



Doran Drive Plaza Precinct

State Significant Development Assessment
SSD-15882721

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Cover image: *View from intersection Mandala Parade and Doran Drive (Source: RtS)*

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Glossary

Abbreviation	Definition
ADG	Apartment Design Guide
Applicant	Deicorp Construction Pty Ltd
CIV	Capital Investment Value
Concept Approval	State Significant Development approval SSD-9653
Consent	Development Consent
Council	The Hills Shire Council
CSSI	Critical State Significant Infrastructure
DCP	Development Control Plan
DES	Design Excellence Strategy
Department	Department of Planning and Environment
DRP	Design Review Panel
EHG	Environment and Heritage Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Reg	<i>Environmental Planning and Assessment Regulation 2000</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FRNSW	Fire and Rescue NSW
FSR	Floor Space Ratio
GANSW	Government Architect NSW
GFA	Gross Floor Area
Heritage NSW	Heritage NSW, Department of Premier and Cabinet
LEP	Local Environmental Plan
LGA	Local Government Area

Minister	Minister for Planning
NRAR	Natural Resources Access Regulator
Planning Secretary	Secretary of the Department of Planning and Environment
RtS	Response to Submissions
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
SSI	State Significant Infrastructure
TfNSW	Transport for NSW
TOD	Transit-Oriented Development
UDG	Urban Design Guidelines
VIA	Visual Impact Assessment

Executive Summary

This report provides an assessment of the State Significant Development (SSD) application seeking approval for the first stage of the previously approved Hills Showground Station concept approval, known as the Doran Drive Plaza Precinct.

The application has been lodged by Deicorp (the Applicant). In summary, it seeks approval for:

- four residential towers above a 2-4 storey retail/commercial podium
- 430 residential dwellings, including 22 affordable dwellings
- six levels of basement car parking accommodating 765 car spaces
- communal open space and associated landscaping
- outdoor public plaza (Doran Drive Plaza).

The Doran Drive Plaza Precinct is located within The Hills Local Government Area (LGA). The proposal has a Capital Investment Value (CIV) of \$171.8 Million and would generate approximately 400 construction jobs and 145 operational jobs.

Engagement

The Department of Planning and Environment (Department) publicly exhibited the Environmental Impact Statement (EIS) between 2 August to 30 August 2021 (29 days). In response, the Department received:

- two public submissions (1 objection and 1 comments)
- an objection from Council
- advice from 12 Government agencies.

Council raised concerns over the proposed dwelling mix, setbacks, active frontages, and the relationship with the adjoining Castle Hill Showground. Council also raised concern about deep soil landscaping, car parking, building separation, flooding, and waste collection.

The key issues raised in the public submissions included inconsistencies with the Concept Approval, design excellence, economic impacts, traffic impacts, limited public benefit and affordable housing.

The Applicant submitted a Response to Submissions (RtS) and additional information to address the issues raised by Council, Government agencies and public submissions (see **Appendix A**). Key amendments made to the proposal include: a reduction in the building mass; changes to architectural expression; compliance with the UDG; improved layout and solar access to the principal communal open space; and improved Connection with Country.

Council maintained its objection to the proposed dwelling mix, arguing that the proposal should provide 20% three-bedroom apartments. In addition, Council provided comments regarding management and maintenance of public domain elements, flooding, and civil engineering matters.

Government agencies provided further comments and advice which informed the Department's recommended conditions in **Appendix F**.

Assessment

The Department has considered the merits of the proposal in accordance with section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the issues raised in submissions and the Applicant's response.

The Department considers the proposal is acceptable for the following reasons:

- it is consistent with the strategic planning framework for the Showground Station Precinct, which seeks to deliver additional housing and employment opportunities to take advantage of the new transport capacity of the North West Metro Line
- the proposal would deliver additional housing with excellent access to the new Hills Showground Metro Station
- the proposal plays an important role in establishing a new local centre adjacent to the Metro station as envisaged by the strategic plan
- the proposal is consistent with the Hills Showground Station Precinct Concept Approval (SSD-9653), which established building envelopes, maximum floor space, number of dwellings, dwelling mix, land uses and car parking rates
- the proposal will contribute to housing choice and diversity by providing a mix of dwelling sizes and types consistent with the Concept Approval. The Concept Plan specifies the dwelling mix for each of the three precincts that will together deliver an overall 20% 3 bedroom dwellings consistent with Council's desired outcome on housing diversity
- the proposal fully complies with floor space ratio (FSR), building height and dwelling cap development standards contained in The Hills Local Environmental Plan 2019 (The Hills LEP)
- the proposal was amended in response to advice received from the State Design Review Panel (SDRP) to deliver better residential amenity and improved urban design outcomes
- the proposal is considered to achieve design excellence in its architectural expression, use of high-quality materials, good residential amenity, and contribution to public domain
- the proposal would deliver several public benefits, including the provision of 22 dwellings (5%) as affordable housing for a minimum of ten years, a new 1,400 m² public plaza and 500 m² of community facilities.

The Department's assessment therefore concludes the proposal is consistent with the strategic planning framework adopted for the site, is of an appropriate height, density, and scale, and would not result in adverse amenity, landscaping, or traffic impacts, subject to the recommended conditions. For these reasons, the Department's assessment concludes the proposal is in the public interest and is approvable, subject to the recommended conditions.

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1 Introduction

1. This report provides an assessment of the State significant development (SSD) application for the Doran Drive Plaza Precinct (SSD-15882721) stage of the Hills Showground Station Concept Approval (SSD-9653).
2. Deicorp Construction Pty Ltd (Applicant) seeks approval for the development of the Doran Drive Plaza Precinct, comprising:
 - four residential towers up to 20 storeys (68 m) above a 2-4 storey retail/commercial podium
 - a maximum total GFA of 51,065 m², consisting of:
 - residential GFA of 40,130 m²
 - non-residential GFA of 10,935 m²
 - 430 dwellings, including 22 affordable housing (5%)
 - 765 car parking spaces
 - 208 bicycle parking spaces
 - infrastructure upgrades, civil and stormwater works
 - outdoor public plaza (Doran Drive Plaza)
 - stratum subdivision
 - signage strategy.

1.1 Sydney Metro North West

3. The Hills Showground Metro station forms part of the Sydney Metro North West (SMNW) corridor (**Figure 1**), which delivered eight new metro stations between Tallawong and Epping under the critical State significant infrastructure (SSI) approval SSI-5414.



Figure 1 | Sydney Metro North West corridor (Source: EIS)

4. The completed SMNW corridor forms part of a longer-term metro project that will connect Tallawong in the northwest to Bankstown in the southwest via Chatswood, Sydney CBD, and Sydenham.
5. The Department and Transport for NSW (TfNSW) developed the North West Rail Link Corridor Strategy (Corridor Strategy) to guide future planning and development along the corridor, which included precinct structure plans for each of the eight new Metro stations.
6. The Showground Station Precinct was identified for State significant development and subsequently rezoned in December 2017. The rezoning permitted additional commercial and high-density residential development, including increased building heights and floor space ratios. The Showground Station Precinct Plan forecasted the delivery of approximately 5,000 new dwellings and 2,300 jobs over the next 20 years, transforming the area around the Hills Showground Metro station and contributing to Castle Hill as a strategic centre. The Hills Showground Station Precinct is located within the Showground Station Precinct (see **Figure 2**).



Figure 2 | Hills Showground Precinct (Source: EIS)

1.2 The site and surroundings

7. The Doran Drive Precinct (the site) is one of three development precincts located within the Hills Showground Station Precinct (see **Figure 3**), approximately 25 km northwest of the Sydney CBD, within the Hills local government area (LGA).
8. The site is rectangular in shape and has a total area of 7,969 m². The site is bound by De Clambe Drive, Doran Drive, Mandala Parade and Andalusian Way. The site has been cleared of all vegetation as part of the construction phase for the Hills Showground Metro station. Directly to the north of the site is the Castle Hill Showground, while to the south of the site is the Hills Showground Metro station.

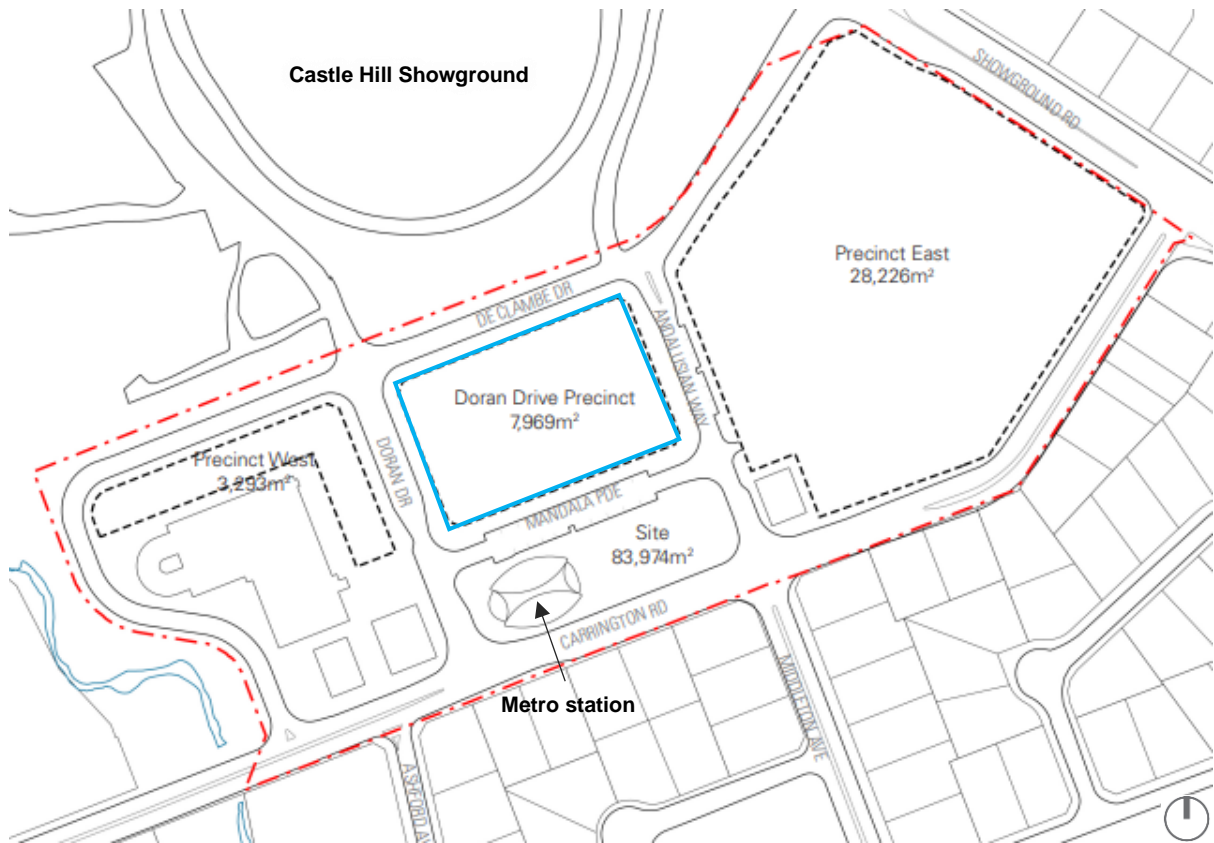


Figure 3 | Hills Showground Station Precinct development lots (Base Source: Department's website)



Figure 4 | Aerial photograph of site showing existing development (Base source: Nearmap, 2022)

9. The surrounding area is currently characterised by low-scale residential development, with commercial and light industrial development to the west of Cattai Creek.
10. To the east is Precinct East, which adjoins Showground Road and the area beyond is characterised by low-scale residential development (**Figure 5**). To the west is Precinct West, which adjoins De Clambe Drive and Cattai Creek (**Figure 6**). Further west is an existing commercial / light industrial business park.
11. To the south is the entrance to the Sydney Metro station and Carrington Road. On the opposite side of Carrington Road and beyond consists of low-scale residential development (**Figure 7**). Several of these sites have received approval or have development applications under assessment by Council for high density residential development of up to 13 storeys.
12. To the north of the site is De Clambe Drive and the Castle Hill Showground and its associated buildings and structures (**Figure 8**).



Figure 5 | Intersection of Showground Road and Carrington Road, including residential development to the east



Figure 6 | Interface between Cattai Creek and commuter carpark viewed from Carrington Road



Figure 7 | Existing residential development to the south along Carrington Road



Figure 8 | Showground viewed from De Clambe Drive

2 Project

2.1 Project outline

13. The proposal seeks approval for:
- four residential towers up to 20 storeys (68 m) above a 2-4 storey retail/commercial podium
 - six levels of basement parking
 - infrastructure upgrades, civil and stormwater works
 - outdoor public plaza (Doran Drive Plaza)
 - stratum subdivision
 - signage strategy.
14. The key components and features of the proposal (as amended) are summarised at **Table 1**. A link to the application is provided at **Appendix A**.

Table 1 | Main Components of the Project

Aspect	Description
Built Form	<ul style="list-style-type: none">• four residential towers up to a height of 20 storeys (68 m), above a 2-4 storey retail/commercial podium
Gross Floor Area (GFA)	<ul style="list-style-type: none">• total GFA of 51,065 m², comprising:<ul style="list-style-type: none">◦ residential GFA of 40,130 m²◦ non-residential GFA of 10,935 m²
Public Open Space	<ul style="list-style-type: none">• Doran Drive Plaza – 1,400 m²
Land use	<ul style="list-style-type: none">• residential, commercial and community uses• 430 residential dwellings• 22 (5%) affordable housing
Parking	<ul style="list-style-type: none">• 421 residential car parking spaces• 337 non-residential car parking spaces• 7 carshare spaces• 208 bicycle parking spaces
Subdivision	<ul style="list-style-type: none">• Stratum subdivision
Jobs	<ul style="list-style-type: none">• 400 site-based jobs over the construction period (for varying durations)• 145 operation jobs
CIV	<ul style="list-style-type: none">• \$171.8 Million

2.2 Physical layout and design

15. The Concept Approval established the urban design framework and layout of the future development blocks within the Hills Showground Station Precinct (**Figure 9**). This included building envelopes, maximum building heights, GFA and dwelling yields.

