITY

- The proposed built-form overlooks the central park providing amenity amidst the density being offered. The central park will provide relief within this urban setting, with large canopy trees and play and recreation areas.
- Residential apartments in particular will have expansive views across Sydney and the Blue Mountains.
- Ground level activation to the internal plaza and central open space is provided by retail, commercial and food and beverage uses particularly along Lots D & F.
- Podium level apartments overlooking the park will provide surveillance and street activation. The perimeter streets will also be overlooked by active ground level uses and residential uses.





# URBAN INTERFACES

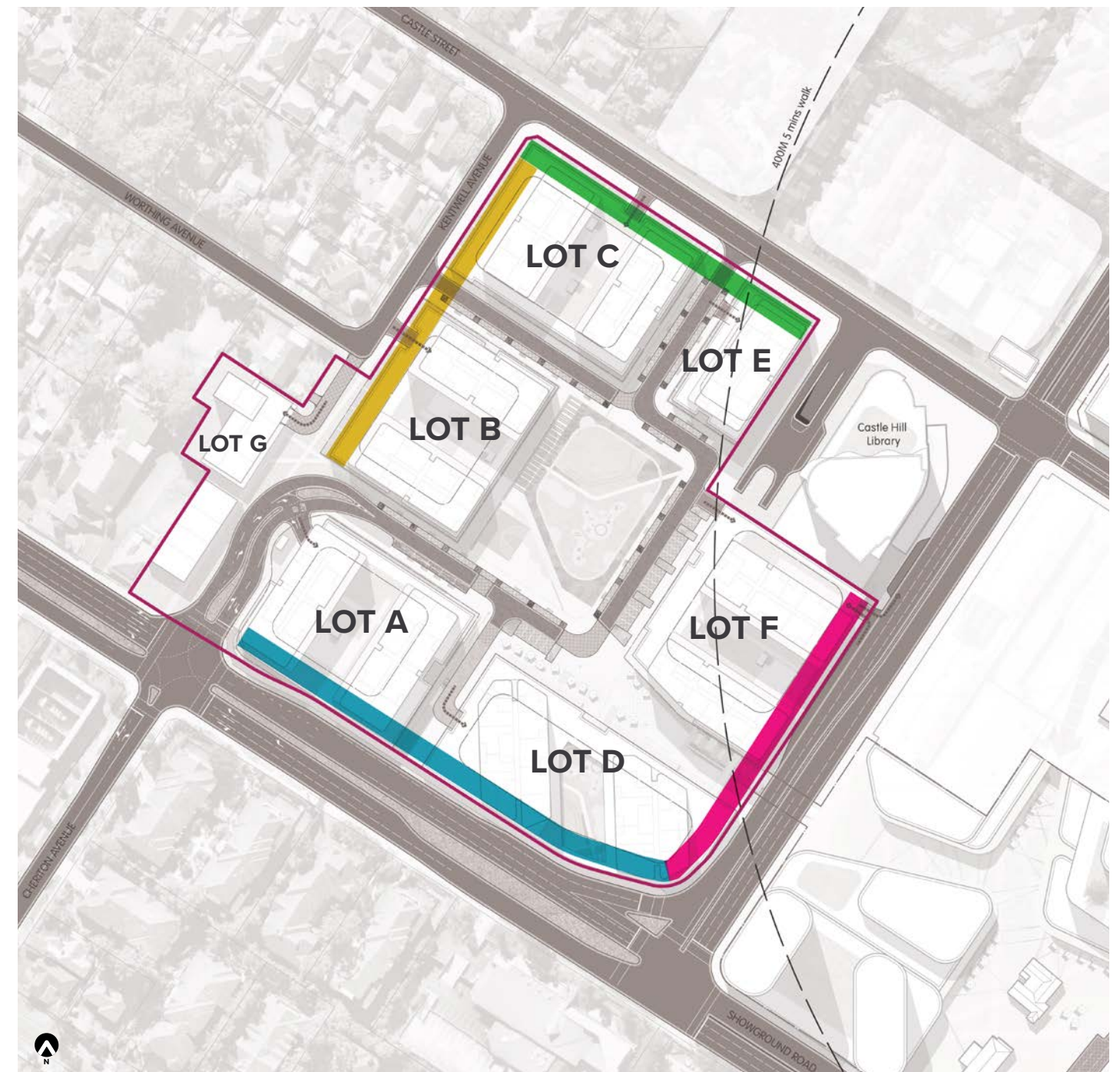
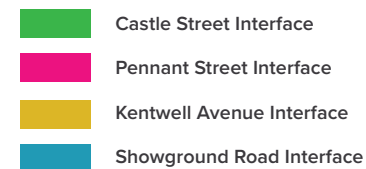
## EDGES AND INTEGRATION

The development proposal for Site B has been informed by an in-depth understanding of both the existing and the future interface conditions to the site and the design response has focused on ensure the proposal allows for sensitive transitions as well as contributing and improving the place characteristics and activation of key frontages.

While building heights are important, the successful integration of the future development will be driven by the street level responses including ground floor activation, architectural and place character, and the human scale proportions of the proposed podium forms.

The proposed development structure has been designed to ensure:

- The main road interfaces will be activated with a range of commercial and showroom retail uses releasing the value of these highly visible frontages and key intersections.
- The pedestrian connectivity along these frontages are improved through the activation of the streets and the improved public realm including footpaths and street tree planting.
- The proposed built-form heights along Castle Street are reflective of the future development potential on the opposite side of the street.
- An appropriate urban character is introduced to this key civic spine with the human scale podium forms framing the public realm and the future vision for the street can include improved cycle connectivity, increased street tree planting and better integration of on street parking.
- A townhouse scale frontage is presented to Kentwell Street with the taller tower forms considerable setback from the podium edges. This will allow for a residential focused, human scale street character that is appropriate to both the future development potential of the street as well as the existing urban condition.