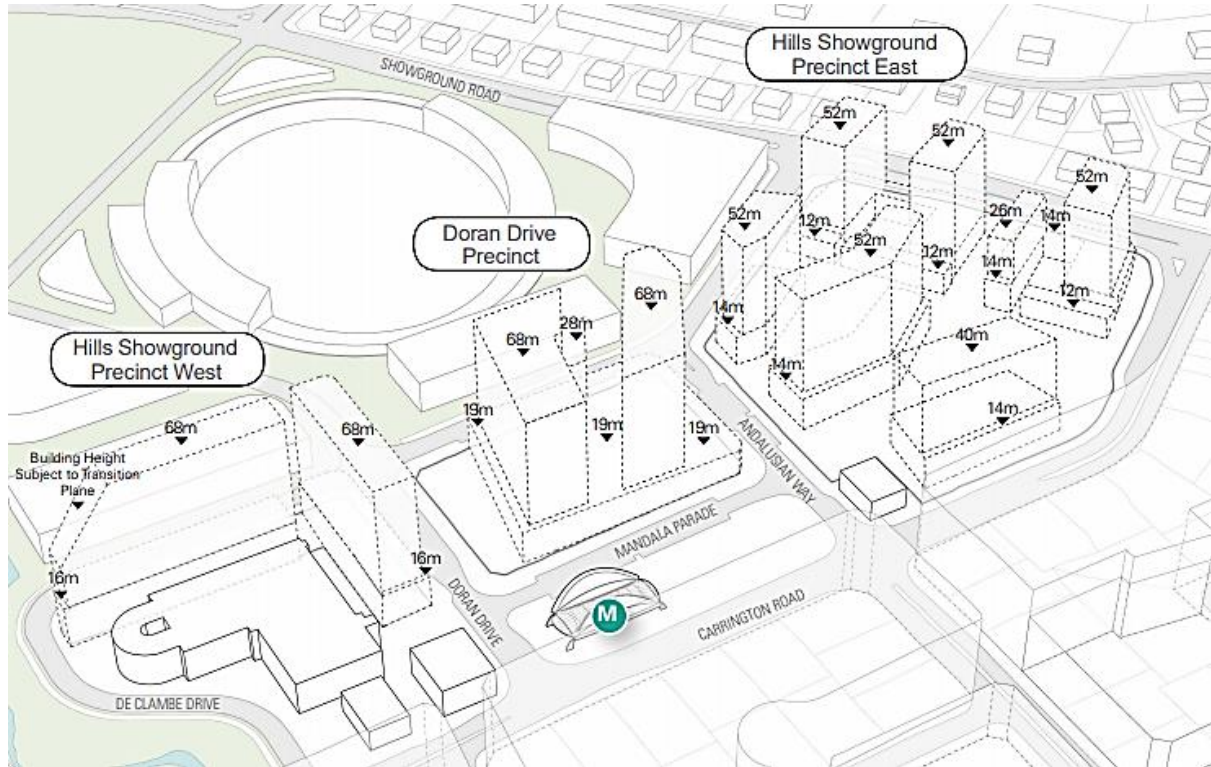


Figure 9 | Building envelopes and heights (Source: EIS)

16. The proposal involves the detailed design and construction of the Doran Drive Precinct. The proposal consists of four residential towers above a 2-4 storey retail/commercial podium, accommodating 430 dwellings and 10,935 m² of non-residential floor space. The proposal also delivers the new Doran Drive Plaza.

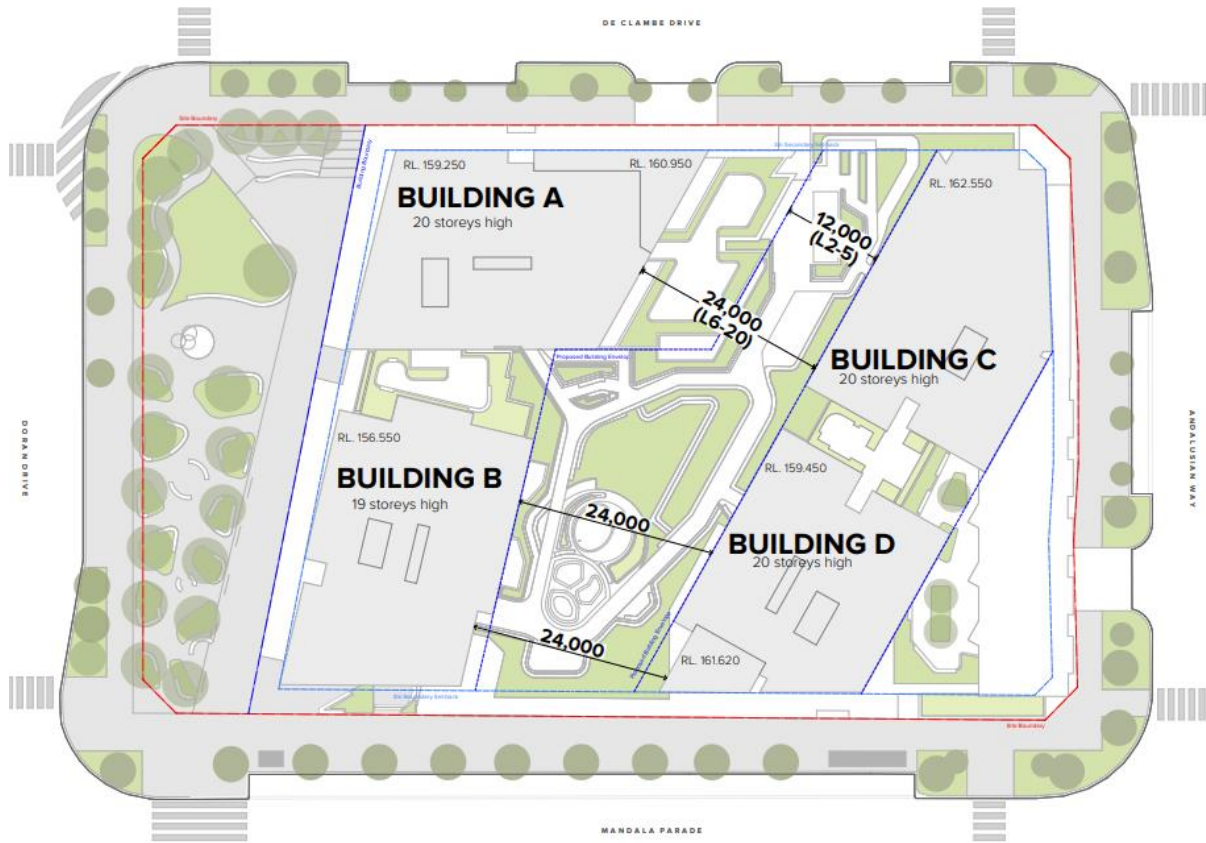


Figure 10 | Residential tower layout and separation plan (Source: RtS)

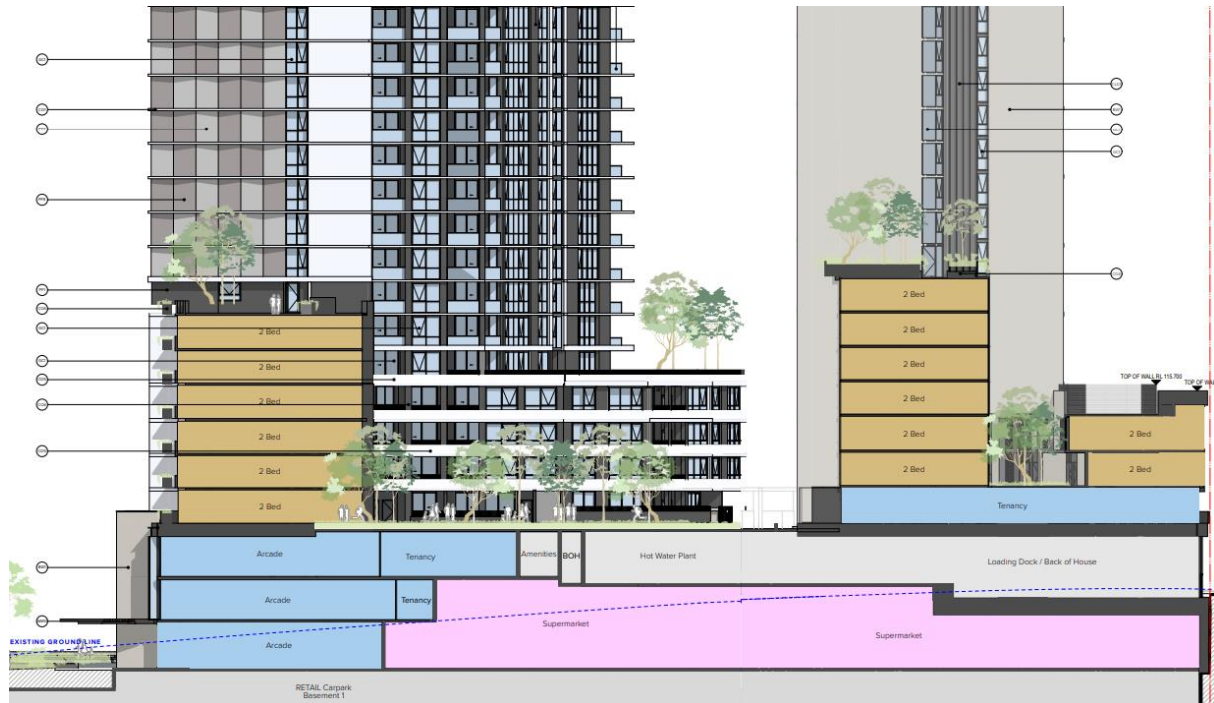


Figure 11 | Retail section plan (Source: RtS)



Figure 12 | Proposed north elevation (Source: Applicant's RtS)



Figure 13 | Proposed west elevation (Source: Applicant's RtS)



Figure 14 | Proposed south elevation (Source: Applicant's RtS)



Figure 15 | Proposed east elevation (Source: Applicant's RtS)

2.3 Related development

Sydney Metro North West Railway

17. On 8 May 2013, the Minister for Planning and Infrastructure approved a critical SSI application (SSI-5414) for the construction and operation of the SMNW. Construction of the SMNW, including works associated with Hills Showground Station, was completed, and opened for operation on 26 May 2019.

Precinct Subdivision

18. In August 2019, Sydney Metro submitted an application directly to Land Registry Services to subdivide Lot 140 DP 1180973 to create roads and a number of lots in DP 1253217. The subdivision plan was registered on 29 August 2019 and includes:
 - Lot 51 Drainage reserve and basin (includes land adjacent to Cattai Creek Corridor)
 - Lot 52 Sydney Metro commuter carpark and plaza
 - Lot 53 Development lot – Precinct West
 - Lot 55 Development lot – Doran Drive Precinct
 - Lot 56 Development lot – Precinct East
 - Lot 54 and Lot 50 Sydney Metro – Hills Showground Station Box and service facility boxes
 - Lot 57 existing carpark around the Showground Oval
 - De Clambe Drive, Doran Drive, Mandala Parade, and Andalusian Way.
19. Ownership of the roads, drainage reserve and basin (Lot 51) were automatically transferred from Sydney Metro to Council during the registration of the subdivision plan.

Demolition of former Council administration building

20. On 5 November 2019, Council granted development consent (304/2020/LA) for the:
 - demolition of the former Council administration building
 - removal of external elements such as car parking surfaces and associated kerbing and guttering, concrete and paved pathways, signage structures, lighting elements, brick blade walls, brick planters and concrete and paved forecourt area located on the Showground Road frontage
 - removal of any materials on site remaining from the adjacent station development
 - removal of 58 trees from a total of 105 trees.

Precinct Interim Activation

21. On 25 February 2020, Council granted development consent (1617/2019/HA) for early activation works, comprising:
 - the use of the southwest corner of the Doran Drive Precinct (300 m²) as a 'recreation area' for a maximum five years
 - approval for extended trading of mobile food and drink vehicles from one location on private land
 - the construction of one shade structure.

Hills Showground Station Precinct Concept Approval (SSD 9653)

22. On 29 January 2021, the Minister for Planning and Public Spaces approved the concept development application for Hills Showground Station Precinct (SSD-9653). The approval established:
 - concept subdivision, road hierarchy and precinct layout
 - maximum building envelopes ranging from 12 m to 68 m
 - maximum gross floor area (GFA) of up to 166,486 m², including up to 152,546 m² of residential accommodation and up to 13,940 m² of commercial premises
 - residential development of up to 1,620 dwellings
 - minimum 5% of all residential dwellings provided as affordable housing (for a minimum of 10 years)
 - open space and public domain areas
 - establish car and bicycle parking rates.
23. On 10 December 2021, the consent authority approved a modification application to increase the non-residential car parking rates for Doran Drive Plaza Precinct to permit a maximum of 341 spaces or 1 space per 32 m², whichever is lower.
24. On 6 April 2022, the consent authority approved a modification application to amend the lot size of Precinct East, reduce the size of the new park and amend the Urban Design Guidelines relating to the operation of Road 01 within Precinct East.

3 Strategic context

3.1 Greater Sydney Regional Plan and Central City District Plan

25. The Greater Sydney Region Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery. It sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans.
26. The site is located within the Central City District. The Central City District Plan sets a 20-year vision for the Parramatta, Blacktown, Cumberland, and Hills local government areas to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision of the Plan.
27. The proposal is consistent with the relevant key priorities of the Central City District Plan as it would:
 - provide new development supported by public transport
 - increase the supply and choice of housing in the area
 - provide new open space and deliver new pedestrian and road connections
 - provide additional employment opportunities.

3.2 Future Transport Strategy 2056

28. The Future Transport Strategy 2056 is an update of the NSW Long Term Transport Master Plan 2012 and outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.
29. The proposed development is consistent with the relevant State-wide outcomes of the Future Transport Strategy 2056 as it:
 - encourages the use of public transport by providing residential and commercial uses in close proximity to a transport node (Outcome 6: Sustainability)
 - provides a good mix of uses; including retail/commercial uses and residential uses (Outcome 1: Successful Places)
 - provides direct pedestrian links between the proposal and the station (Outcome 5: Accessible services).

3.3 Sydney Metro North West Corridor Strategy

30. Landcom and Sydney Metro are working together on long-term planning and development of government owned land surrounding the new Sydney Metro North West stations. The program, called Sydney Metro Northwest Places, focuses on creating diverse, well-designed precincts for current and future communities. The proposal is consistent with the program as it would provide:
 - a range of housing choices
 - spaces for businesses, workplaces, and community facilities
 - walkable places with access to transport
 - sustainable places for current and future communities.

3.4 Showground Station Precinct Rezoning

31. On 15 December 2017, the then Minister for Planning approved State Environmental Planning Policy Amendment (Showground Station Precinct) 2017, which amended the State Environmental Planning Policy (State and Regional Development) 2011 and The Hills Local Environmental Plan 2012, to:

- identify the Showground Station Precinct for which specified development was declared to be State significant development in Schedule 2 of the State Environmental Planning Policy (State and Regional Development) 2011
- rezone the Precinct under The Hills Local Environmental Plan 2012 with new statutory controls, including a 5,000 cap on the maximum number of residential dwellings on land identified in the Showground Station Precinct.

4 Statutory Context

4.1 State Significant Development

32. The proposal is SSD under section 4.36 of the EP&A Act as:
- the development forms part of a Concept Approval which involved a principal subdivision and the creation of a new roadway in accordance with clause 14 of Schedule 2 of State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)
 - the development has a CIV in excess of \$30 million (\$171.8 million) for the purpose of commercial premises and residential accommodation associated with railway infrastructure under clause 19(2) in Schedule 1 of the Planning Systems SEPP.
33. In accordance with clause 2.7 of the Planning Systems SEPP and section 4.5 of the EP&A Act, the Independent Planning Commission is the consent authority as Council has made a submission by way of objection.

4.2 Permissibility

34. The site is located within the B2 Local Centre zone under The Hills LEP 2019 and the proposal is permissible with consent.

4.3 Mandatory Matters for Consideration

Environmental planning instruments

35. Under section 4.15 of the EP&A Act, the Planning Secretary's assessment report is required to include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been considered in the assessment of the proposal. The following EPIs apply to the proposal:
- State Environmental Planning Policy (Planning Systems) 2021
 - State Environmental Planning Policy (Transport and Infrastructure) 2021
 - State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
 - State Environmental Planning Policy (Resilience and Hazards) 2021
 - State Environmental Planning Policy (Industry and Employment) 2021
 - State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development
 - State Environmental Planning Policy (Biodiversity and Conservation) 2021
 - Draft State Environmental Planning Policy (Remediation of Land)
 - The Hills Local Environmental Plan 2019.
36. The Department has undertaken an assessment of these EPIs in **Appendix E** and is satisfied the application is consistent with the requirements or provisions of these EPIs.

Objects of the EP&A Act

37. Decisions made under the EP&A Act must have regard to the Objects as set out in section 1.3 of that Act. A response to the Objects of the EP&A Act is provided within **Appendix E**.