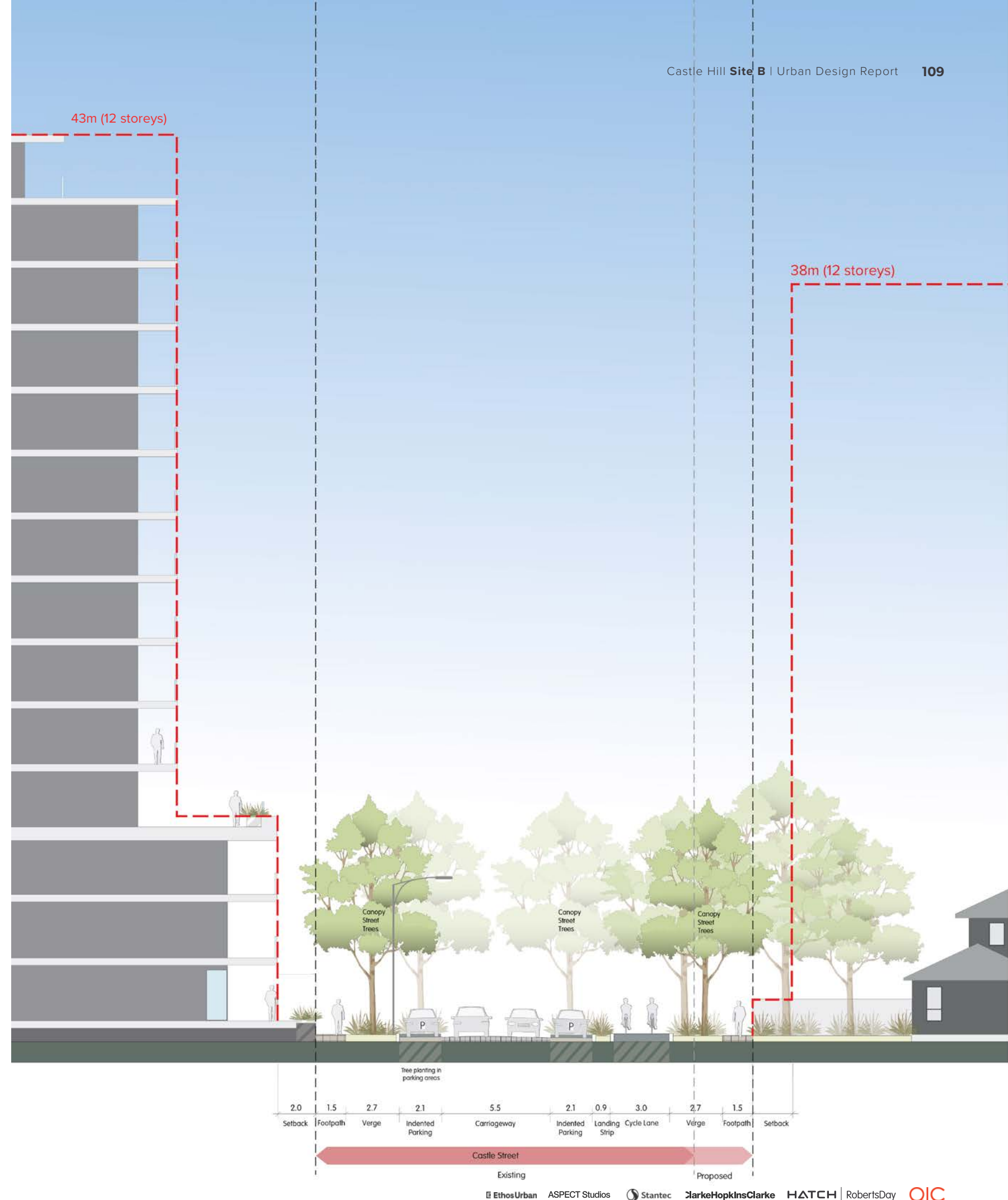
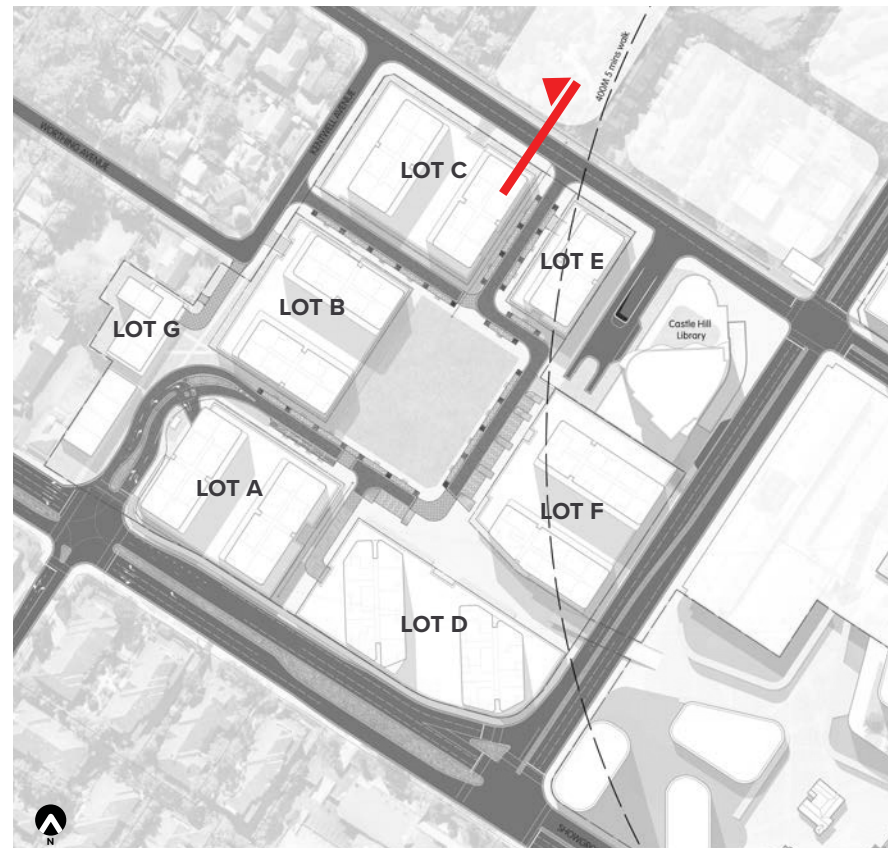




## CASTLE STREET INTERFACE

The development proposes residential townhouse type interfaces to Castle Street, with the podium levels setback with a landscape buffer and residential towers further recessed from the street. This interface will be addressed by both Lot C and E, aiming to mirror the medium to high-density uses across the road.

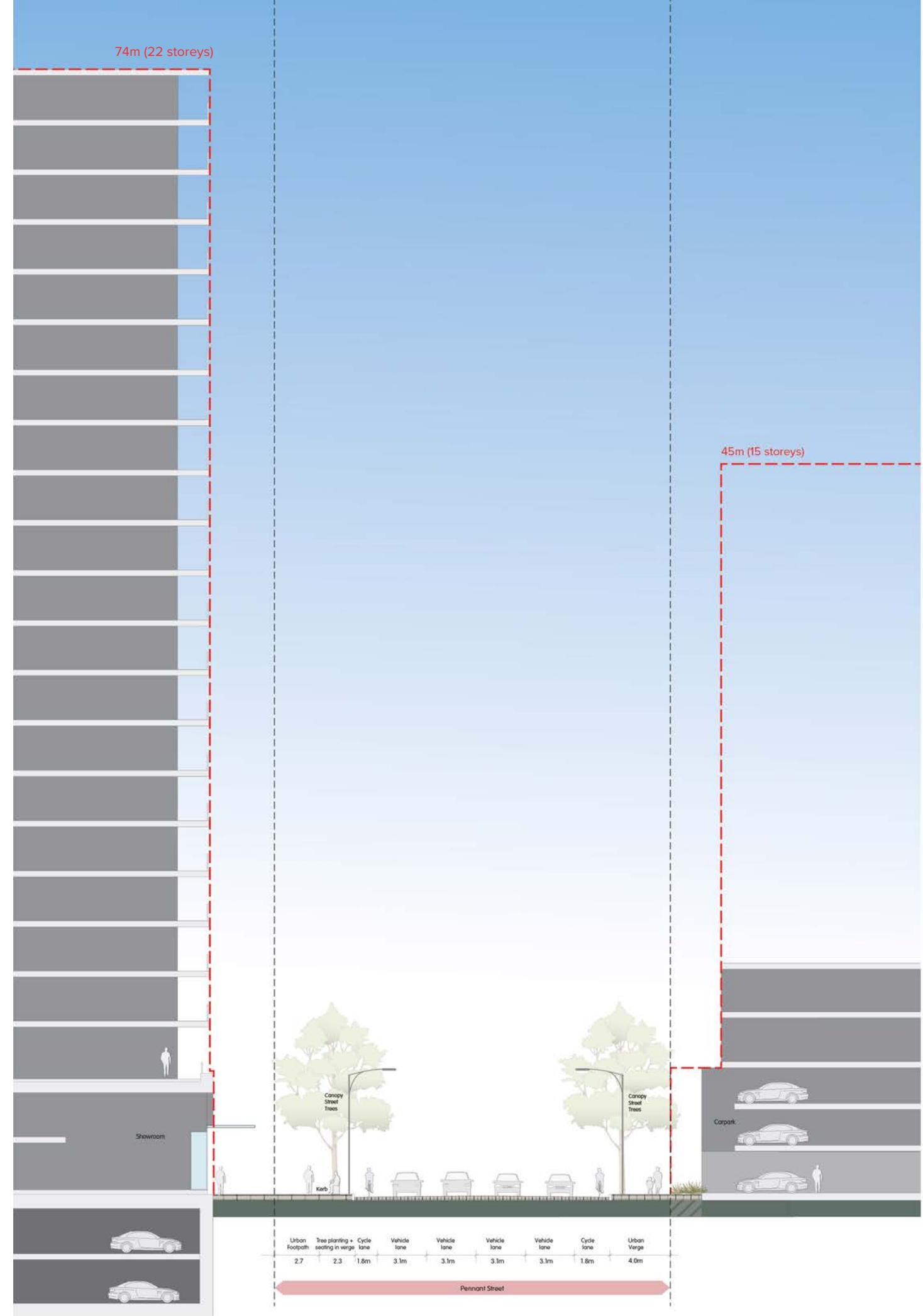
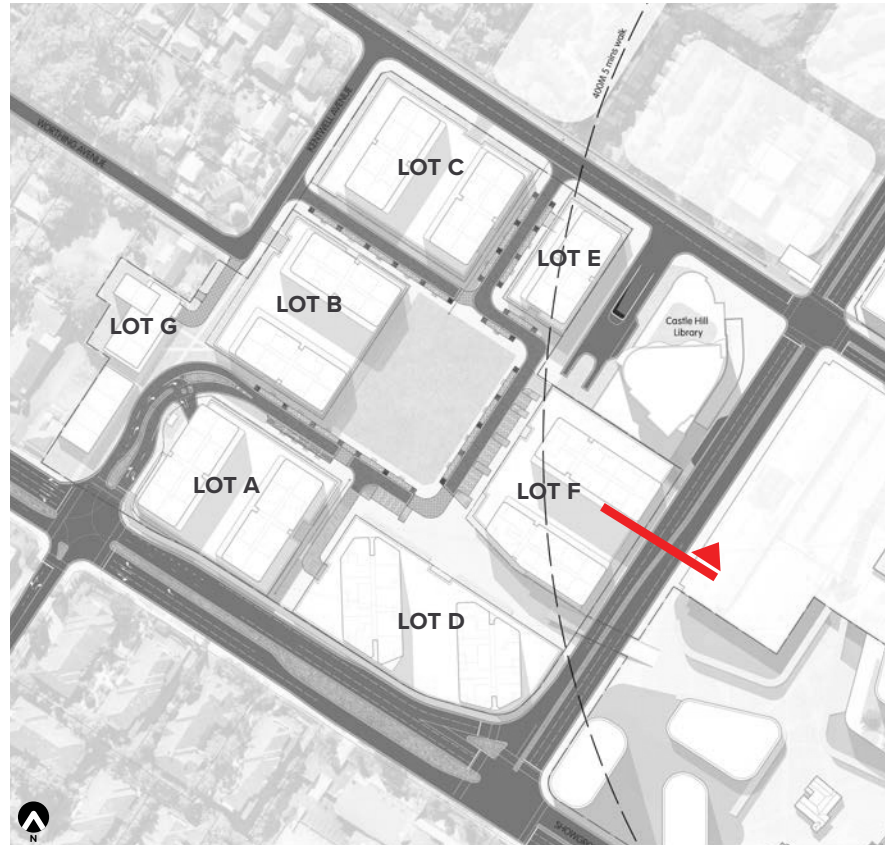
- **USES** For both Lots C and E, the podium uses will be townhouse typologies, setback from the street through a landscape buffer. The residential towers above will be further setback from the street.
- **SETBACK** 3m setback to podium and 1.5-3m further setback from the podium to the towers above.
- **HEIGHTS** Lot C will have a 3-level podium and two 9-storey residential towers above (12 storeys total). Lot E will also have a 3-level podium with an 11-storey tower above (14 storeys total)
- **PROPERTIES ACROSS** The interface to Castle Street is currently 1-2 storey detached houses and medium density townhouses. Future developments could be built up to a maximum of 12-storeys, medium to high-density residential uses.





## PENNANT STREET INTERFACE

- **USES** Showroom uses are proposed at ground level for both Lots D & F. Lot F will have double height showroom type uses. At the pedestrian entry and steps, a gym is proposed at the corner of Lot F to anchor and activate the corner.
- **SETBACK** 0-2m setback to podium and 2-4m setback from property boundary to the towers
- **HEIGHTS** Lot D is proposed to have a 28-storey residential tower above a 2 level podium to address the intersection of Pennant and Showground Road. Lot F has 2 residential towers proposed above a 2-storey podium. The south tower is at 22 levels and the north tower will be 16 levels.
- **PROPERTIES ACROSS** The site faces the Castle Towers Shopping Centre carpark proposed to have a maximum of 46m or 15-16 storeys under the Hills LEP. The future development to the heritage precinct will also promote taller building heights to address the Showground Road and Pennant Street intersection.

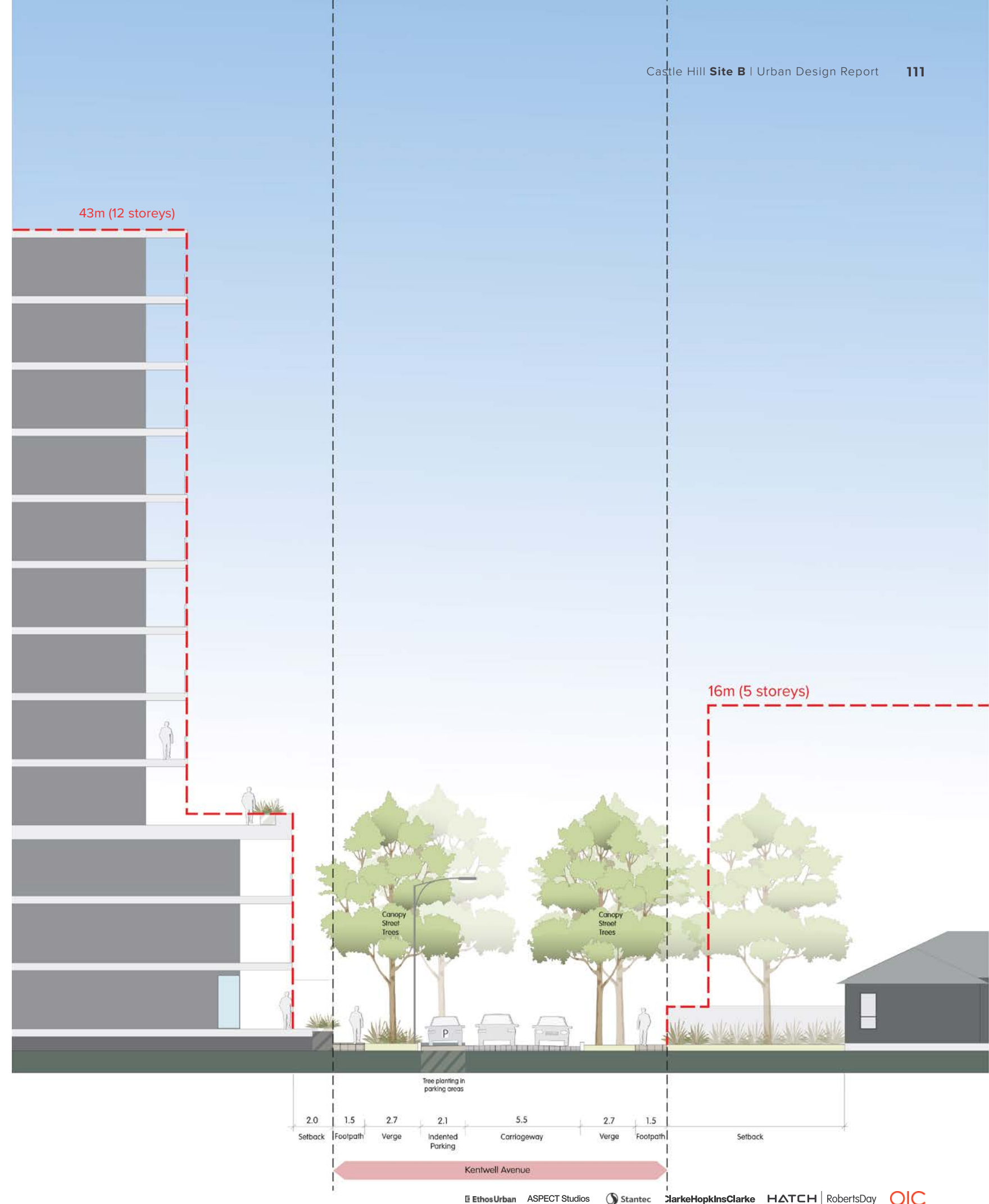
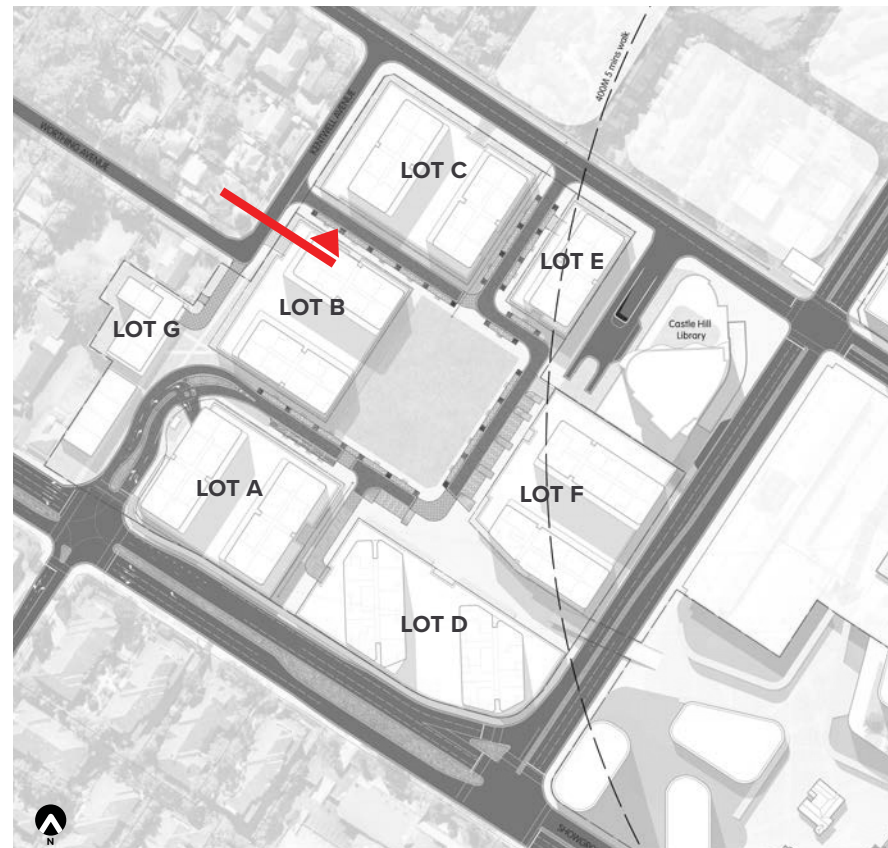