Ecologically sustainable development

38. The EP&A Act adopts the definition of Ecologically Sustainable Development (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of the *Protection of the Environment Administration Act 1991* states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:
- the precautionary principle
 - inter-generational equity
 - conservation of biological diversity and ecological integrity
 - improved valuation, pricing, and incentive mechanisms.
39. The proposal includes ESD initiatives and sustainability measures, which include a 5-star NABERS energy and water rating for the non-residential component and a 5-star Green Star Design and As-Built rating for both the residential and non-residential components. A copy of the Applicant's ESD report can be viewed at **Appendix A**.
40. The Department has considered the project in relation to the ESD principles. The Precautionary and Inter-Generational Equity Principles have been applied in the decision-making process by a thorough assessment of the environmental impacts of the project. Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

Environmental Planning and Assessment Regulation 2000

41. Subject to any other references to compliance within the Environmental Planning and Assessment Regulation 2000 (EP&A Reg) cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

Planning Secretary's Environmental Assessment Requirements

42. On 30 March 2021, the Department notified the Applicant of the Planning Secretary's Environmental Assessment Requirements (SEARs) for the SSD application. The Department is satisfied that the EIS and RtS adequately addresses compliance with the SEARs to enable the assessment and determination of the application.

4.4 Biodiversity Development Assessment Report

43. Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are "to be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values".
44. The Department notes that the proposal does not involve the removal of any existing vegetation within the site and was accompanied by a BDAR waiver, issued under the BC Act. Further, the proposal was referred to the Environment and Heritage Group, who raised no issue with the proposal. The Department is therefore satisfied the proposal will not have any significant impact on biodiversity values.

5 Engagement

5.1 Department's engagement

45. In accordance with the EP&A Act and EP&A Reg, the application was notified on the NSW Planning Portal between 2 August and 30 August 2021. The Department also notified adjoining landowners and relevant Government agencies.
46. The Department received: :
 - 2 public submissions (1 objecting and one comment)
 - an objection from Council
 - advice from 12 Government agencies
47. Following the exhibition, the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.
48. The Applicant provided a RtS on 22 April 2022. The RtS was made publicly available on the Department's website and was referred to relevant Government agencies and Council.
49. An additional 10 responses were received including 8 from Government agencies, Council and one public submission.

5.2 Key Issues – Government agencies

50. A summary of the issues raised in the Government agencies advice is provided at Table 2 below and copies of the submissions may be viewed at **Appendix A**.

Table 2 | Summary of Government agencies submissions

Transport for NSW (TfNSW)	
EIS	<p>TfNSW raised no objection to the proposal and provided the following additional comments:</p> <ul style="list-style-type: none">• The development should be in accordance with the approved Hills Showground Station Precinct Concept SSDA.• TfNSW raises no objections to imposing a maximum car parking cap of 341 spaces for retail and commercial development, or 1 space per 32 m² within the precinct subject to the commercial use must only be for a supporting retail function and not for office use.• TfNSW recommends DPIE to consider an expansion of the existing 40 km/h High Pedestrian Activity Area in the area with the proposed development.• TfNSW recommends DPIE to consider the provision of a pedestrian facility such as a crossing or refuge on De Clambe Drive with the proposed development.
RtS	<p>TfNSW raised no objection to the proposal and provided the following additional comments:</p> <ul style="list-style-type: none">• consideration must be given the proposed vehicular access to the loading dock at the southern end of the Andalusian Way will not impact upon the pedestrian crossing proposed with the Precinct East development proposal.• consider minimising any impacts that proposed landscaping will have on visibility to traffic signals and existing/proposed pedestrian crossings.

- a Green Travel Plan (GTP) is required to be prepared prior to occupancy.
- an Operational Traffic Management Plan (OTMP) is required to be prepared prior to occupancy.
- a Construction Traffic and Pedestrian Management Plan (CTMP) must be prepared prior to the issue of the construction certificate with details of predicted construction traffic movements, routes, and access arrangements, and outline how construction traffic impacts on existing traffic, pedestrian and cycle networks would be appropriately managed and mitigated.

Sydney Metro

- EIS** Sydney Metro requested additional information in relation to:
- demonstrating compliance with the Sydney Metro Underground Corridor Protection Technical Guidelines v2 (2021).
 - Section 1 of the acoustic report (Appendix 54 of the EIS) states that Koikas Acoustics has determined that a rail vibration assessment from the Hills Showground Station is required at the DA stage. However, such an assessment is not found in the Report. A rail vibration and ground borne noise assessment is required.
 - no ISEPP/DOP ground borne noise or vibration requirements for the proposed development are stated. The requirements are provided in Section 3.6.3 and 3.6.4 of the ISEPP/DOP and should be included in the assessment.
 - considerations for assessing operational noise and vibration impacts from rail operations on the development are available for the developer in Section 9.3.2 of the Sydney Metro Underground Corridor Protection Technical Guidelines.
 - the basement and foundations of the proposed development and their relative locations to the underground rail corridor and the station should be considered in the ground borne noise and vibration assessment.
 - there is no evidence provided that the structural design allows for an electrolysis monitoring point. Since this development is in close proximity to the Metro North West line, there is a high change of the building structure attracting stray DC currents.
 - there is no evidence that insulated fitting have been used for incoming services.
- Sydney Metro advised that subject to review of the additional information, further additional information may be required before Sydney Metro can determine whether the proposal will have any impacts on the Metro North West Line rail corridor.

- RtS**
- Sydney Metro raised no objection to the proposal, subject to the imposition of conditions to protect the adjacent Metro North West Line.

Environment and Heritage Group (EHG)

- EIS**
- EHG raised no objection to the proposal.
- RtS**

Environment Protection Authority (EPA)

- EIS**
- EPA raised no objection to the proposal.
- RtS**

Schools Infrastructure NSW (SINSW)

- EIS**
- SINSW has determined that both primary and secondary level enrolment demand associated with the proposal can be met through existing facilities in the surrounding locality.
 - SINSW is supportive of various actions that seek to deliver opportunities for greater active and public transport opportunities and recommends that the proposal consider the following actions to encourage and promote active and sustainable travel
 - SINSW seeks clarification on the active and public transport networks capacity to meet the demand at the site, given the Metro only caters for two directions of travel demand.
 - To improve the journey to nearby schools such as Samuel Gilbert, the proposal should include consideration of pedestrian safety measures, such as a new pedestrian leg on the western side of the intersection of Gilbert Road / Caterson Drive to prevent students crossing the driveways and intersections on the east side of Gilbert Road and a school service or new bus route between the development and Samuel Gilbert Public School.

WaterNSW

- EIS**
- WaterNSW raised no objection as the proposal is not located near any WaterNSW assets, infrastructure, or land.
 - WaterNSW requested the Department continues to consult with WaterNSW for any development that may impact on its assets, infrastructure, or land.

- RtS**
- No further comments.

Fire & Rescue NSW (FRNSW)

- RtS**
- FRNSW raised no objection to the proposal.

Sydney Water

- EIS**
- Sydney Water raised no objection to the proposal and servicing requirements for the proposed development have been delivered under the Notice of Requirements for the Feasibility Study.
 - Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application.

Natural Resources Access Regulator (NRAR)

- EIS**
- Ensure sufficient water entitlement is held to account for the maximum predicted take prior to take occurring.
 - Determine and report the volume of groundwater to be extracted during the construction and operational phases.
 - If groundwater is intercepted during construction or should ongoing dewatering be required, the Applicant must ensure that any take is appropriately licenced.
 - Undertake a groundwater impact assessment in accordance with the NSW Aquifer Interference Policy.
 - Consider re-designing the basement to be a fully tanked system to reduce impacts and likelihood of ongoing water licence requirements.

-
- RtS**
- Ensure that sufficient Water Access Licence(s) are held before the commencement of works for all water take both during construction and ongoing, unless eligible under an exemption.

Heritage NSW

- EIS**
- Heritage NSW raised no objection to the proposal.
- RtS**

Transgrid

- EIS**
- Transgrid raised no objection and advised it is not affected by the proposal.
- RtS**

Endeavour Energy

- EIS**
- Endeavour Energy raised no objection to the proposal and provided comments and suggested conditions regarding:
- the submission of documentary evidence from Endeavour Energy confirming that satisfactory arrangements have been made for the connection of electricity and the design requirements for the substation, prior to the release of the Subdivision Certificate / commencement of works. use of the network connection / infrastructure for a flood prone site.
 - the construction of any building or structure whether temporary or permanent that is connected to or in close proximity to Endeavour Energy's electrical network is required to comply with *Australian/New Zealand Standard AS/NZS 3000:2018 'Electrical installations'* as updated from time to time.
 - the planting of large trees in the vicinity of electricity infrastructure is not supported by Endeavour Energy. Suitable planting needs to be undertaken in proximity of electricity infrastructure (including any new electricity infrastructure required to facilitate the proposed development).
 - before commencing any underground activity, the applicant is required to obtain advice from the Dial Before You Dig 1100 service in accordance with the requirements of the Electricity Supply Act 1995 (NSW) and associated Regulations.
 - if any excavation work affects Endeavour Energy's electricity infrastructure, prior contact must be made to Endeavour Energy's Field Operations Branch via Head Office.

-
- RtS**
- No further comments

5.3 Key Issues – Council

51. A summary of the issues raised by Council is provided at **Table 3**. Copies of the submissions may be viewed at **Appendix A**.

Table 3 | Summary of Council submission

The Hills Shire Council (Council)

- EIS**
- Council objected to the proposal and provided the following comments:
-

-
- Council considered the proposal is contrary to Council's local housing diversity provision for Priority Precincts. Council requested that the proposal should provide more family friendly units (3 or more bedroom dwellings) for future occupants of the development.
 - The proposal includes significant built forms with reduced setbacks and limited opportunities for landscaping.
 - The De Clambe Drive vehicular access results in the removal of five street trees and the reduced opportunities for landscaping and activation of the northern street frontage.
 - Concern regarding the provision of sufficient car parking for the supermarket. Sufficient parking is to be provided for future retail patrons that live within the locality.
 - The internal building separation is required to comply with the minimum design criteria in the Apartment Design Guide.
 - The capacity of the stormwater system into which stormwater from the development discharges must be checked and analysed. The Rainfall Intensities shall be updated and consistent with Section 4.10 Council's Design Guidelines Subdivisions/ Developments.
 - Any proposed work on council's land/road due to the proposed development shall be in accordance with Council's Design Guidelines Subdivisions/ Developments and Works Specifications Subdivisions/Developments.
 - The design of the driveways, parking modules, circulation roadways and ramps (including obstruction, and curved roadways and ramps), and sight distance shall be in accordance with relevant standards.
 - The Applicant's Geotechnical Engineer shall investigate the impact of the seepage/groundwater/watertable on the proposed basements design, prior to excavation, during construction of the Basements, post construction phase, and recommend whether the basement shall be designed as a "tanked basement".
 - Concerns raised that a separate bin cupboard sized to store a 240L bin has not been provided next to the chute openings on every residential floor. Additionally, the bin cupboard allows for a third waste stream to be implemented into residential flat buildings.

-
- RtS**
- Council acknowledged the Concept Approval allows for a minimum of 10% of dwellings being 3 bedroom, but maintained its objection. Council considers each precinct within the Concept Plan should provide a minimum of 20% 3 bedroom dwellings
 - Council provided comments on the design of the proposed Doran Drive Plaza in respect to the existing bus shelter on Doran Drive and future maintenance cost of the proposed fountain in the plaza
 - Council noted its general acceptance of the proposal's response to traffic, stormwater, flooding, and groundwater subject to the proposal demonstrating consistency with Council's technical standards as specified.
 - Council also requested that all windows and doors (accessing or facing the showground directly) are to be double glazed to mitigate potential noise impacts as it is expected that events at the Showground will generate substantial sound that will impact on this and other nearby residential / apartment towers.
-

5.4 Public Submissions

52. The Department received two public submissions (one objection and one providing comments) during the exhibition of the EIS. The Department received one public comment (objection) to the RtS. Copies of the public submissions may be viewed at **Appendix A**.
53. A summary of the issues raised in the public submissions is provided below:
- inadequate public benefit due to the limited amount of affordable housing proposed.
 - any new affordable housing should remain affordable indefinitely
 - social housing should also be delivered as part of this project
 - the proposed full line supermarket and increase in retail car parking is inconsistent with the principles of transit-oriented development (TOD) and will result in increased traffic congestion and discourage use of the metro
 - the proposal is inconsistent with the retail parking rates established in the Concept Approval
 - increase in car parking is not supported as this contradicts the UDG and the principles of design excellence, which both encourage sustainable transport and a reduction in car use.
 - the proposed full-line supermarket will likely have a negative impact of detracting existing and future customers from the established Castle Towers Shopping Centre
 - the proposed full-line supermarket will detract from the overall vision of the Doran Drive Plaza Precinct as a mixed-use vibrant centre as the future full line supermarket will dominate as they key use for the site
 - where car parking is to be provided above a maximum, the traffic impact assessment should quantify the additional traffic demand and thus impact of the higher car parking provision.

5.5 Response to Submissions

54. The Applicant provided a Response to Submissions (RtS) on 22 April 2022. The RtS included the following amendments to the proposal:
- remove all encroachments on building envelope, including amendments to eastern end of Building A podium
 - provide separation between Buildings C and Building D above 8 storeys to comply with the maximum floor plate requirement
 - reconfiguration of apartment layouts and sizes and a reduction in dwelling yield from 431 to 430
 - amend design of communal open space, retail area and Doran Drive Plaza
 - reduce the number of residential parking spaces by 9 spaces to comply with maximum parking rate for affordable housing units
 - changes to façade design, material, and finishes
 - changes to waste storage and servicing areas.

6 Assessment

55. The Department has undertaken a detailed assessment of the merits of the proposal and has carefully considered the issues raised in submissions and the Applicant's response. The Department considers the key assessment issues associated with the proposal are:

- built form
- residential amenity
- public domain
- design excellence
- traffic and transport

56. Each of these issues is discussed in the following sections of this report. Other issues taken into consideration during the assessment of the proposal are discussed at Section 6.5.

6.1 Built Form

57. The proposal seeks approval for the construction of four residential towers above a 2-4 storey mixed-use podium, as summarised at Section 2.1 and shown in **Figures 10 to 15**.

58. The Department considers the key built form issues associated with the proposal are:

- building height and density
- street activation
- boundary setbacks
- overshadowing.

6.1.1 Building Height and Density

59. Built form within the Doran Drive Precinct is controlled by the Hills LEP, the Concept Approval and the accompanying UDG.

60. The Hills LEP sets a maximum building height of 68 m and a maximum FSR of 4:1 for the site.

61. The Concept Approval established maximum building envelopes and other built form controls for the precinct, including:

- a maximum building height of 68 m (21 storeys)
- a maximum GFA of 51,065 m²
- a maximum dwelling yield of 440.

62. The Concept Approval also included the UDG to ensure the bulk and scale of the Doran Drive Plaza Precinct development would be compatible with the envisaged future character of the Hills Showground Station Precinct.

63. The UDG establishes:

- minimum building separation between the residential towers and adjacent development
- maximum podium and towers heights (19 m and 68 m respectively)
- maximum facade lengths between podium and the 7th storey of 50 m
- maximum facade lengths above the 8th storey of 40 m, in addition to a maximum floor plate of 800 m².

64. The Department notes the initial proposal sought to vary the controls outlined in the Concept Approval and UDG by including elements which projected outside the building envelope, breached the height limit for the eastern end of Building A and exceeded the maximum floor plate limit for towers above the 8th storey. The Department and Council raised concerns that the proposed variations would impact on the amenity of the future residents, overshadow the communal open space, and contribute to the visual bulk and scale of the development.
65. In response, the Applicant amended the proposal by removing two levels from the eastern end of Building A and seven levels between Buildings C and D (represented as 1 and 2 respectively in **Figure 16**). The Applicant also removed all balconies and architectural elements which projected beyond the approved building envelope.