## KENTWELL AVENUE INTERFACE

The interface to Kentwell Avenue is currently single to double storey, stand along residential dwellings with limited walking paths. The development proposes to improve pedestrian activity along the street and connection to Showground Road whilst also improving street presence and surveillance. Lots C and B will both address Kentwell Avenue.

- **USES** Both Lots B and C will have townhouse type residential uses at the podium, setback 3m away from the street. This will provide a landscape buffer to the street and address existing street character. Both buildings will have residential apartment towers above further setback from the podium between 7-10m.
- **SETBACK** 3m setback to podium and a further 7-10m setback from the podium to the towers above.
- **HEIGHTS** Both Lots B & C will have a maximum height of 12 storeys and 3-level podiums.
- **PROPERTIES ACROSS** The interface to Kentwell Avenue is currently 1-2 storey detached houses. Future developments could be built up to a maximum of 5-storeys or 16m, and predominantly medium density residential uses.



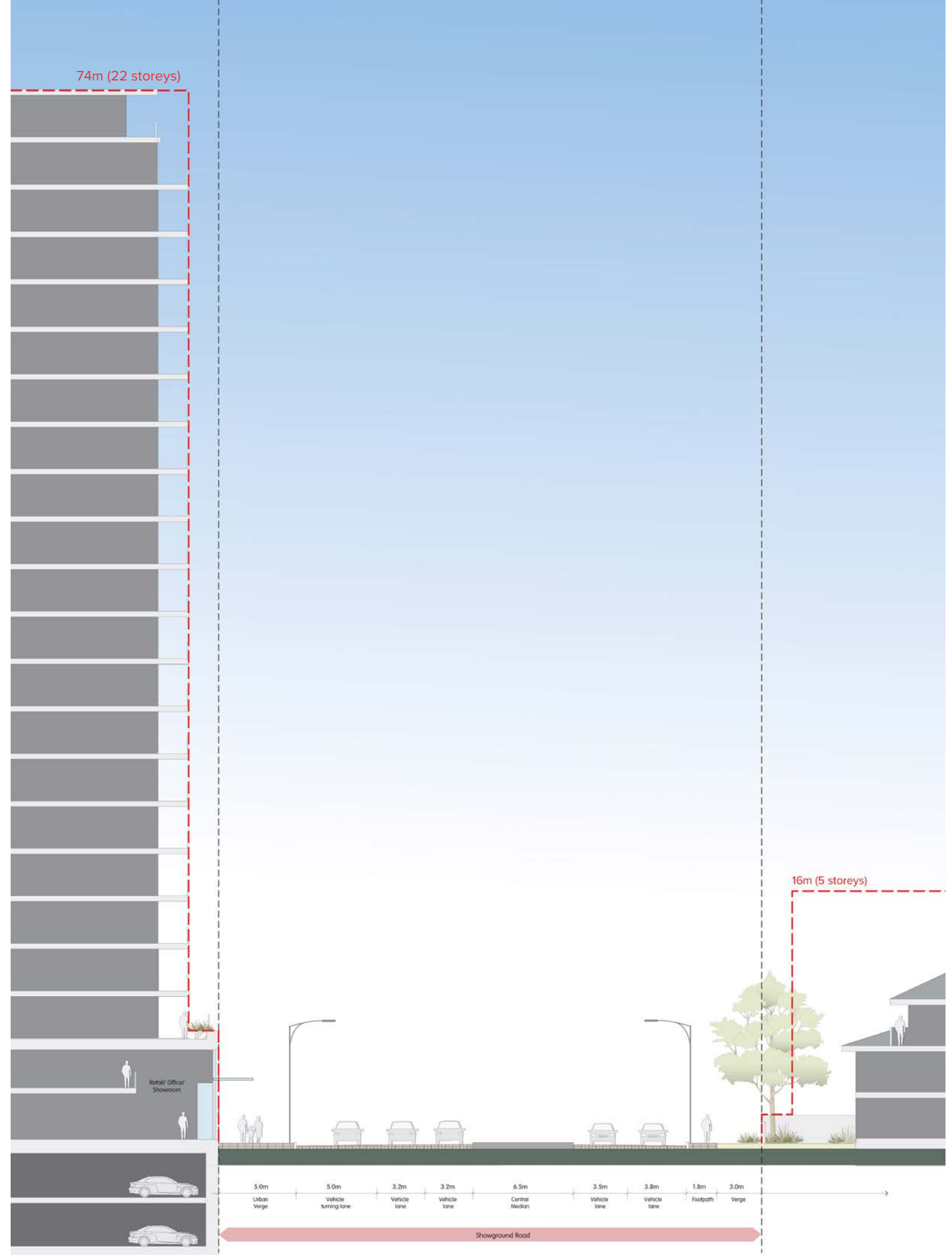
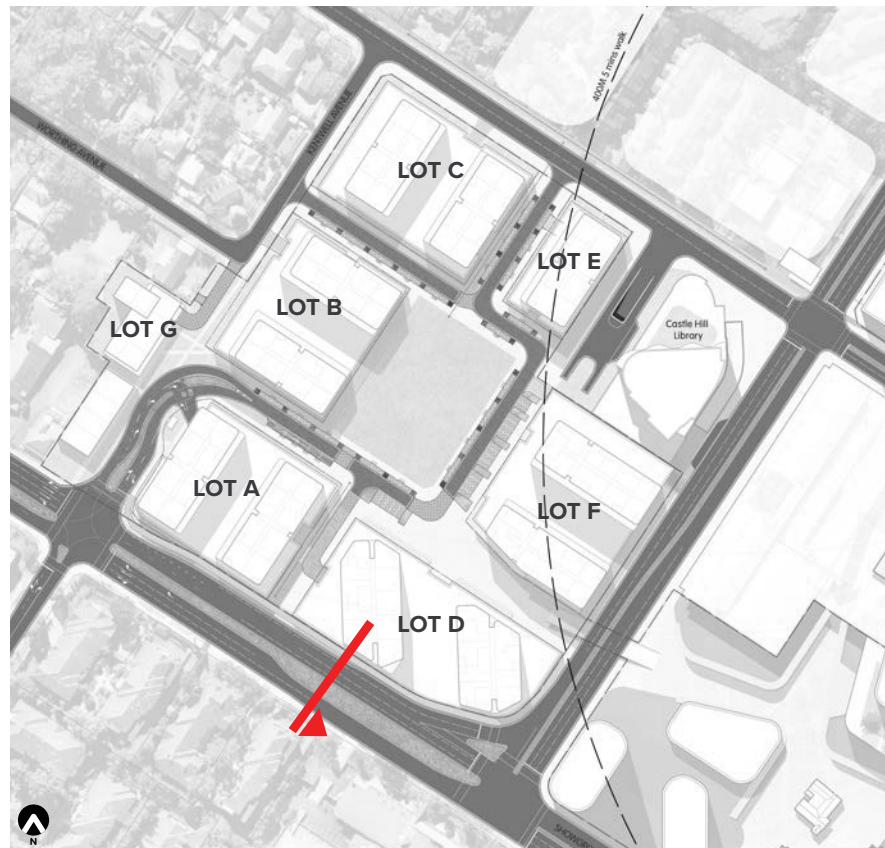


# URBAN INTERFACES

## SHOWGROUND ROAD INTERFACE

The proposed interface to Showground Road varies in two locations - Lot A to the north and Lot D to the south. The proposed building heights transitions from north to south with the tallest at the south at the intersection Pennant Street in order to address the corner and to act as a gateway to Castle Hill.

- **USES** The proposed ground and first floor uses on Lot A are showroom type uses which will activate the urban path along an arterial road. On Lot D, there will be commercial uses at ground and second level along Showground Road and will transition to showroom type uses at the corner of Pennant Street with a childcare above.
- **SETBACK** 0-2m setback to podium and 2-3m further setback to the towers above.
- **HEIGHTS** Lot A will have a maximum height of 14-16 storeys, with the first 2 levels built to boundary. Floors above level 2 is proposed to be residential apartments and will be setback from the street. Lot D is proposed to have two residential towers at 28 storeys (south) and 22 storeys (north) which sits above a 2 level mixed use podium.
- **PROPERTIES ACROSS** Across the road, a maximum height of 16 meters or 5 storeys is allowed within the Hills LEP. Medium to high-density residential is expected across Lot A and high-density / mixed-use zoning across Lot D.

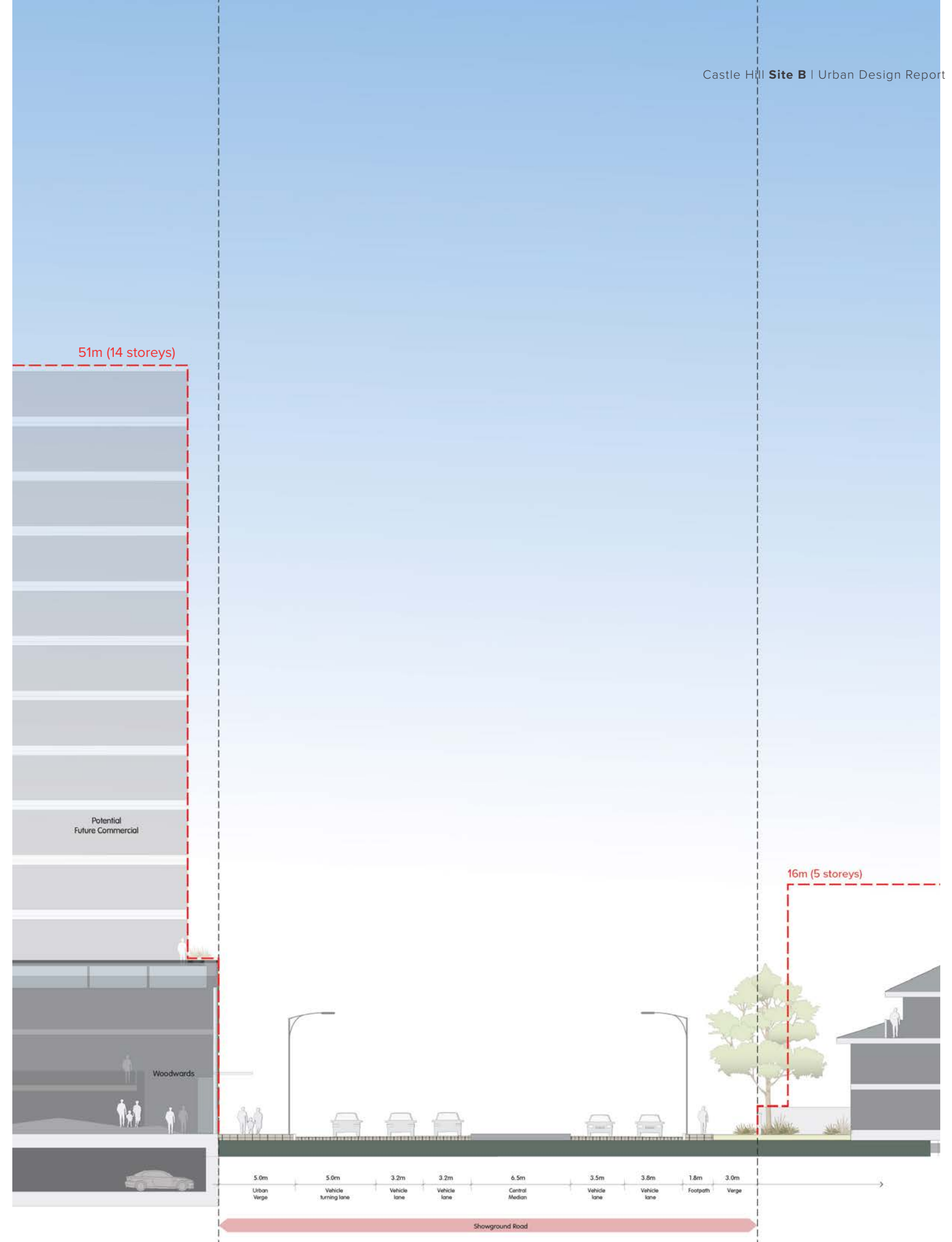
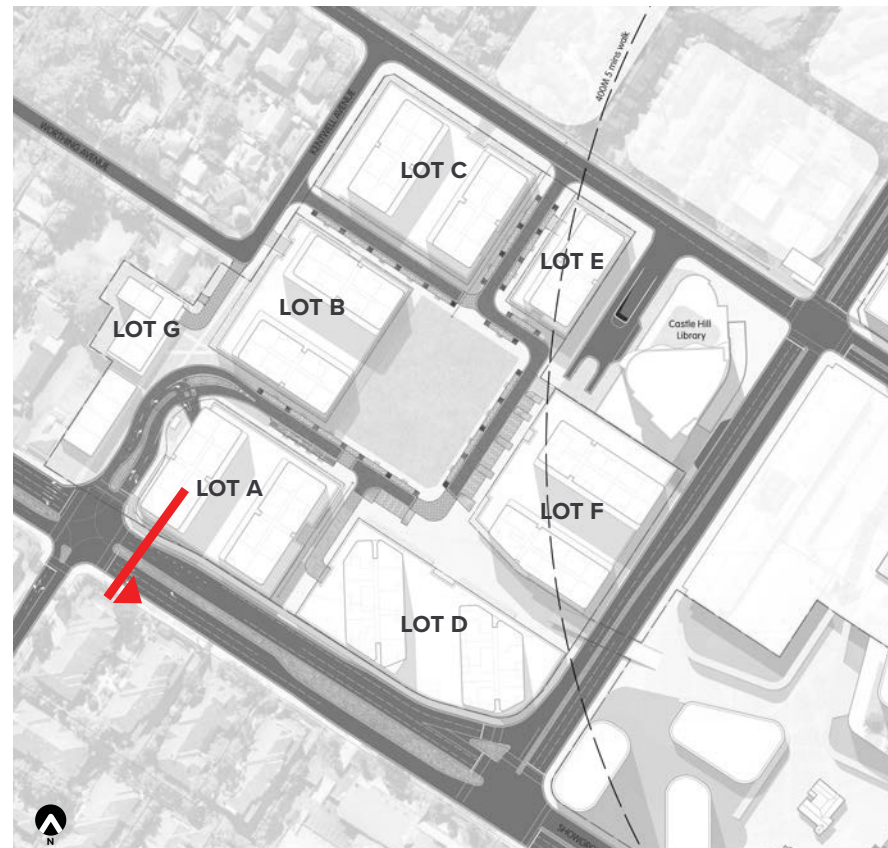




## SHOWGROUND ROAD INTERFACE: LOT A

The proposed interface to Showground Road - Lot A in its fullness, will be similar to Lot D. Lot A will have a Woodward's entertainment and urban centre in the first stages of the development. Future development is proposed to have commercial and residential towers on a podium.

- **USES** Woodward's entertainment and urban centre in the early stages of the development. In the future, showroom type uses are proposed in the podium levels to activate Showground Road. There will be commercial and residential apartment towers setback from the street above the podium level.
- **SETBACK** 0-2m setback at podium level and 2-3m setback to the towers above.
- **HEIGHTS** Woodward's building is proposed to be 2-4 levels. The future built-form on Lot A will have a maximum height of 14-16 storeys. Floors above level 2 is proposed to be commercial floor and residential apartments.
- **PROPERTIES ACROSS** Across the road, a maximum height of 16 meters or 5 storeys is allowed within the Hills LEP. Medium to high-density residential is expected across Lot A.





# URBAN INTEGRATION

## DEVELOPMENT SKYLINE AND VISIBILITY

The integration of the future development has been considered and assessed. The scale and massing of the proposed development form as been tested to understand the visual implications of the proposed development, and its compatibility the surrounding local character.

The assessment involved importing a preliminary massing model of the proposed development into a commonly used online mapping tool that overlays the massing of the proposed built-form with Google Street view photography.