Figure 16 | Illustration demonstrating the amended proposal complies with the approved building envelope. (Source: RtS)

66. The SDRP also recommended further articulation of the tower be investigated to reduce the mass and scale of the building and to communicate the residential character of the precinct more clearly. This included the use of higher quality building materials for the podium, balanced by a more restrained approach to the tower designs, particularly for Building A.
67. In response to SDRP advice, the Applicant submitted a revised strategy for the façade which included revisions to the facade treatment of Building A (see **Section 6.1.5**). The Applicant also amended the proposal by including a more restrained and subtle palette of building materials for Building A and introducing additional vertical and horizontal recesses in a more balanced composition.
68. The Applicant also stated that building separation and articulation have been maximised within the context of the approved building envelopes, resulting in the towers reading as independent built forms.
69. The Department accepts the amended proposal now:
- complies with the Hills LEP, having a maximum building height of 68 m and an FSR of 3.2:1 (maximum 4:1)
 - complies with the Concept Approval, as it is now fully contained within the approved building envelopes, has a maximum GFA of 51,065 m² and accommodates 430 dwellings
 - complies with the UDG, which is aimed at providing built forms that are compatible with the desired character of the area.

70. The Department also notes the proposed building separation is consistent with the UDG, improving access to sky views and reducing the overall visual bulk of the buildings (see **Section 6.2.1**).
71. The Department is also satisfied the amended proposal suitably addressed the SDRP advice with its use of higher quality building materials and more balanced use of articulation resulting in a development that is compatible with the desired future character of the Hills Station Showground Precinct.
72. Finally, the Department is satisfied the proposal is consistent with the evolving character of the area, in the context of the recently adopted planning controls which permit increased height and density. The Department notes the existing low-scale residential character within the wider Hills Showground Precinct is changing with several sites receiving approval for apartment buildings of up to 12 storeys in height (see **Figure 17**).



Figure 17 | Recent development approvals within Hills Showground Precinct (Base source: Nearmap, 2022 and The Hills Council)

73. The Department’s assessment therefore concludes the proposed development is acceptable as it fully complies with The Hills LEP height and FSR controls, is consistent with the Concept Approval and UDG and will be compatible with the surrounding area which is transitioning to higher density residential development.

6.1.2 Street activation

74. The key issues associated with street activation relate to the design of the retail podium and the location of the vehicular access points into the development. These two issues are discussed in detail below.

Retail Podium

75. The Concept Approval established building envelopes that allow for a two to four storey podium. It also requires ground floor activation on all four street frontages, excluding areas used for pedestrian entrances and lobbies, fire services and vehicular access.
76. The Hills LEP includes an Active Frontage clause which states development consent must not be granted to the erection of a building, or the change of use of a building, on land to which the clause applies unless the consent authority is satisfied that the building will have an active street frontage.
77. The proposed podium is two to four storeys in height, and it varies in materials and finishes to respond to the different street frontages and interfaces, including the proposed Doran Drive Plaza. The proposed podium also accounts for the change in gradient along Mandala Parade and De Clambe Drive to complement the building entrances and outdoor dining areas.
78. The SDRP raised concerns the proposal does not present a permeable ground plane with active edges to support its function as the 'active heart' of the Precinct. The SDRP also noted the pedestrian entry directly opposite the Metro station should promote movement through the site. The SDRP suggested opportunities should be explored to introduce natural light, more generous proportions, and a more direct route through the site.
79. In response, the Applicant amended the podium design to incorporate:
- a series of smaller built forms with varying facade types, stepped height, and articulation
 - increased glazing to maximise permeability and openness and improve activation along street frontages.
80. The Applicant argues that the amended design is visually engaging as it provides a distinctive building identity for each tower and an activated streetscape (see **Figures 18**).



Figure 18 | Doran Drive elevation (left) and De Clambe Drive near the intersection with Andalusian Way (right) (Source: RtS)

81. In response to SDRP advice, the Applicant also amended the proposal to allow for more natural light and visual connections between the retail area and the street frontages. The amended

proposal also added substantial glazing and a skylight within the podium to increase natural light and improve permeability and visual connections through the site.



Figure 19 | Connections through the retail area (Source: RtS)

82. The Department considers the proposed podium provides an appropriate scale to the street as it presents a series of smaller scale buildings ranging in height from two to four storeys and it incorporates both vertical and horizontal articulation to break up its mass. The Department also supports the variation in materiality and architectural design used along the different street frontages as it provides an appropriate transition between the active retail frontages from Doran Drive to the residential character towards Precinct East along Andalusian Way.
83. The Department also accepts the proposed increased glazing, the introduction of a skylight and the strengthened visual connections would improve activation and permeability through the site.
84. The Department therefore accepts the amended podium design as it would appropriately activate the street frontages and contribute to a vibrant and attractive streetscape.

Vehicular / service access

85. The proposal provides two vehicular access points, one from Andalusian Way for loading and services and the other one from De Clambe Drive to access the basement car park (**Figure 20**).

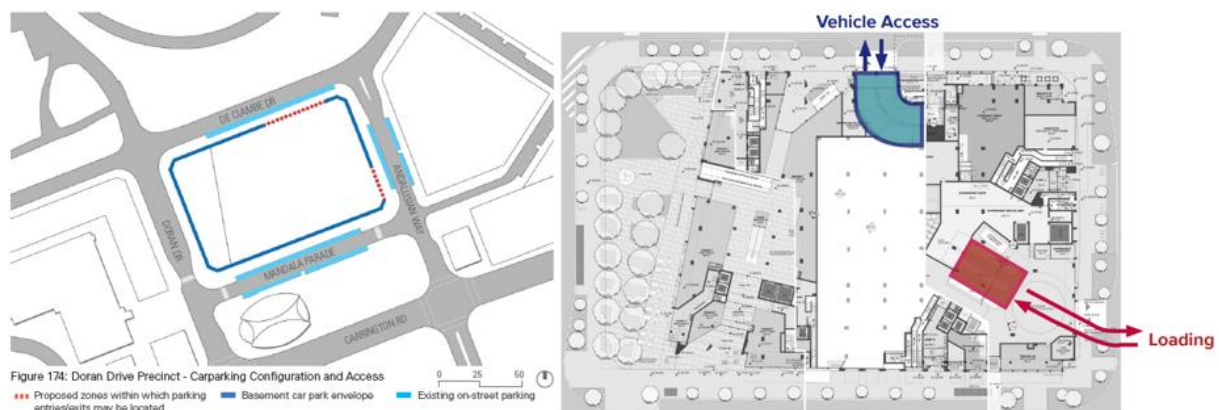


Figure 20 | Vehicular access points (Source: RtS)

86. Council raised concern that the location of the vehicular access along De Clambe Drive would reduce opportunities for landscaping and activation of the northern street frontage. Council argued that the proposal is inconsistent with the desired future character of the Hills Showground Station Precinct, which envisaged an active street frontage and a more sensitive interface to the Castle Hill Showground.
87. The SDRP also raised concern that Andalusian Way is impacted by vehicle and multiple service access points that diminish the quality of the street front and there also appeared to be minimal activation along Mandala Parade.
88. In response, the Applicant argued the retail levels of the podium have been designed to push the services, loading dock, and back of house areas, into the middle of the floorplate, allowing for fine grain retail and other active uses around the perimeter of the development.
89. The Department also considers the number and width of vehicular access to site have been minimised relative to the length of the street frontages of the site. The Department notes the accesses and services are well integrated into the amended podium façade and would not detract from the streetscape (**Figure 21**).



Figure 21 | Andalusian Way service access (left) and De Clambe vehicle access (right) (Source: RtS)

90. The Department also notes five street trees would need to be removed to accommodate the proposed vehicular access. However, these trees would be suitably replaced by four new street trees and a total of 194 trees will be planted across the site resulting in an overall increase in the tree canopy across the site and surrounding public domain.
91. The Department's assessment therefore concludes the proposed vehicular and service access are acceptable in terms of their visual impacts to the streetscape.

6.1.3 Setbacks

92. The Concept Approval's UDG established a nil street (podium) setback and a 3 m tower setback for the Doran Drive Plaza Precinct as shown in **Figure 22**. These setbacks were adopted following careful consideration of Council's DCP, SDRP advice and the merits of the concept proposal.

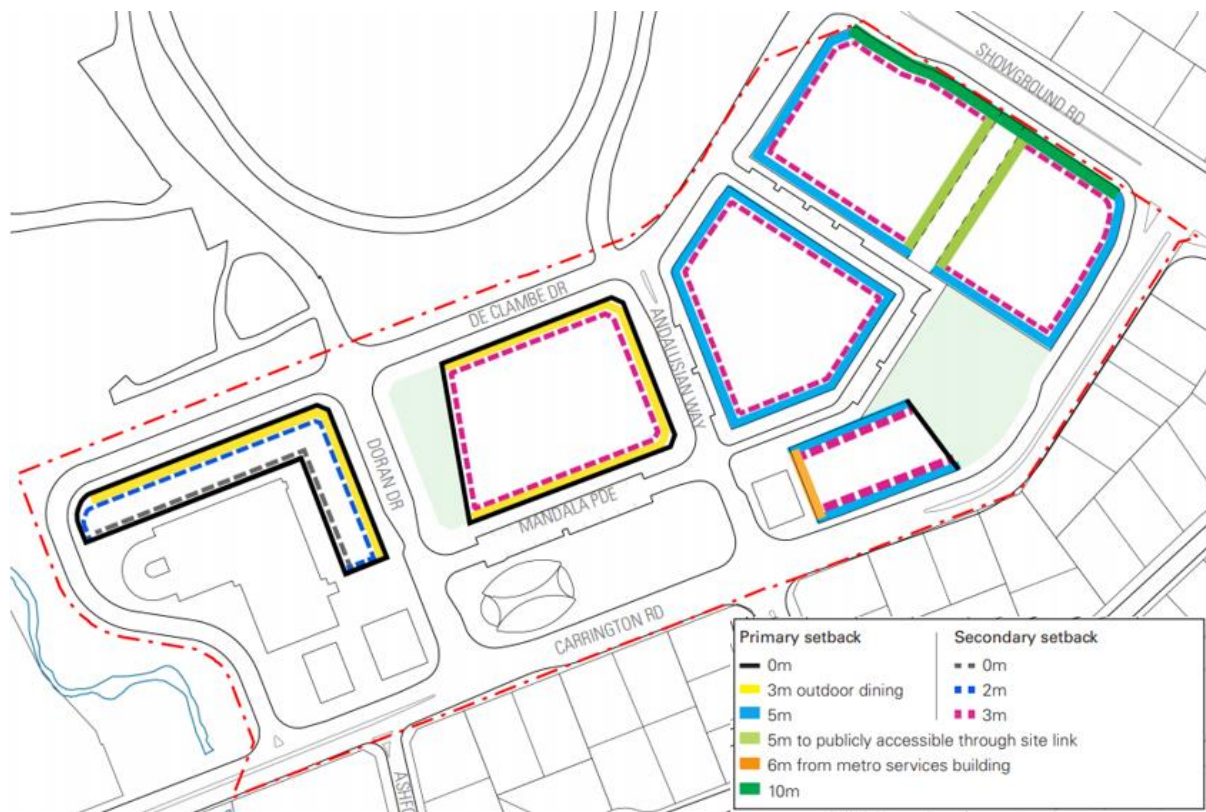


Figure 22 | Approved street and tower setbacks (Source: Concept Approval)

- 93. The proposal seeks approval for nil street setbacks and 3 m tower setbacks, consistent with the setback controls within the UDG.
- 94. Council raised concern about the proposed setbacks as they would depart from the setbacks set out in the Hills DCP, which require a 3 m street setback to De Clambe Drive and a 5 m tower setback for all towers above the podium (see **Figure 23**).



Figure 23 | Council's building setback controls (Source: The Hills DCP)

- 95. In response, the Applicant advised the Hills DCP does not apply to SSD applications. The Applicant also advised that the proposal complies with the setbacks prescribed by the UDG and as such would result in an acceptable urban design outcome.
- 96. During the assessment of the Concept Approval, the Department considered the objectives of Council's DCP street setback controls which are to provide a strong definition between public and private domain, create consistent streetscapes, accommodate landscaping, and facilitate

pedestrian movement. While the objectives for the tower setback controls are to have tower forms setback behind podiums to present an appropriate scale to the street and reduce the visual bulk of the towers. The Department considered the setback controls established by Concept Approval still achieve these objectives, despite varying from Council's DCP street setback controls.

97. The Concept Approval permits a nil setback along De Clambe Drive as it would provide an active street frontage, as well as a Plaza fronting Doran Drive. The Concept Approval adopted a 3 m tower setback to balance the need to mitigate the visual bulk of the tower buildings and to allow sufficient building separation between the towers, which is limited by the lot depth.
98. The Department acknowledges the proposed setbacks are consistent with the requirements of the Concept Approval and is satisfied the proposed setbacks are appropriate because:
- the nil street setbacks are consistent with other active street frontages within the approved Hills Showground Precinct (see **Figure 22**)
 - additional recesses or colonnades are integrated within the building (along De Clambe Drive, Andalusian Way and Mandala Parade) to accommodate outdoor dining and ensure pedestrian movement and street tree planting would not be compromised
 - while the proposed 3 m tower setback is less than the 5 m setback set out in Council's DCP, it still allows the proposal to present a distinctive built form with towers setback behind the podium
 - the bulk and scale of the proposed buildings is compatible with the character of the locality as discussed in **Section 6.1.1** and **Section 6.1.2**, and it also provides sufficient building separation to support good residential amenity (see **Section 6.2.1**).
99. The Department's assessment therefore concludes the proposed street and tower setbacks are acceptable because they are consistent with the setbacks prescribed in the Concept Approval's UDG and while they are less than Council's DCP they would still result in distinctive tower and podium-built form, as envisaged by the Council's DCP.

6.1.4 Overshadowing

100. The proposal was supported by solar analysis illustrating the overshadowing impacts on surrounding developments particularly residential developments to the south of Carrington Road.



Figure 24 | Overshadowing impacts on surrounding developments, 21 June (Source: RtS)

101. The Department notes the existing development along the southern side Carrington Road comprises mostly detached dwellings, where the private open space is located away from the road and are largely unaffected by the overshadowing impacts from the proposed development before midday.
102. The submitted solar analysis also considered the overshadowing impacts of future higher density residential flat development as envisaged under The Hills LEP to the south of Carrington Road.
103. The Department notes Doran Drive Precinct is setback over 60 m from the adjoining properties to the south of Carrington Road. The submitted shadow analysis illustrates the majority of the shadows from the proposal will fall within the Hills Showground Station Precinct itself and the commuter carpark, during midwinter (**Figure 24**) and will not cause unreasonable overshadowing to surrounding properties. The shadow analysis also illustrates that any future redevelopment of the sites to the south of Carrington Road are still capable of being designed to achieve compliance with the ADG solar access requirements (**Figure 24**).
104. The Department is therefore satisfied the existing and future development to the south of Carrington Road is capable of achieving adequate solar access during midwinter with respect to the requirements of the ADG.

6.1.5 Design Excellence

105. Clause 9.5(5)(b) of The Hills LEP requires a building that is, or will be, higher than 66 m or 20 storeys (or both) to be subject to an architectural design competition unless the GANSW certifies in writing that an architectural design competition need not be held but that a DRP should instead review the development.
106. As part of the consideration of the Concept Approval, the GANSW issued an architectural design competition waiver and instead required future development applications exceeding 66 m be reviewed by the SDRP.
107. The SDRP reviewed the current proposal on four separate occasions and advised that it supports the proposal subject to the following elements requiring further development with the final design.
108. The SDRP advice and the Applicant's response is summarized in **Table 4** below. The Applicant also provided a detailed response to the SDRP final advice letter as part of their RtS (see **Appendix A**).

Table 4 | Summary of SDRP final advice and the Applicant's response

SDRP recommendations	Applicant's responses
develop an overall strategy for the facade, including revisions to the façade of Tower A	incorporated four distinct facade types for the towers and podium (see Figure 23) to have distinctive but coherent architectural identities, and positively contribute to the active street frontages (see Section 6.1.2 and 6.1.5) revised the facade of Building A to use more restrained and subtle finishes (see Section 6.1.1 and 6.1.5)

increase natural light to the retail podium and weather protection along interface with Doran Drive Plaza	revised the design of the retail podium and Doran Drive Plaza to incorporate natural lighting and increased weather protection
revise layout of communal open space to ensure usability, amenity and suitable planting and soil depth	revised the communal open space to improve usability, amenity, and landscaping (see Section 6.2.3)
review treatment of vehicular access and services along Andalusian Way	provided further consideration of the impact of vehicular access and services on streetscape (see Section 6.4.3)
incorporate the relationship of the site to Cattai Creek as part of the overall Connecting with Country design response	revised the design of Doran Drive Plaza and updated public art strategy, which celebrates First Nations People Songlines along the “creeks” (See Section 6.5)
further studies to confirm on wind comfort, plant selection and soil depth.	amended landscape proposal and wind studies to demonstrate wind comfort and appropriate plant selection and soil depth would be achieved.



Facade Type A

The first facade type is the russet red metal framed retail facades in the southwest corner of the site, opposite the Metro station. This facade type incorporates a predominantly glazed podium to allow for clear sightlines into the retail centre, which contrasts with the more solid brick facades of the tower above.



Facade Type B

The second facade type is the brick facade that sit under towers A & D. These brick facades contrast with the open glazed facades of the towers above. The podium's brick detailing refers to the patterns of the existing brick vernacular suburban architecture of the Castlehill area and provides a strong contextual design narrative.



Facade Type C

The third facade type is that of the community centre on De Clambe Drive opposite the Castle Hill Showground. It is characterised by a double height colonnade and careful integration of landscaping and bespoke metalwork detailing.



Facade Type D

The fourth facade type is that of the 4-storey podium element along Andalusian Way. This brick facade aims to champion the two-storey townhouse typology that is unique to this part of the development.

Figure 25 | Facade types (Source: RtS)

109. After carefully reviewing the SDRP advice and the amended proposal, the Department considers the proposal meets the design excellence requirements of The Hills LEP (see **Appendix E**) as it would:

- present a high-quality architecture design with unique character that appropriately responds to the site and the local area
- support a high level of residential amenity, with the proposed apartments exceeding the minimum requirements of the ADG
- deliver a well-designed public plaza with good amenity that allows for easy and direct movement of people from the Metro station to the Castle Hill Showgrounds with active street fronts and a retail area to support a new vibrant local centre
- incorporate green roofs and contribute to landscaping of the site and surrounding public domain to ensure a tree canopy cover of 40% will be achieved as envisaged under the Concept Plan.

110. The Department also recommends a Design Integrity Review process be put in place to ensure any future design changes, particularly on the key aspects contributing to design excellence, can be referred to the SDRP for further advice.

6.2 Residential Amenity

111. State Environmental Planning Policy 65 – Residential Apartment Development (SEPP 65) seeks to improve the design quality of residential developments and encourage innovative design. The ADG is closely linked to the principles of SEPP 65 and sets out best practice design principles for residential developments.
112. The amended proposal is supported by a revised Architectural Statement and additional information with respect to solar access and ventilation to demonstrate the proposal will achieve good levels of residential amenity.
113. The Department has considered the quality of residential amenity of the proposal and is satisfied the proposal, as amended in the RtS, is generally consistent with the key ADG amenity standards (see **Table 5**) with the exception of building separation.

Table 5 | Assessment with key ADG internal amenity standards

Building	Cross-ventilated Apartments (60% up to 9 Storeys)	Solar access (At least 2 hours 21 June)	No. of apartments with no solar Access (15%)	No. of apartment per lift core (12)
Building A	31	101	25	10
Building B	23	61	0	7
Building C	31	93	0	6
Building D	29	58	0	6
Total	114 (60%)	313 (72.8%)	25 (6%)	

114. The Department's full assessment of the proposal against the ADG amenity criteria is provided at **Appendix C**. The Department's consideration of the building separation non-compliance as well as concerns raised by Council about apartment mix and the SDRPs comments about the quality of the communal open space is outlined below.

6.2.1 Building separation

115. The ADG requires a minimum 24 m separation distance (for 9 storeys above) between habitable rooms but it allows for a reduction to 18 m between habitable and non-habitable rooms and 12 m between non-habitable rooms, reflecting the key objective of the required building separation distance is to maintain privacy between developments.

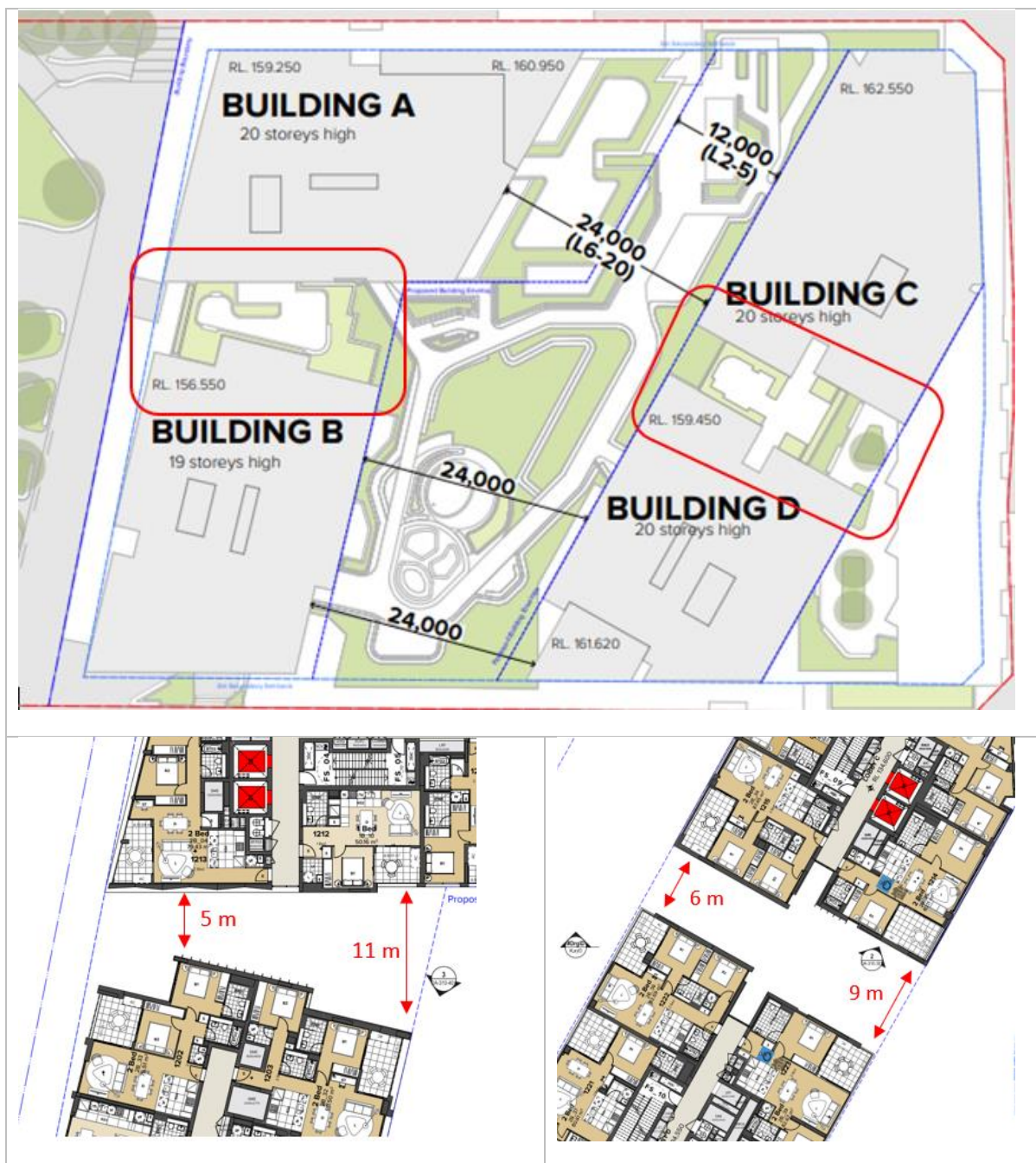


Figure 26 | Building separation across podium communal open space (above) and visual privacy between internal elevations of Building A and Building B (below left) and between Building C and D (below right) (Source: RtS)

116. The Department notes the proposed buildings have a 24 m building separation across the communal open space above the podium in accordance with the ADG requirements. However, the proposed building separation is less than 12 m between the internal elevations of Buildings A and B and Buildings C and D (**Figure 26**).
117. The Department notes the ADG requirements generally apply to rooms that are facing each other and do not specifically relate to separation between blank walls or for rooms facing blank walls.
118. The Department has carefully considered the amenity and privacy outcomes of the proposed dwellings and is satisfied the proposed building separation is acceptable in this case because:

- the separations between the towers are intended to mitigate the visual bulk and scale of the buildings and are not relied upon for outlook or primary light and ventilation for the dwelling
- the internal facades are designed with a combination of solid building facades and highlight windows to avoid opportunities for overlooking
- the dwellings are orientated to the street frontages and to the podium communal open space and would maintain acceptable outlook, natural ventilation, and daylight access.

119. Despite the non-compliance with the minimum building separation distances, the Department considers the proposed building separation is acceptable as it would reduce the overall visual bulk of the buildings compared to the concept envelopes and it would successfully maintain acceptable levels of amenity between dwellings.

6.2.2 Dwelling mix

120. The UDG specifies at least 20% of all dwellings across the Hills Showground Station Precinct must be 3 or more bedrooms. This is achieved by requiring 23% of the future dwellings within Precinct West, 24% within Precinct East and 10% within Doran Drive Precinct to be 3 or more bedrooms. The UDG also restricts the number of 1 bedroom dwellings to no more than 25% of the total number of dwellings.

121. The proposal includes a mix of 76 x 1 Bed (17.7%), 311 x 2 Bed (72.3%) and 43 x 3 Bed (10%) dwellings. The Applicant notes that all the proposed dwellings would achieve minimum size required under the ADG.

122. Council raised concerns the proposed dwelling mix is inconsistent with other residential flat developments approved within the wider Showground Station Precinct, where at least 20% of the total number of dwellings were 3 or more bedroom dwellings.

123. The Department acknowledges Council's concern on dwelling mix and supports the planning objective to improve housing diversity in the area. However, the Department notes the proposal is consistent with the Concept Approval which specifies the dwelling mix for each of the three precincts that would together deliver 20% 3 bedroom dwellings across the entire Concept Plan area (see **Table 6** below).

124. An indicative design was considered with the Concept Plan to illustrate how the dwelling mix could be achieved.

Table 6 | Distribution of dwelling mix and dwelling cap across the three precincts in the Concept Plan

Precinct	Minimum % of 3 bedroom (number of dwellings)	Maximum dwellings Permitted
Doran	10% (43 proposed)	440 (430 Proposed)
East	24% (210)	873
West	23% (71)	307
Total	20% (324)	1,610

125. The Department considers the dwelling mix and sizes of the proposal is appropriate because:
- the proposal, with 43 (10%) 3-bedroom dwellings is consistent with the requirements of the Concept Approval and UDG.
 - the distribution of dwelling mix across the three precincts in the Concept Plan is supported by maximum dwellings, density, building envelopes and dwelling type for each precinct.
 - the majority of 3 bedroom dwellings under the Concept Plan would be delivered within Precinct East where lower density 12m high (3 storey) building envelopes are stipulated.
 - the proposed dwelling sizes comply or exceed the minimum internal dwelling areas prescribed within the ADG. The proposed 3 bedroom dwellings range between 95 m² to 125 m², which exceeds the minimum requirements of the ADG to better accommodate larger families.
 - the proposal also includes five townhouse style dwellings along the Andalusian Way frontage to contribute to housing diversity.
126. The Department therefore accepts the proposed dwelling mix is consistent with the Concept Approval and will contribute to the housing diversity within the local area.

6.2.3 Communal open space

127. The ADG requires a minimum of 1,992 m² of communal open space to be provided for the proposed development and at least 50% of the principle useable area to receive two hours of solar access between 9.00 am and 3.00 pm, 21 June (midwinter).
128. The UDG also requires podium and rooftop gardens to incorporate a minimum of 70% native planting.
129. The proposal includes a total of 2,426.9 m² of communal open space across the central podium, Level 3, and rooftops of the development (see **Figure 25**). The Applicant identifies 865 m² as the principal communal open space on the podium, which includes children's play equipment, BBQ area, lawn areas, seating, and a communal garden to support a variety of passive recreation activities for future residents.



Figure 27 | Communal open space on Levels 2, 3 and 6 (Source: RtS)

130. The SDRP advised that the proposed communal open space should provide sufficient amenity to encourage and support the usage of these spaces. The SDRP suggested a review of the arrangement of activity and circulation in the communal open spaces to prioritise high use activities where people dwell in locations where they can receive a minimum two hours of sun in winter.
131. The SDRP also recommended that further consideration be given to the soil depths and solar access to ensure it provides sufficient support for the growth of the nominated tree species.
132. In response, the Applicant amended the layout and design of the podium communal open space. The Applicant also stated that the central podium communal open space has been designed with a range of uses and facilities, to meet the needs of all age groups and demographics within the development. This includes the provisions of a children's play area, lawn area with BBQ facilities and a communal garden and lawn areas to the north of the podium.
133. The Department accepts the proposed 2,426.9 m² of communal open space meets the requirements of the ADG and the submitted additional solar diagrams illustrate that at least 50% of the principle useable area (865 m²) of the communal open space would receive two hours of solar access, during midwinter (see **Figure 28**).



Figure 28 | Communal open space solar analysis (blue represents the principle useable open space, red illustrates the areas receiving two hours of solar access) (Source: Applicant’s Additional Information)

134. The Department is also satisfied that the amended layout and design of the communal open space on top of the podium addresses SDRP’s advice and recommendations, noting:

- the amended layout allows for more solar access to the principal usable areas
- circulation spaces have been relocated to the edges of the podium communal open space and overlap with sitting and planting areas to make them more usable
- the application is supported by soil specification report, prepared by SESL Australia, that ensures adequate soil depth of 1.2 m is achieved and at least 70% native planting have been selected.

135. The Department therefore concludes the proposed communal open spaces achieve an acceptable level of amenity for future residents, consistent with the objectives and design criteria contained in the ADG.

6.3 Public Domain

136. The Concept Approval requires the provision of a 1,400 m² public plaza (Doran Drive Plaza) adjacent to Doran Drive.

137. The plaza will complement the range of existing open spaces, including the Station Plaza, the Castle Hill Showground, Cattai Creek and also a proposed park in Precinct East to meet the recreation needs of residents (**Figure 29**).