The methodology has allowed for an initial “fit for purpose” assessment of the visual scale of the development. The views that have been chosen considered:

- key approaches to Castle Hill urban center from the major road network,
- views from the Castle Street urban spine, and
- surrounding local streets and areas of potential sensitivity.

The study reveals that:

- The development is most visible from the major road frontages that adjoin the site where the massing of the built-form creates an appropriate urban edge and activation of otherwise wide and sparsely activated roadways.
- The stepped form of the proposed building height towards the Pennant Street / Showground Road intersection is effective at creating a gateway element to the urban core of Castle Hill.
- The scale of the development is appropriate in the context of the existing and emerging high rise developments in the area including the apartment building at the corner of Pennant Street and Castle Street.
- The tower forms will be visible from a number of the local streets but the distance and separation will reduce the impact and create a similar visual effect as the existing taller forms in the centre include the Toplace Sky View towers.
- The orientation and separation of the tower forms to create gaps and maintain views towards the sky is effective in reducing the impact of the taller elements of the development.







## VIEW 1. 8 WOTHING AVE

- The scale and typology of the podium (4-storey townhouse typology) along Kentwell reflect the future development potential of the land across the site with the taller tower forms significantly setback from the street.
- A gap in between the towers on Lot B is designed to align with Wothing Avenue to retain views of the sky and to avoid fully enclosing the view from the street.



## VIEW 2. 6 CHERITON AVE

- The towers along Showground Road will appear as individual taller forms with gaps in between to allow views to the sky and horizon.
- The towers particularly in Lot B are comparable to the Toplace towers, however they will be sitting at a distance of roughly 200m in the background reducing its immediate visual impact.
- Future development around this area may go up to 5 storeys which will then obscure the towers in the background.



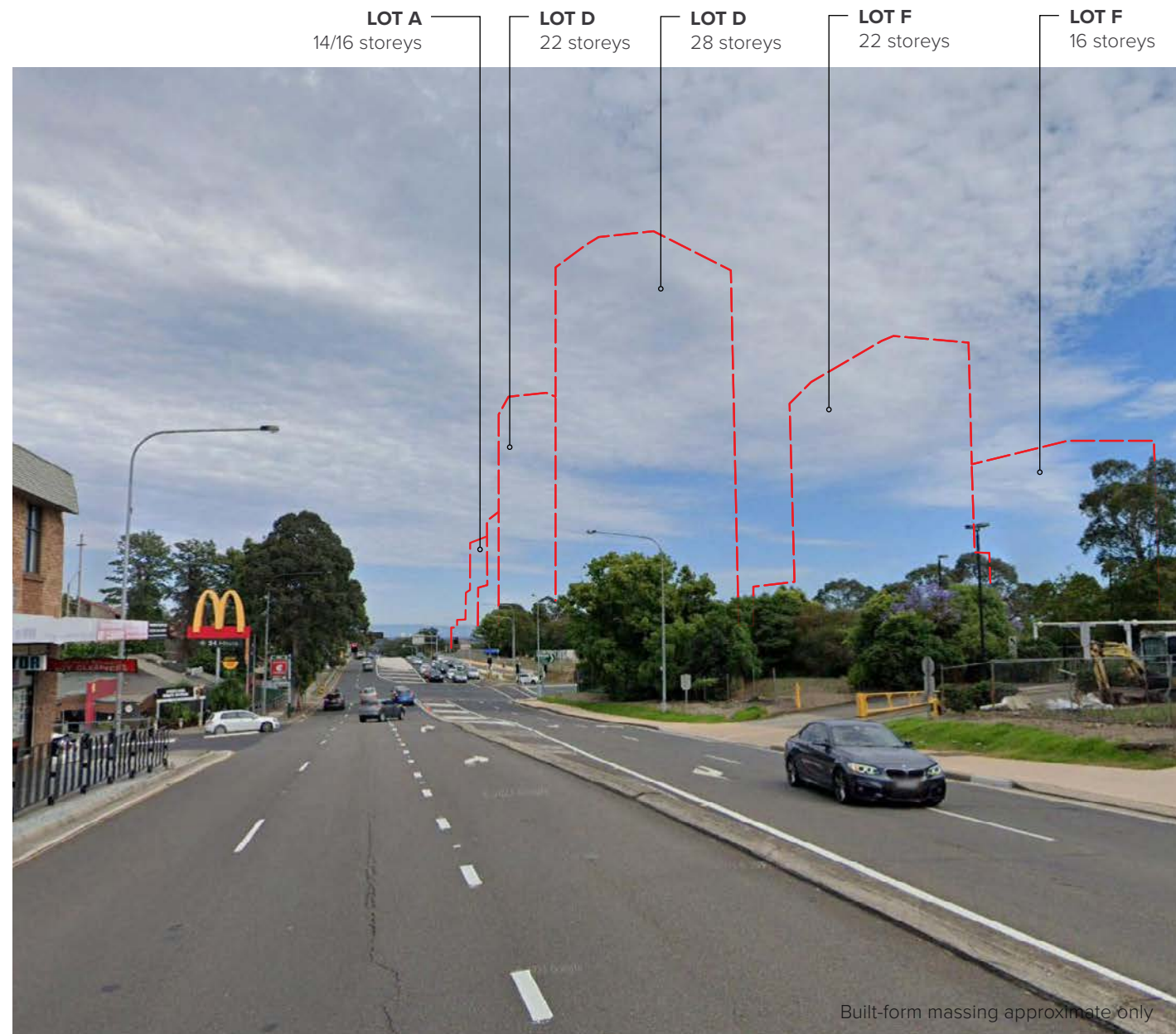
# URBAN INTEGRATION

## VIEW 3. 15 LAROOOL CRES

- The towers on Lots C and E will sit in the background partially obscured by established houses on sloping lots which reduces its immediate visual impact on this area.
- A gap in between the towers on Lot C will allow views of the sky and will reduce the bulk of the massing of the development.
- The view of the towers at 12-14 storeys, may be further obscured with future proposed built-form heights directly across the proposed Site B development.