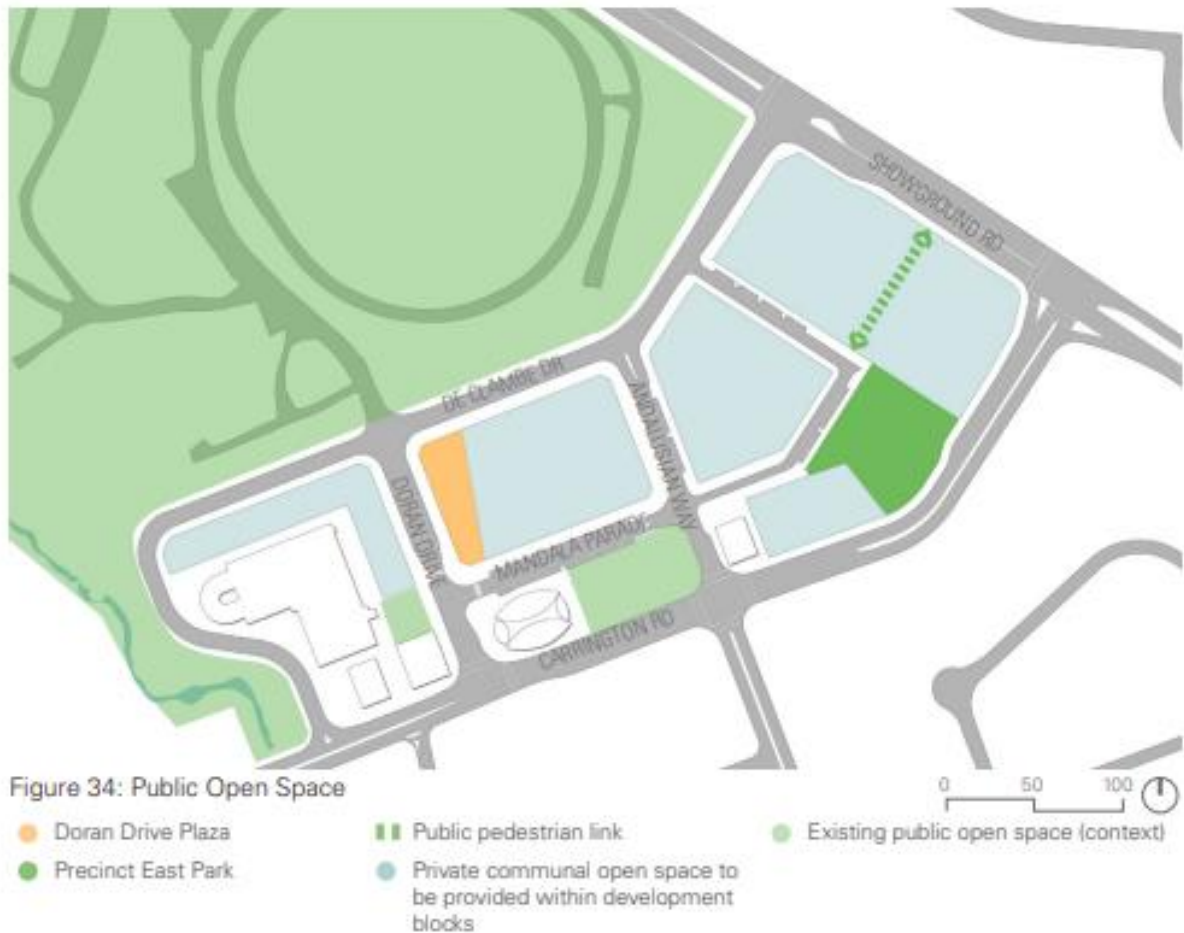


Figure 29 | Public open space (Source: UDG)

138. The UDG also sets out design principles and requirements for the open spaces and public domain area for the Precinct, such as activation, solar access, connectivity, and landscaping.
139. The Department’s consideration of the proposal with respect to the open space and public domain requirements in respect to the Concept Approval and SDRP advice is discussed below.

6.3.1 Doran Drive Plaza

140. The proposed Doran Drive Plaza (Plaza) has an area of 1,400 m² and would accommodate a pedestrian connection to the Castle Hill Showground, outdoor dining, seating, public art installation, substantial landscaping, and passive recreation areas. The Plaza also has a direct interface with the main retail tenancies and entrance to the building.



Figure 30 | Doran Drive Plaza extract from Landscaping Plan (Source: RtS)

141. The SDRP suggested that the proposed public domain design should prioritise connectivity, pedestrian amenity and soil depths that can sustain the proposed tree canopy target.
142. The SDRP considered the design of the Plaza must consider capacity for pedestrian movements, particularly the need to support pedestrian flow from the Metro station to the Castle Hill Showground.
143. Council raised concern that the proposed landscaping design would restrict movement along Doran Drive, adjacent to the bus shelter. Council also raised concerns over the potential ongoing maintenance and cost implications of the Plaza.
144. In response, the Applicant amended the design of the Plaza, including:
 - prioritising pedestrian movement by limiting the extent of outdoor dining area
 - widening the space between landscaping elements and the adjacent bus shelter
 - providing a 4 m deep awning along the full interface with the Plaza, allowing for 1 m covering for outdoor dining adjacent to the retail tenancies and 3 m of covering for pedestrians
 - ensuring all soil depths to meet the minimum depth prescribed under the ADG
 - tree species have been independently reviewed by a horticulturalist to ensure tree canopy targets can be met.

145. The Applicant also notes the Plaza will remain in private ownership, resulting in no future maintenance or management costs for Council.
146. The Applicant also incorporated public artwork into the plaza that references the natural context and local history of the area, including Connection to Country (**Figure 30**).
147. The Applicant submits that the proposed Plaza would be a high quality, flexible urban open space that functions both as a permeable connection between the Metro station, buses, retail, and the Castle Hill Showground, as well as providing an activated and comfortable space for people to use and enjoy day to day.
148. The Department considers the design and layout of the Plaza satisfies the various requirements of the UDG and satisfactorily addresses the SDRP advice, noting the amended design of the plaza will:
- include a 6 m wide pedestrian thoroughfare consistent with the requirements of the UDG
 - provide weather protection with wide awnings to all active frontages
 - coordinate the pedestrian crossing with the landscaping and plaza design to assist in creating a seamless connection between the Metro station and the Castle Hill Showground
 - incorporate public art to showcase the relationship of the site to Cattai Creek, which also strengthen the proposal's response to Connecting with Country and landscape design
 - include interpretative signage as part of their Connecting with Country response.



Figure 31 | Doran Drive Plaza and retail podium section (Source: RtS)

149. The Department therefore concludes the design of the proposed Plaza is appropriate and will provide a generously landscaped public space that receives high levels of solar access and will allow direct movement of pedestrians from the Metro station to the Castle Hill Showground. The space is also linked directly to the adjacent retail tenancies, which activates the space, supporting the objective of creating a strong and active heart to the Precinct.

150. The Department also recommends conditions to ensure the space always remains publicly accessible, including a public covenant that can only be released by Council and the preparation of appropriate maintenance and management plans.

6.3.2 Solar access

151. The UDG requires the development to maximise solar access to existing and proposed public open spaces. This includes maintaining a minimum of two hours of solar access, during midwinter (21 June) to:

- 100% of Doran Drive Plaza
- 80% of the Station forecourt
- 65% of Station Plaza.

152. The Applicant's RtS included additional solar diagrams which demonstrated the proposal will maintain solar access to these areas consistent with the requirements of UDG.

153. The Department accepts the additional solar analysis illustrates the proposal would maintain two hours of solar access, during mid-winter, to:

- 100% of Doran Drive Plaza
- 93.5% of the Station forecourt
- 83.3% of Station Plaza.

154. The Department is therefore satisfied the proposal is consistent with the solar access requirements for the adjoining public open spaces, prescribed within the UDG and will maintain solar access to existing and proposed public open spaces.

6.3.3 Landscaping

155. The UDG requires a combination of native and exotic species suited to the urban character of the area, including a minimum of 50% native species within the Plaza and 70% native species within the communal open spaces. The UDG also requires a minimum tree canopy cover of 40% for new public domain areas.

156. The SDRP noted that soil depths and solar access conditions, particularly in regard to the podium communal open spaces, need to be sufficient to support growth for the tree species selected.

157. The Applicant states the proposal will achieve 50% tree canopy cover within the Plaza and 45% tree canopy cover within the communal open spaces. The Applicant notes the proposal was also accompanied by a Soil Specification Design Report, prepared by SESL Australia, which confirmed the soil depths proposed within the various landscaped areas are suitable to support the growth of the tree species shown in the detailed landscape plans.

158. In addition, the Applicant notes the landscaping will achieve a minimum of 75% indigenous / water sensitive planting species, consistent with the requirements of UDG.

159. The Department notes the proposal will achieve 50% canopy cover for the Plaza and 45% tree canopy cover for the communal open spaces, consistent with the requirements of the UDG.

160. The Department is satisfied the proposed soil depths and tree species complies with the requirements of the UDG.

6.4 Traffic and Transport

6.4.1 Traffic Impacts

161. The proposal is accompanied by a Traffic and Parking Assessment (TPA) which identified the proposal would generate 444 vehicles per hour during the AM peak and 821 vehicles per hour during the PM peak. The distribution of volumes onto the surrounding road networks is shown in **Figure 32**.

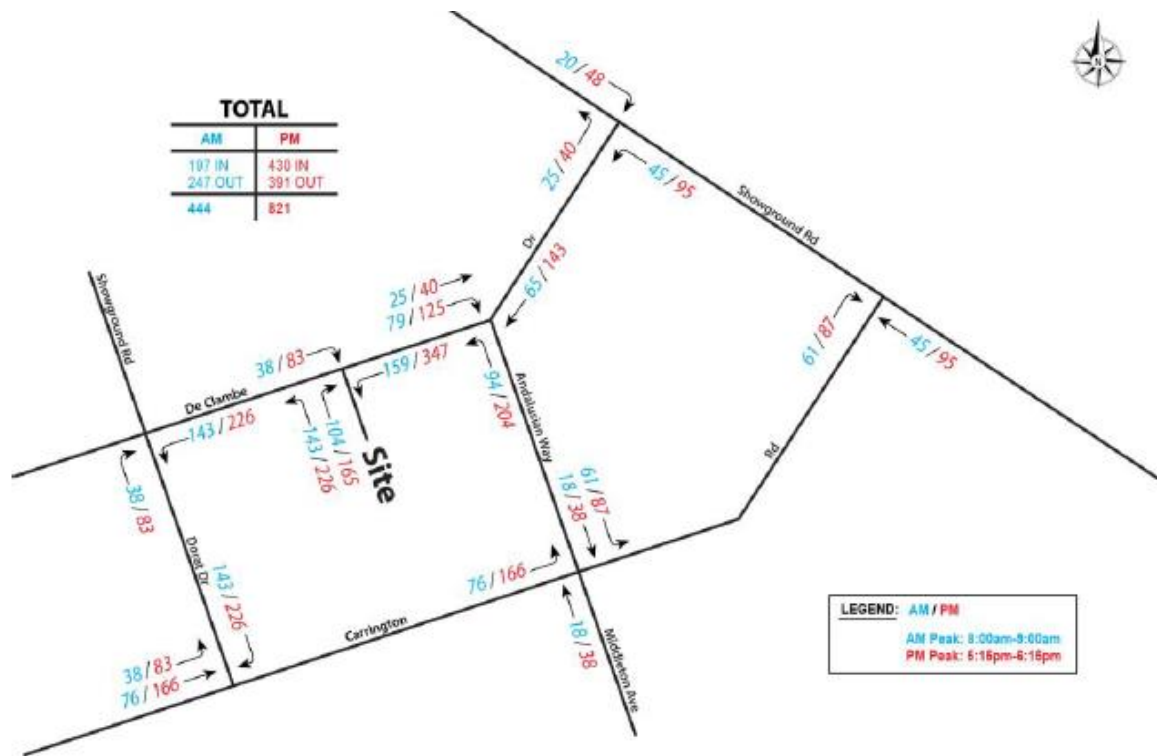


Figure 32 | Projected traffic volumes during peak hour (source: VARGA Traffic Planning, 2022)

162. Council raised no objections to the traffic impacts and noted that the predicted traffic generation is consistent with the Applicant's Traffic and Transport Assessment (TTA) submitted with the Concept Approval (SSD-9653). However, Council raised concern about potential traffic queuing at De Clambe Drive due to a right hand turn into the development and the safety of swept turning paths for 12.5m HRV into the loading dock. Council recommends a median island be provided to restrict right turn movements should a queue occur on De Clambe drive or in the proposed car park.
163. One public submission objected to the proposal, raising concerns over the accuracy of the traffic impacts given the assessment was conducted during the impacts of COVID-19.
164. TfNSW raised no objection to the proposal and accepted the findings of the TPA. TfNSW recommended conditions to address the following:
- a Green Travel Plan (GTP) prepared prior to occupancy
 - an Operational Traffic Management Plan (OTMP) prepared prior to occupancy.
 - a Construction Traffic and Pedestrian Management Plan (CTMP) prepared prior to the issue of the construction certificate

- minimise any impact proposed landscaping will have on visibility to traffic signals and existing/proposed pedestrian crossing.
165. In response to Council's concerns, the Applicant's traffic consultant noted that the SIDRA analysis provided in the TPA demonstrates that traffic queues turning right in from De Clambe Drive during the AM and PM peak arrival periods are in the order of 1.7 m and 5.0 m, respectively (less at other times). Therefore, the traffic consultant concluded that the Council's recommendation for a median island is unnecessary, as the traffic turning right in from De Clambe Drive into the precinct will not result in any unacceptable queuing on the road network. The traffic consultant also provided a swept path diagram in accordance with the requirements of AS2890.2:2018, to demonstrate that a 12.5 m HRV can enter and exit the site in a forward direction and turn into the loading dock safely.
166. The Department acknowledges the TPA concluded that the proposal would not result in any adverse traffic implications on the surrounding road network. Further, Council advised that the Applicant's response has adequately addressed its concerns.
167. The Department also notes that major intersection upgrades to Showground Road and Carrington Road is currently being constructed and is expected to be completed by mid-2022 (see **Figure 33**). The upgrade will ease congestion along Showground Road and associated intersections and improve safety for all road users, including a number of bus services along Showground Road and to and from the site.



Figure 33 | Showground Road intersection improvements (Source: TfNSW)

168. The Department is therefore satisfied the proposal would not result in unacceptable traffic impacts. The Department also supports TfNSW's recommended conditions and has included the conditions accordingly.

6.4.2 Parking

169. The Concept Approval established minimum and maximum parking rates for the Hills Showground Station Precinct. This included an approved modification (SSD-9653-MOD-1) which increased the car parking rates for retail from maximum 1 space per 60 m² GFA to a maximum of 341 car space or 1 space per 32 m² (whichever is lower). The increase was primarily made to accommodate the proposed supermarket use as part of the current proposal.

170. The proposal will provide a total of 421 residential car spaces, 337 commercial / retail car spaces and 7 carshare spaces across six basement levels.

171. A comparison of the proposed car parking with the Concept Approval car parking rates is shown below in **Table 7 below**.

Table 7 | Summary of parking rates

		Min. Rates	Max. Rates	Control	Proposed	Complies
Residential car parking rates (408 dwellings)	1 Bed	0.4 per dwelling	average of 1 space per dwelling	min. 276 spaces max. 408 spaces	408	YES
	2 Bed	0.7 per dwelling				
	3 Bed	1.0 per dwelling				
Affordable dwellings car parking rates (22 dwellings)	1 Bed	0.4 per dwelling		13 spaces	13	YES
	2 Bed	0.5 per dwelling				
	3 Bed	1.0 per dwelling				
Commercial car parking rates	1 space per 145 m ²		max. 341 spaces or 1 per 32 m ² , whichever is lower	min. 75 spaces max. 341 spaces	337	YES
Retail car parking rates	1 space per 130 m ²					
Carshare rates	1 space per 150 car spaces for residents 1 space per 80 car spaces for commercial			7 spaces	7	YES

172. The proposal is also supported by a car parking management plan which specifies:

- 24 hours operations
- two-hour free parking for retail and commercial visitors
- seven car share spaces
- ticket less boom gates supported by monitors and intercoms
- allocated staff parking at reduced rates
- separate access gate to residential parking area.

173. One public submission objected to the proposal, raising concerns that the proposal deviates from the strategic objective of the site for a TOD, which encourages sustainable transport and reduction in private car use.

174. Council raised concerns the proposal does not provide sufficient car parking for the proposed supermarket, noting that sufficient parking is to be provided for future retail patrons that live within the locality. Council noted the Hills DCP requires 1 space per 25 m² GFA for retail, which requires total of 438 car parking spaces. Therefore, the 341 non-residential car parking spaces results in a shortfall of 97 car parking spaces.

175. TfNSW raised no objection to the proposed car parking provision as part of the modification application (SSD-9653-Mod 1). TfNSW previously advised the modification (SSD-9653-Mod 1) is consistent with the advice TfNSW provided to the Applicant, noting the car spaces must be limited to supporting retail and not office use.

176. The Applicant acknowledged Council's concerns regarding the shortfall of 97 car parking spaces from Council's DCP. However, the Applicant contends that the proposed 341 retail parking

spaces is consistent with the modification application (SSD-9653-Mod 1) approved by the Department. The Applicant also notes that the proposed parking rate adequately addresses parking requirements for a full-line supermarket without causing over spill into surrounding streets. In addition, the Applicant maintains that the precinct is atypical of The Hills as the proposal is within a TOD precinct, therefore parking rates should not be compared with developments that are not accompanied by high frequency public transport.

177. The Department acknowledges the different views in submissions regarding the proposed car parking provision. However, the Department, accepts the proposed car parking rates are consistent with the Concept Approval and are appropriate because:

- sufficient car parking must be provided to mitigate potential impact on street parking around the site. While the site is well serviced by public transport, the proposed non-residential car parking spaces would support existing residents in the surrounding low-density areas, which already rely on private vehicles usage, to access goods and services.
- the proposed car space provisions would continue to support the proposal as a transit-oriented development, noting:
 - the proposed maximum non-residential car parking rate at a maximum of 341 spaces or 1 space per 32 m² (whichever is lower) remains lower than other major town centres with rail access such as Parramatta, Chatswood, Hornsby, and Macquarie Park, which have parking rates of 3.3 to 4 spaces per 100 m² and is less than half the recommended rate in the RMS Guide to Traffic Generating Developments, which allows for 8.1 spaces per 100 m²
 - the proposed residential car parking rate at an average of 1 per dwelling is also similar to Council's car parking rates at 1 residential space per dwelling.
- the proposed car park would cater for future changes in land uses, including uses with higher car parking demands such as food and beverage use and childcare centre by not dedicating car spaces to specific tenancies
- the submitted car parking management plan would improve the efficiency of the car spaces by allowing visitors to access all commercial and retail car spaces as a larger pool of car spaces and encourage a higher turnover and deter unauthorised residential and commuter parking with a proposed time limit.

178. The Department therefore concludes the proposed car parking provision is consistent with the Concept Approval and it would provide an appropriate balance between meeting the car parking demand for the proposed land uses, while at the same time encouraging the use of public transport.

6.4.3 Loading and Services

179. The proposal includes a loading dock service area accessed from the southern end of Andalusian Way on ground level of the precinct. The proposed loading dock will accommodate three 12.5 m long heavy rigid vehicles trucks (HRV). The provision of a turntable will enable vehicles to enter and exit the site in a forward direction.

180. Council raised concerns regarding the following loading and servicing issues:

- the location of waste rooms and the truck service bay was unsuitable as bins cannot be transported downstairs to reach the waste vehicle for servicing

- the proposal requires a dedicated waste loading bay
 - the proposal does not support the use of a turntable due to potential malfunctions that may have significant impact on waste collection
 - additional operational space is required to allow supermarket to use a front lift waste vehicle to service the facility.
181. Council recommended the waste rooms and bulky goods storage be relocated to the same level as the loading bays, and for the residential waste rooms and bulky goods storage to open directly onto the loading bay. Council also recommended a three-point turn arrangement to enable waste collection services to enter and leave in a forward direction.
182. SINSW is generally supportive of the proposal, however, it recommends mitigation measures to reduce the conflict between trucks entering / exiting the loading dock and pedestrians utilising the Andalusian Way footpath.
183. TfNSW advised that consideration must be given to the proposed vehicular access to the loading dock to ensure it will not impact upon the pedestrian crossing with the Precinct East development proposal. TfNSW raised no objection to the proposed loading arrangement and recommended conditions with respect to a Green Travel Plan, an Operational Traffic Management Plan and the Traffic and Pedestrian Management Plan.
184. In response to Council's concern, the Applicant relocated the residential waste and bulky goods holding room to open directly into the loading dock. The Applicant also submits that:
- residents will not be permitted to access the loading dock, and waste transfer rooms and daily waste operations will be managed by the strata/loading dock manager
 - the non-residential waste will be privately operated, and the provision of a dock lever installed to facilitate level change
 - the turntable is required to maximise use of the limited space and to ensure vehicles enter and exit the loading dock in a forward direction. In the event of the turntable malfunction, it would switch to manual function that can be operated by the strata manager while undergoing repairs.
185. The Applicant also acknowledges the concerns raised by SINSW and confirms that mirrors and flashlights have been incorporated at the loading dock exit to ensure mitigation measures are incorporated to reduce any conflict between trucks and pedestrians.
186. The Department considers the amended proposal provides appropriate design and management measures for loading and servicing noting:
- concerns raised by Council and SINSW have been satisfactorily addressed
 - the turntable and on-site loading dock manager will manage the daily operation of the loading dock
 - appropriate conditions are recommended to mitigate conflicts between pedestrians and truck and between residential and commercial waste arrangements.

6.5 Other Issues

187. The Department's consideration of other issues is provided below:

Table 8 | Other issues

Issue	Findings	Recommendations
<p>Consistency with Concept Approval</p>	<p>The Concept Approval (SSD-9653) sets the parameters for future development on the site and conditions to be met by future applications.</p> <p>Consideration has been given to the requirements of the Concept Approval under each of the corresponding relevant headings throughout this report.</p> <p>The Department has also undertaken a detailed assessment of the proposal against the Concept Approval in Appendix C.</p> <p>The Department is satisfied the proposal is consistent with the Concept Approval and accompanying UDG.</p>	<p>No additional conditions required</p>
<p>Supermarket</p>	<p>The proposal includes the fitout and operation of a supermarket within the retail podium.</p> <p>One public submission objected to a full-line supermarket, stating it will likely have a negative impact on the established Castle Towers Shopping Centre and it would dominate the retail footprint, not allowing a true mixed use of the site.</p> <p>The Applicant noted that Castle Towers is a super-regional centre with 100,000 m² of gross leasable retail floor space. Also, the additional population within the Hills Showground Station Precinct will benefit Castle Towers, given future residents will utilise Castle Hill for 'higher order' shopping and entertainment services.</p> <p>The Department acknowledges the provision of a supermarket and other retail/ commercial floor space was based on the findings of a Retail and Economic Assessment prepared by Hill PDA for the Concept Approval. The report identified there would be sufficient demand for a supermarket within the precinct within the short term (by 2026).</p> <p>The Department also notes the proposed supermarket is permissible with consent and is consistent with the strategic objectives of the site which seeks to establish a new local centre, adjacent to a Metro station that would accommodate a significant amount of new housing. The design of the proposed supermarket also takes advantage of the topography of the site and is well-integrated into lower ground floor of the building to avoid adverse impacts to street activation.</p> <p>The Department therefore concludes the proposed supermarket is appropriate as it would not result in any significant economic impacts, is permissible with consent and will complement the range of uses offered across the site.</p>	<p>Conditions F18 requires operation of the proposed supermarket to be in accordance with the submitted Plan of Management.</p>
<p>Site Contamination</p>	<p>The application was accompanied by a Detailed Site Investigation which concluded that the site is suitable for the proposed mixed commercial and residential development,</p>	<p>Condition C22 ensures measures are in place should</p>

	<p>provided any fill or natural soil material required to be removed from the site as surplus materials is to be classified for off-site disposal and any material imported to the site should be validated as suitable for the intended use in accordance with EPA guidelines.</p> <p>The Department is satisfied that the site is suitable for the proposed use, subject to the recommendations in the Detailed Site Investigation being adopted (see Appendix E).</p>	<p>any unanticipated contamination be found during works.</p>
Flooding	<p>The submitted Flood Report noted that flooding at the site results from overland flow from the upstream catchment in the immediate vicinity of the proposed development. Since the upstream catchment is small, the overland flooding is not significant. The report also noted that in a PMF event, the flooding is generally contained within the road reserve.</p> <p>Council acknowledged the submitted flood modelling shows flood waters are confined to the road reserve in all the design flood events up to the PMF and as such, it noted flooding impact on the surrounding properties, assets and infrastructure would be negligible. Council also recommended a Flood Evacuation Plan be prepared, prior to occupation of the development.</p> <p>Based on the findings of the flood report and Council's comments the Department is satisfied the potential flooding impacts would be negligible. The Department also supports Council's suggested condition requiring a Flood Evacuation Plan be prepared prior to occupation of the development in accordance with the submitted Flood Impact Assessment. An appropriate condition is recommended accordingly.</p>	<p>Condition E45 sets out requirements for securing the recommendations contained in the Flood Report.</p>
Stormwater Management	<p>Council noted a stormwater quality treatment or water sensitive urban design (WSUD) strategy needs to be incorporated in the stormwater management plan for the proposed development to treat flows leaving the subject site.</p> <p>Council also requested revised MUSIC modelling to address issues relating to the referenced catchment area.</p> <p>In response to Council's request, the Applicant's Stormwater Report noted a variety of treatment devices have been proposed to achieve the required pollutant reduction, which include a water quality chamber and Stormfilter Cartridges, rainwater tanks and re-use strategy and pit inserts and trash rack.</p> <p>In addition, the Applicant submitted a revised MUSIC model to address Council's comments.</p> <p>The Department accepts the proposal would provide suitable stormwater management, subject to the imposition of appropriate conditions.</p>	<p>Conditions B33 set out requirements for stormwater management.</p>
Waste Management	<p>The application was accompanied by an Operational Waste Management Plan, which address waste collection, waste management procedures, and waste room requirements for the proposal.</p>	<p>Condition B38 sets out requirements for appropriate waste</p>

	<p>Council raised concerns over the design and location of the waste storage rooms, noting the garbage holding rooms and the truck service bay appear to be on different levels. Council also noted that a separate bin cupboard should be located next to the garbage chute on each floor.</p> <p>The Applicant confirmed the amended proposal incorporates a bin cupboard on each level and the residential waste and bulky goods holding room has been relocated to open directly into, and flush with, the loading dock.</p> <p>The Department is satisfied that appropriate waste collection and management facilities will be provided.</p>	
Developer Contributions	<p>Section 7.11 of the EP&A Act enables consent authorities to levy developer contributions, as a condition of development consent, towards the cost of providing local public infrastructure and facilities required as a consequence of development.</p> <p>The proposal is subject to contributions under Council's Contributions Plan No. 19 – Showground Precinct. Council has provided a condition which requires the payment of contributions prior to the issue of an occupation certificate for the development.</p> <p>The Department recommends a condition of consent requiring contributions be paid in accordance with Council's contributions plan.</p>	Condition B12 sets out requirements for securing developer contributions.
Community facilities	<p>The Concept Approval requires a minimum of 500 m² of GFA to be used for the purposes of a community facility.</p> <p>The proposal seeks to provide two tenancies to be used as community facilities, with a total floor area of 550 m².</p> <p>The Applicant has entered into an agreement to lease the space to Hills Community Aid (HCA). HCA is a registered charity which seeks to deliver a range of social, financial, and educational programs that assist, strengthen, and connect all communities with the Hills District and Western Sydney.</p> <p>The Department is satisfied the proposed arrangements and use of the space meets the definition of community facilities within The Hills LEP and the requirements of the Concept Approval.</p>	Conditions E40 and F20 sets out requirements for ensuring the on-going use of the premise as a community facility.
Affordable housing	<p>The Concept Approval required 5% of all dwellings be provided as affordable housing, for a minimum period of 10 years.</p> <p>A public submission raised concerns the proposal does not provide sufficient affordable or social housing. Further, the submission noted the affordable housing should be provided in perpetuity.</p> <p>The Department notes that there was no statutory obligation for the Concept Approval to provide any affordable housing. The commitment to provide 5% affordable housing was in line with Landcom's Affordable Housing Strategy and the 10-year timeframe was consistent with the period</p>	Condition E41 sets out requirements for the nominated dwellings to be affordable housing for a minimum of 10 years.

	<p>established under the State Environmental Planning Policy (Affordable Rental Housing) 2009 at the time development consent was granted for the Concept Approval.</p> <p>The Department notes the proposal fully complies with the Concept Approval as it includes 22 dwellings (5%) which will be managed by an affordable housing provider for the next 10 years.</p>	
<p>Pedestrian connection to the school</p>	<p>SINSW acknowledged that both primary and secondary level enrolment demand associated with the proposal can be met through existing facilities in the surrounding locality.</p> <p>SINSW requested the proposal should consider pedestrian safety measures, such as a new pedestrian leg on the western side of the intersection of Gilbert Road / Caterson Drive to prevent students crossing the driveways and intersections on the east side of Gilbert Road and a school service or new bus route between the development and Samuel Gilbert Public School.</p> <p>The Applicant noted that there has been extensive planning for the Showground Station Precinct resulting in, among other things, the identification of future infrastructure requirements and the making of a development contributions plan to fund a range of local infrastructure items required to support the precinct including pedestrian and cycle infrastructure and intersection upgrades.</p> <p>The Department notes the site is directly connected to the existing pedestrian and cycle paths surrounding the Metro station, the Hills Showground, Cattai Creek and along Showground Road. There is an existing signalised pedestrian crossing that allows for pedestrians from the site (on the eastern) to safely cross to the western side of Showground Road near Gilbert Road. There is also an existing pedestrian crossing at the intersection Gilbert Road and Showground Road.</p> <p>While improving pedestrian safety is supported, the Department considers the issue regarding the Gilbert Road and Caterson Drive intersection and footpaths are broader concerns associated with the operation of Samuel Gilbert Public School and its connection to the surrounding road network rather than the Doran Drive precinct, noting the school is located approximately 1.5 kilometres north-east of the site.</p> <p>The Department has provided SINSW's submission to TfNSW, who is undertaking various road upgrades in the vicinity, separate to the proposed development. The Department is otherwise satisfied that the proposal is consistent with envisaged density permitted under the Concept Approval and would be appropriately connected to its surrounding pedestrian network.</p>	<p>No additional requirement.</p>
<p>Public Art / Connecting with Country</p>	<p>The proposal includes Connecting with Country, through public art within the Doran Drive Plaza and throughout the retail podium.</p> <p>The SDRP acknowledged the amended proposal provided a deeper understanding of Country as it relates to this site,</p>	<p>Condition E34 sets out requirements for implementing the public art strategy.</p>

and the intention to apply this knowledge to initiatives in addition to the artworks previously proposed.

The SDRP noted that the public art should incorporate the relationship of the site to Cattai Creek as part of the overall Connecting with Country design response.

The Applicant noted that the relationship of the site to Cattai Creek has driven the Connecting with Country, landscape design and public art response.

The Department notes the Applicant has been engaging and running workshops with indigenous artists, who have aided with Connecting with Country.

The Department is satisfied the proposal will deliver high quality public art as required by the Concept Approval, including Connecting with Country.

Construction impacts

The Applicant addressed construction impacts in its EIS and RtS, which were accompanied by a Construction Management Plan, Air Quality Report, Locking Dock Management Plan, and a Construction Noise and Vibration Report.

The Department notes the proposed construction staging and management strategies would mitigate and manage noise, vibration, dust, soil, water, works zones, waste management and other construction impacts.

The Department is satisfied the construction impacts can be appropriately managed subject to relevant conditions of consent.

Condition D22 sets out requirements for a Construction Management Plan and associated sub-plans.

Signage

The proposal was accompanied by a Signage Strategy, which included signage zones for business identification.

The Department notes the signage zones are loose fit to allow for greater design development and testing of future signage options.

The Department has assessed the proposed signage zones against the requirements of SEPP 64 at **Appendix E** and considers the provision of signage on the building is acceptable, subject to separate approval being required for the detail design and installation of any signage.