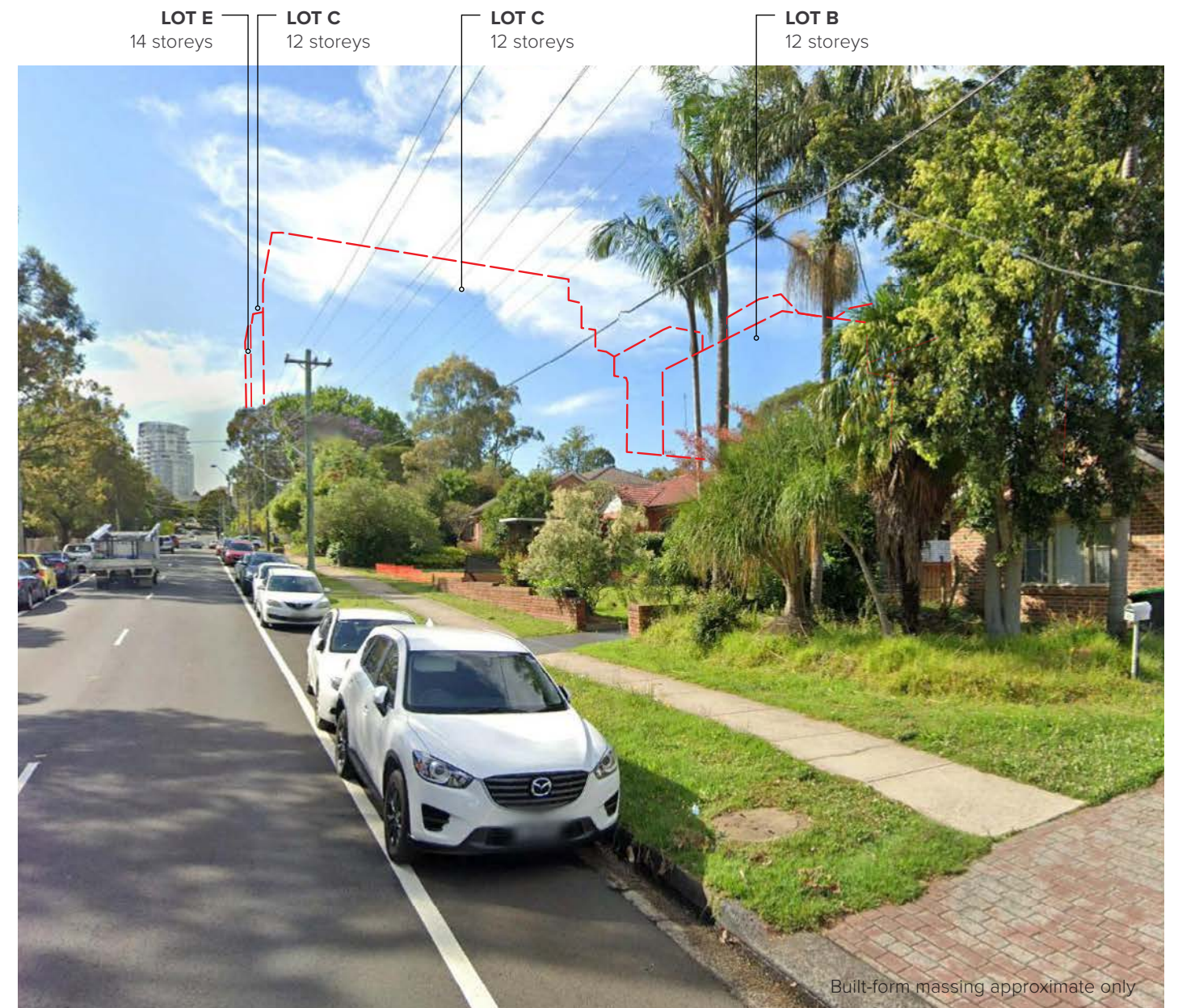






## VIEW 4. OLD NORTHERN / SHOWGROUND ROAD

- The gradation of heights along Showground Road is evident on this view, with the tallest towers (28 storeys) situated at the corner of Pennant Street and the lowest (14 storeys) further in the background.
- The stepped built-form rising a high point at the Pennant Street / Showground Road intersection creates a visual landmark and urban gateway to the Castle Hill Strategic Centre.
- The towers will be setback from the 2-3 level podium on Showground Road providing a more human scale and interface.



## VIEW 5. 41 CASTLE STREET

- This view is looking uphill towards the Castle Hill centre which accentuates the heights of the proposed built-form, however the future development potential of the land across Site B will mirror the podium along Lots C and E which then creates a transition from the existing built-form in the foreground.
- Towers on Lots B, C and E are broken up to reduce the overall mass.
- Existing mature trees around the area help to obscure views of the proposed towers.



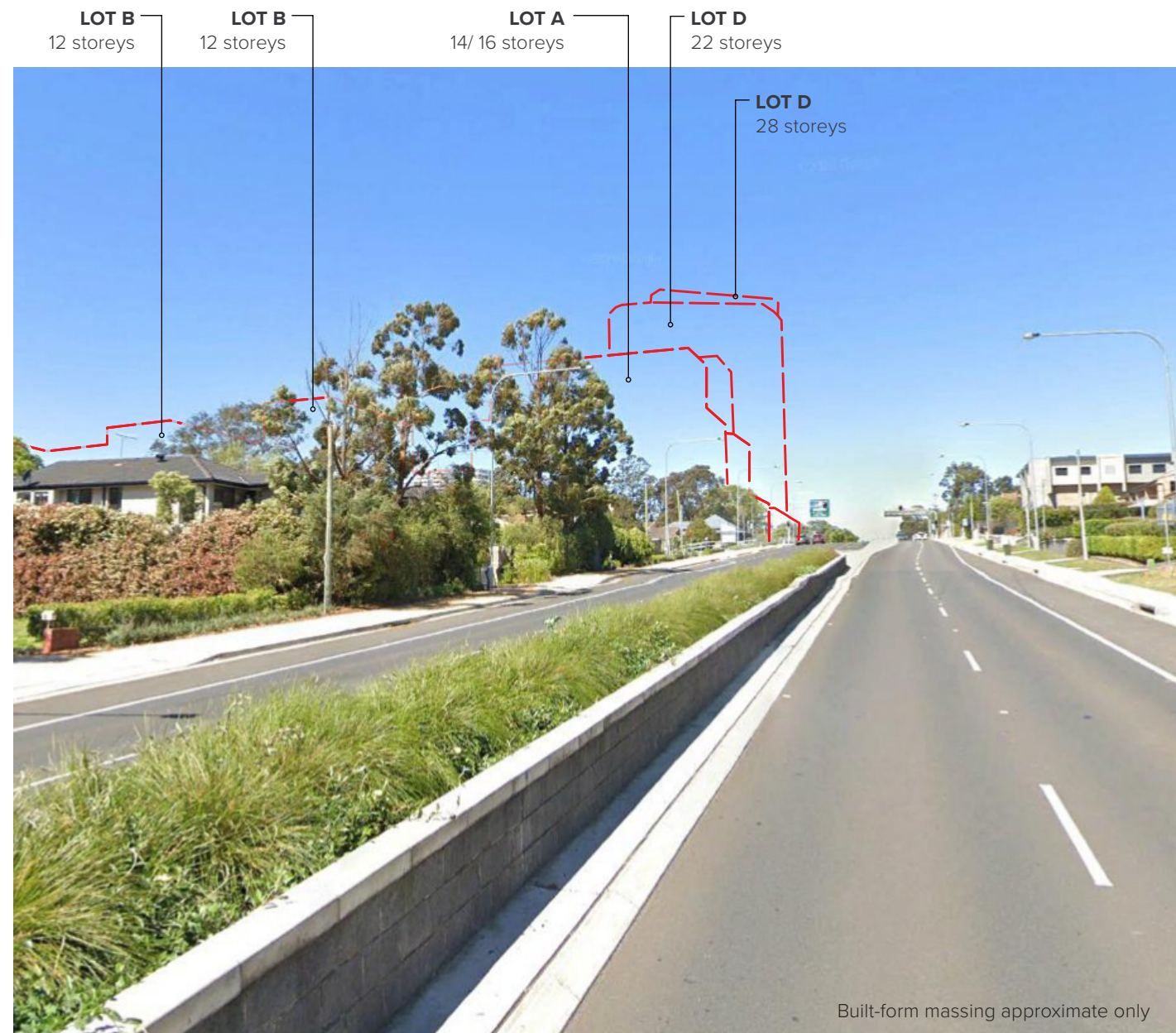
# URBAN INTEGRATION

## VIEW 6. 71 CECIL AVE

- A gap in between the towers on Lot D will allow views of the sky and will reduce the bulk of the massing of the proposed development.
- The view of the towers on Lot D will appear in the background of the existing built-form (about 150m away). Future development potential of this area suggests up to 5-storey built-form which reduces the views of the towers.
- Towers on Lot A will be completely obscured by the existing built-form from this view.

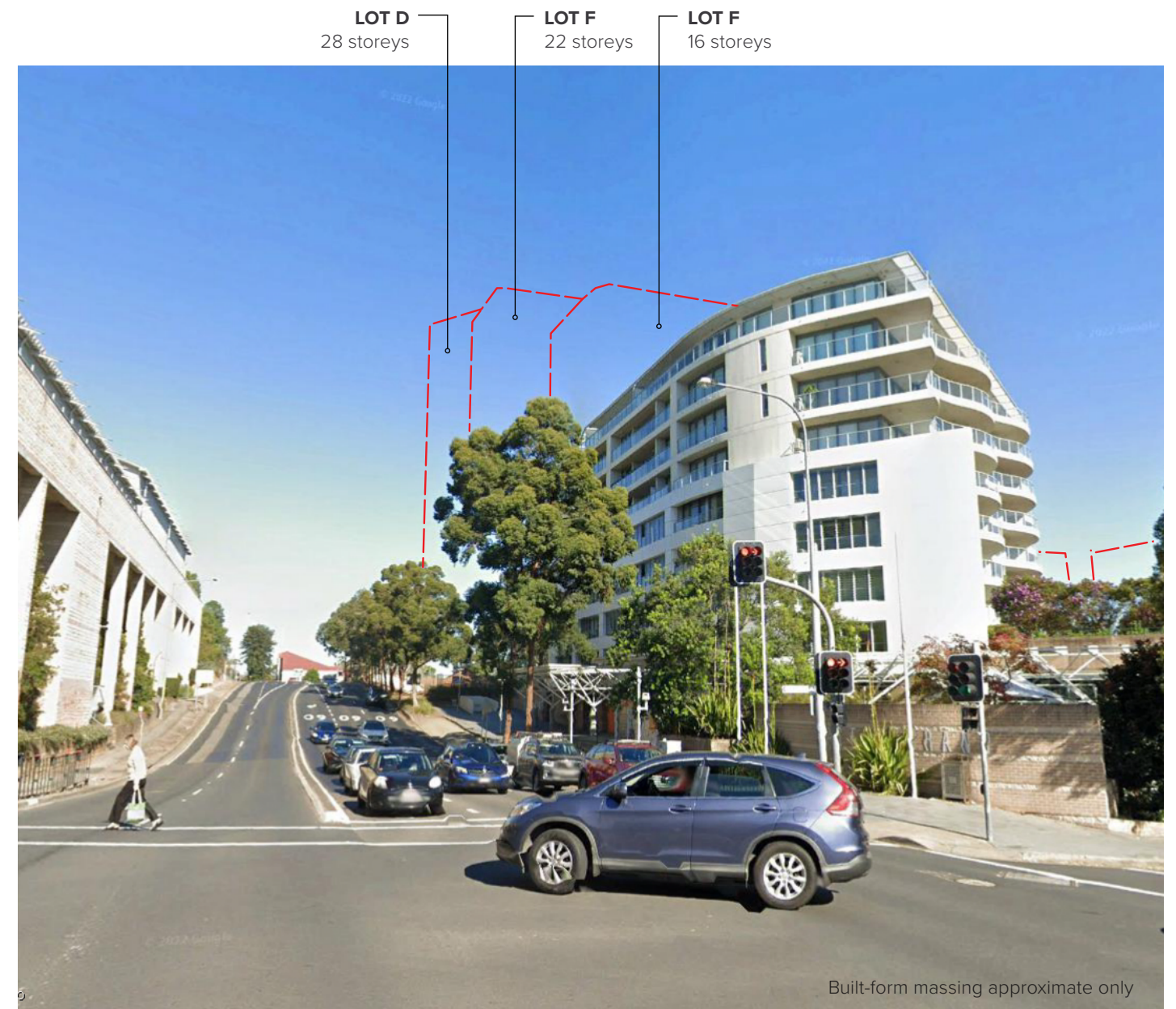






## VIEW 7. 53 SHOWGROUND ROAD

- The massing in the proposal is broken down and presents a good transition from the existing built-form in the foreground to the towers on Lot D in the background.
- The stepped built-form rising a high point at the Pennant Street / Showground Road intersection creates a visual landmark and urban gateway to the Castle Hill Strategic Centre.
- Towers setback from the podium provides a good proportion of built-form enclosure to the width of Showground Road.
- Existing trees partially obscure views of the 14 and 16 storey towers on Lots A and B.



## VIEW 8. 16 PENNANT STREET

- This view shows a gradation of heights from the existing apartment building in the foreground to the 28-storey tower on Lot D.
- Existing building in the foreground obscures the other buildings on the proposed development.
- Existing trees along Pennant Street presents a good base to the towers on Lots D and F providing visual and physical screening to the built-form from a person's point of view.



# DEVELOPMENT OUTCOMES

Several key planning and development outcomes are sort too enable the community benefit / place-led vision for Site B. This includes:

- A commitment to transfer areas of the site into council's ownership and control including the central green space, the local road network and the proposed pedestrian walk and urban plaza.
- The development of height controls that will enable the provision of the signature central open space and ensure the quality of this space is maintained including through good solar performance. The proposed heights will ensure appropriate transitions to the future development capacity of adjoining streets and spaces.
- The Floor Space Ratio proposed for the site is consistent with the site's transport connectivity and access to amenity and reflects the site's Transit Orientated Development designation within the strategic planning for Castle Hill.

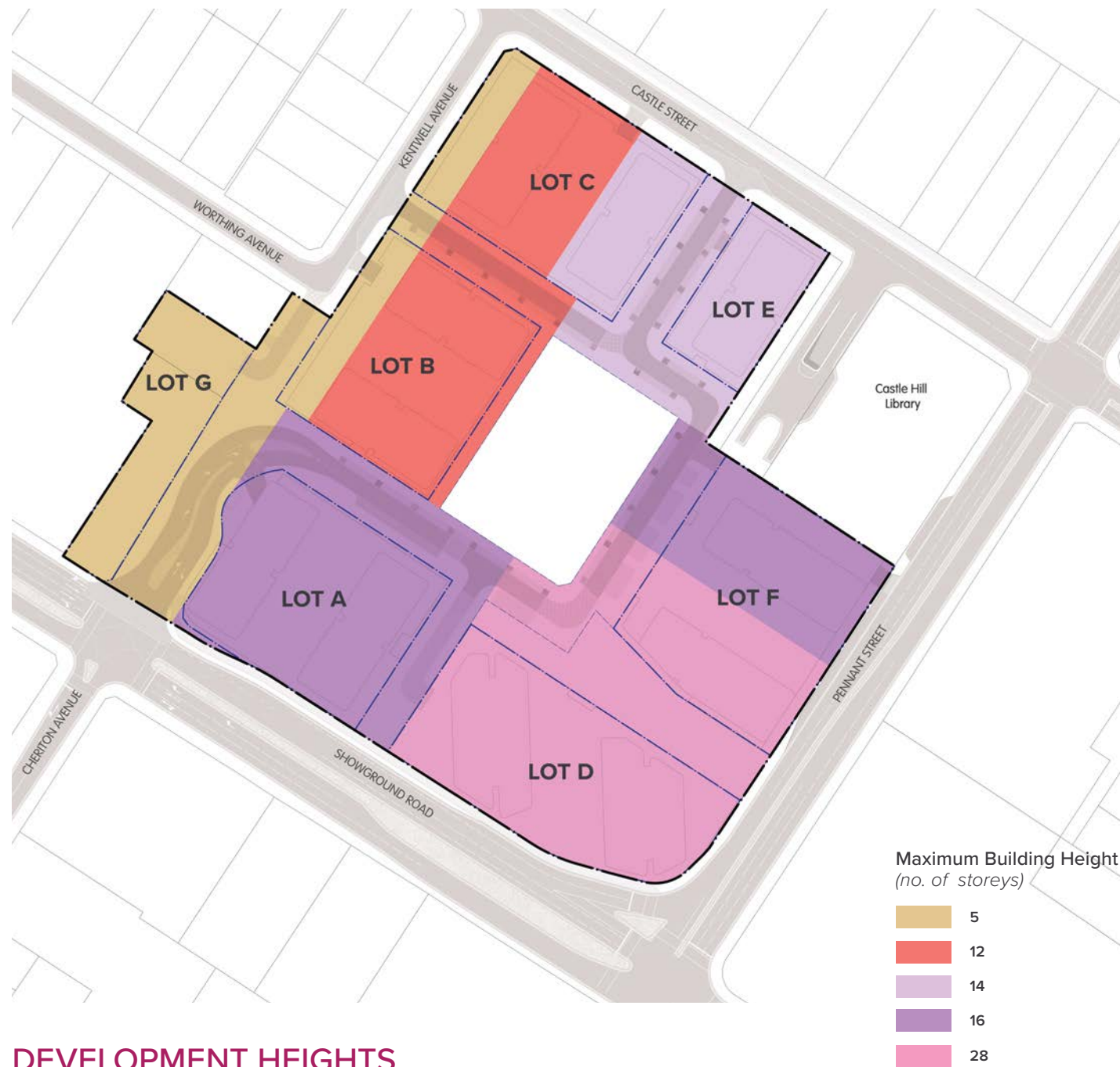


## PUBLIC LAND

The Site B development proposes to have 7 superlots that will be privately owned. It is proposed that the urban spaces and local street network will be vested with council as part of the city's public lands. This includes the Central Park and the Urban Plaza as well as the proposed road reserves and public pedestrian links.

Public Space	Area	Responsibility
Green Space	4,000m <sup>2</sup>	Hills Shire Council
Road Reservations	10,250m <sup>2</sup>	Hills Shire Council
Urban Plaza	1,850m <sup>2</sup>	Hills Shire Council





## DEVELOPMENT HEIGHTS

The development is proposed to have a range of heights including:

- A maximum of 28 storeys on the Showground Road / Pennant Street corner encouraging height to this gateway intersection and reducing overshadowing of the central park.
- A building height transition along the Pennant Street and Showground Road dropping to a maximum of 16 storeys
- Height controls to Castle Street with building heights that are compatible to the development potential on the north side of the street with a maximum 14 storeys
- Sensitive interface height controls to Kentwell Avenue with a maximum 5 storey street frontage that will match the planned future development potential of this area.



## DEVELOPMENT FSR

The development is proposed to have a maximum Floor Space Ratio (FSR) of 4.5.

Whilst this is applied to the whole site, greater density is proposed towards the southern part of the site to encourage height along Showground Road and Pennant Street and enabling the community benefits envisioned from the public space-led place proposition.





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