Condition F15 sets out requirements for future approvals for signage.

7 Evaluation

188. The Department has assessed the merits of the proposal taking into consideration the issues raised in submissions, as well as the Applicant's response to the submissions.
189. The Department considers the proposal is acceptable as:
- it is consistent with the strategic planning framework for the Hills Showground Precinct which seeks to deliver additional housing and employment surrounding the Metro station
 - it is consistent with the strategic objectives and applicable development standards contained in The Hills LEP
 - it is consistent with the controls and requirements established by the Concept Approval and the UDG
 - the density of development is appropriate for the site as it provides for a significant increase in residential accommodation, affordable housing, employment opportunities with excellent access to public transport
 - the proposal is considered to achieve design excellence in its architectural expression, use of high-quality materials, good residential amenity, and contribution to public domain
 - it delivers several public benefits including the provision of a new 1,400 m² public plaza, 500 m² of community facilities, a minimum of 5% affordable housing and improved connections to the adjacent Castle Hill Showground.
190. The Department's assessment therefore concludes the proposal is in the public interest and is approvable subject to the conditions (**Appendix F**).

8 Recommendation

The SSD application is referred to the Independent Planning Commission as Council has made a submission by way of objection in response to the exhibition of the application. The Department considers the proposal can be approved, subject to conditions of consent (**Appendix F**).

This assessment report is hereby presented to the Independent Planning Commission for determination.

Recommended by:



Anthony Witherdin
Director
Key Sites Assessments

Recommended by:



Anthea Sargeant
Executive Director
Key Sites and Regional Assessments

Appendices

Appendix A – List of documents

List of key documents relied on by the Department in its assessment:

1. Environmental Impact Statement
2. Submissions
3. Applicant’s Response to Submissions
4. Applicant’s Subsequent Response to Submissions

The above documents and relevant supporting information to this assessment report can be found on the Department’s website:

<https://www.planningportal.nsw.gov.au/major-projects/projects/doran-drive-plaza-precinct>

Appendix B – Summary of Department’s Consideration of Public Submissions

Issue	Department’s Consideration
<p>Affordable Housing</p> <ul style="list-style-type: none"> • inadequate public benefit due to the limited amount of affordable housing proposed. • any new affordable housing should remain affordable indefinitely. • social housing should also be delivered as part of this project 	<p>There is no requirement for affordable housing in the Hill Local Environmental Plan. As part of the Concept Approval, 5% of all dwellings would be provided as affordable housing, for a minimum period of 10 years.</p> <p>The Department notes the proposal fully complies with the Concept Approval as it includes 22 dwellings (5%), which will be managed by an affordable housing provider for the next 10 years.</p>
<p>Car Parking / Transit-Oriented Development</p> <ul style="list-style-type: none"> • the proposed full line supermarket and increase in retail car parking is inconsistent with the principles of transit-oriented development (TOD) and will result in increased traffic congestion and discourage use of the metro. • the proposal deviates from the intended transit-oriented development. • where car parking is to be provided above a maximum, the traffic impact assessment should quantify the additional traffic demand and thus impact of the higher car parking provision. • increase in car parking is not supported as this contradicts the UDG and the principles of design excellence, which both encourage sustainable transport and a reduction in car use. 	<p>The proposed car parking rates are consistent with the Concept Approval.</p> <p>The Department acknowledges that sufficient car parking must be provided to mitigate potential impact on street parking around the site. The Department supported an increase of non-residential car parking with the modification application (SSD-9653-Mod 1) and the development is consistent with the Concept Approval as modified.</p> <p>The Department also notes the proposed commercial car parking rate for the development is lower than comparable town centres and the proposed residential car parking rates are also substantially lower than those prescribed by the Hills Local Environmental Plan (as adopted by surrounding developments).</p> <p>The Department is therefore satisfied the transit orientated development objectives to reduce private car use and encourage public transport is met by the development.</p>

Consistency with Concept Approval

- the proposal is inconsistent with the Concept Approval.
- the proposed full-line supermarket will detract from the overall vision of the Doran Drive Plaza Precinct as a mixed-use vibrant centre as the future full line supermarket will dominate as they key use for the site.

The Concept Approval (SSD 9653) sets the parameters for future development on the site and conditions to be met by future applications.

The Department has undertaken a detailed assessment of the proposal against the Concept Approval and is satisfied the proposal is consistent with the Concept Approval. The Department notes the development will provide 430 residential apartments and a retail podium with a mix of tenancies to complement the proposed supermarket to service the new local centre, the Hills Showground Metro Station, the Hills Showground, and wider Showground Station Precinct, consistent with the strategic vision for the site.

Modification Application

- a proposed section 4.55 (1A) modification accompanying the application seeks to increase the retail car parking spaces permitted by 87%, which is not considered to be of minimal environmental impact.

The Department notes the modification application that sought an increase of retail car parking spaces, SSD-9653-Mod 1 was assessed and determined in accordance with the relevant requirements of the Act.

Economic Impact

- the proposed full-line supermarket will likely have a negative impact of detracting existing and future customers from the established Castle Towers Shopping Centre.

The Department considers the provision of a supermarket and other retail/ commercial floor space was based on the findings of a Retail and Economic Assessment prepared by Hill PDA for the Concept Approval. The report identified there would be sufficient demand for a supermarket within the precinct within a short term (by 2026).

The Department accepts the proposed supermarket is permissible with consent and is consistent with the strategic objectives of the site which seeks to establish a new local centre, adjacent to a Metro station that would accommodate a significant amount of new housing.

The Department therefore concludes the proposed supermarket is appropriate as it would not result in any significant economic impacts, is permissible with consent and will complement a range of mixed uses across the site.as it is permissible.

Appendix C – Consistency with Concept Approval

Concept Approval

Department’s Consideration

Dwelling Cap

A15. The maximum number of dwelling under this consent is limited to 1,620 dwellings. This includes future development applications involving subdivision which enables the construction of dwellings.

The Concept Approval permits a maximum of 1,620 dwellings, comprising 440, 873 and 307 dwellings for the Doran Drive Plaza Precinct, East Precinct, and the West Precinct, respectively.

The application proposes 430 dwellings, which is consistent with the maximum number of dwellings approved for the Doran Drive Precinct under the Concept Approval.

Provision of Affordable Housing

- A16. A minimum of 5% of approved dwellings must be retained for affordable housing for a minimum period of 10 years. Where 5% of approved dwellings represents a part dwelling, the provision must be rounded up to provide a whole dwelling. The affordable housing must be managed by a Registered Community Housing Provider. Affordable Housing is defined under State Environmental Planning Policy (Affordable Rental Housing) 2009.
- A17. Future development applications involving any residential accommodation under this consent must detail the planning and delivery of the affordable housing and demonstrate how the affordable housing as required under Condition A16 would be delivered and maintained.

Developer Contributions

- A18. Future development applications under this consent are subject to developer contributions in accordance with The Hills Contributions Plan No. 19 – Showground Station Precinct, or any repealing contributions plan.
- The Department has recommended a condition which sets out the requirements for developer contributions in accordance with The Hills Contribution Plan No. 19 – Showground Station Precinct.

Design Integrity Report

- C1. Each future detailed development application shall include a Design Integrity Report that demonstrates how design excellence and design integrity has been achieved in accordance with:
- (a) the design objectives of the Concept Approval
 - (b) the approved Urban Design Guidelines (as amended by Condition B1)
 - (c) the approved Design Excellence Strategy (as amended by Condition B2)
 - (d) any advice from the relevant DRP and Applicant's response to this advice
 - (e) the conditions of this consent.
- C2. The Design Integrity Report shall include how the process will be implemented through to completion of the approved development.

Built Form and Urban Design

- C3. Future development applications must demonstrate that buildings are contained within the building envelopes,
- The Department is satisfied the proposed development is contained within the building envelopes approved under the Concept Approval.

<p>consistent with the plans listed in Condition A2.</p>	
<p>C4. The maximum achievable gross floor area (GFA) for each precinct is:</p> <ul style="list-style-type: none"> (a) Precinct West: 29,146 m² (b) Doran Drive Precinct: 51,065 m² (c) Precinct East: 86,275 m² (d) the maximum amounts will only be achieved subject to: <ul style="list-style-type: none"> (i) buildings being wholly contained within the approved building envelopes (ii) compliance with the conditions of this Concept Approval (iii) demonstration of design excellence 	<p>The application proposes a total GFA of 51,065 m², which complies with the maximum GFA permitted for the Doran Drive Precinct under the Concept Approval.</p> <p>The Department is satisfied the proposed development has addressed compliance with the approved UDG and DES, in accordance with the Concept Approval.</p>
<p>C5. Future detailed development applications shall address compliance with:</p> <ul style="list-style-type: none"> (a) the Urban Design Guidelines as endorsed by the Planning Secretary pursuant to Condition B1 (b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition B2 	

Car Parking and Bicycle Parking Rates

<p>C6. The rates of car parking and bicycle parking spaces for future development applications are to be in accordance with the maximum rates and caps established under the Urban Design Guidelines endorsed pursuant to Condition B1.</p>	<p>The application proposes 765 car parking spaces and 208 bicycle spaces, consistent with the parking rates established under the UDG.</p>
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Travel Demand Management

<p>C7. Future development applications shall be accompanied by a Green Travel Plan consistent with the framework and initiatives in Section 4.3 of the Traffic and Transport Impact Statement dated 16 September 2020 prepared by SCT Consulting.</p>	<p>The application is accompanied by a Green Travel Plan. TfNSW recommended that considerations be given to the following:</p> <ul style="list-style-type: none"> • objectives and mode share targets with detailed action plan and checklist to achieve proposed initiatives • measures to promote and support the implementation of the plan • strategies to promote active transport <p>The Department is satisfied the Green Travel Plan provided is generally consistent with the framework and initiatives in section 4.3 of the Traffic and Transport Impact Statement, dated 16 September 2020, prepared by SCT Consulting. The Department supports TfNSW’s recommended conditions with respect to Green Travel Plan and recommends conditions accordingly.</p>
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Provision of Community Facilities

- C8. The first future Development Application for Doran Drive Precinct for any above ground building works must:
- a) include the provision of a community facility with a gross floor area of a minimum 500 m² on the site, including an appropriate mechanism to dedicate ownership or control to a public authority or non-profit community organisation; or
 - b) enter into a planning agreement with Council for an equivalent monetary contribution towards the delivery of community facilities as agreed by Council. The Planning Agreement must be entered into prior to the determination of the first future application for Doran Drive Precinct for any above ground building works.
 - c) Community facilities in this condition are as defined in The Hills LEP.
- The application proposes two spaces to be used as community facilities, totally in 500 m². The Department consideration of community facilities is discussed in **Section 6.5**.
- The Department is satisfied the proposed arrangements and use of the space meets the definition of community facilities within The Hills LEP and the requirements of the Concept Approval.
- C9. Any Planning Agreement prepared must be in accordance with Division 7.1 of Part 7 of the EP&A Act.

Environmental Performance / ESD

- C10. Future detailed development applications must demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the design, construction, and ongoing operation of the proposal.
- The application is accompanied by an Environmental Performance and ESD report prepared by Arup, demonstrating ESD initiatives and sustainability measures, which include a 5-star NABERS energy and water rating for the non-residential component and a 5-star Green Star Design and As-Built rating for both the residential and non-residential components.
- C11. The ESD credentials of future detailed development applications shall be in accordance with, or improve upon, the targets established within the Ecologically Sustainable Development Report, dated October 2019, and prepared by WSP and subsequent memo dated 19 May 2020.
- The Department is satisfied the ESD credentials are consistent with the targets established within the Ecologically Sustainable Development Report, dated October 2019, and prepared by WSP and subsequent memo, dated 19 May 2020.

Wind Impact Assessment

- C12. Future development applications involving buildings of eight or more storeys are to be subject to Wind Impact Assessment, including computer modelling within a wind tunnel study of detailed building form. Wind criteria for the use of different spaces around the development are to be adopted. Recommendations of the Wind Impact Assessment must be incorporated in the drawings lodged.
- The application is accompanied by Pedestrian Wind Environment Study prepared by Windtech Consultants and a further study prepared by RWDI following SDRP recommendations. The reports concluded that the wind conditions for most locations around the developments will be suitable for their intended use.

Crime Prevention Through Environmental Design

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| C13. Future detailed development applications shall be accompanied by a Security and Crime Risk Assessment prepared having regard to Crime Prevention Through Environmental Design (CPTED) principles. | The application is accompanied by a CPTED assessment prepared by Barker Ryan Stewart, consistent with the requirements of Condition B21 . |
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Construction Impact Assessment

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| C14. Future detailed development applications shall provide analysis and assessment of the impacts of construction and include:
(a) Construction Pedestrian and Traffic Management Plan as per Condition C17
(b) Noise and Vibration Management Plan
(c) Air Quality Management Plan
(d) Construction Waste Management Plan
(e) Community Consultation and Engagement Plans The plans referred to above may be prepared as part of a Construction Environmental Management Plan prepared and implemented under the conditions of any consent granted for future development applications. | The application includes a Construction Management Plan prepared by Barker Ryan Stewart which considers the construction impacts associated with the proposal including traffic, noise, vibration, air quality and community consultation provisions. The Department is satisfied the construction impacts can be appropriately managed and mitigated subject to recommended conditions of consents. |
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Traffic, Access, and Car Parking

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| C15. Future development applications shall be accompanied by detailed Traffic and Transport Impact Assessment. | The Application is supported by a Traffic and Parking Assessment as discussed in Section 6.4 , a CPTMP and Road Safety Audit as per requirements of Conditions C17 and C18. |
| C16. Future development applications shall detail the timing and commitments of road network upgrades to mitigate any impacts of the development. This must include evidence of consultation and agreement with the relevant road authority on the responsibility, scope, and timing of any works. | |
| C17. Future development applications shall incorporate a Construction Pedestrian and Traffic Management Plan (CPTMP) prepared in consultation with the Hills Shire Council and to the satisfaction of the relevant road authorities. The CPTMP shall include, but not be limited to: (a) construction car parking strategy (b) haulage movement numbers / routes including contingency routing (c) detailed traffic management strategy for construction vehicles including staff movements (d) maintaining property accesses (e) maintaining bus | |

operations including routes and bus stops (f) maintaining pedestrian and cyclists links and routes (g) independent road safety audits on construction-related traffic measures (h) measures to account for any cumulative activities and work zones operating simultaneously.

- C18. Independent road safety audits are to be undertaken for all stages of detailed design involving road operations and traffic issues. Any issues identified by the audits shall be closed out in consultation with Transport for NSW and Hills Shire Council to the satisfaction of the relevant road authority.

Noise and Vibration

- C19. Future development applications shall include Noise and Vibration Impact Assessment that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation. Details are to be included outlining any mitigation measures necessary to ensure the amenity of future sensitive land uses is protected during the operation of the development, including residential premises near future retail premises such as food and beverage tenancies.

The application is accompanied by a Construction Noise and Vibration Management Plan prepared by Koikas Acoustics Pty Ltd addressing the requirements of **Condition C24**.

Sydney Metro Corridor Protection

- C20. Future detailed development applications shall include the preparation and submission of documentation compliant with Sydney Metro Underground Corridor Protection Technical Guidelines.

The application is accompanied by a Structural Assessment Report prepared by ABC Consultants, which demonstrates impacts of the proposed structure on proposed Sydney Metro infrastructure and compliance with Sydney Metro Underground Corridor Protection Technical Guidelines.

Utilities

- C21. Future development applications shall address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan in consultation with relevant agencies and service providers.

The application is accompanied by an Electrical, mechanical & ASP3 services and Infrastructure Report prepared by JHA services addressing the requirements of **Condition C8 and C9**.

Flooding and Stormwater

- C22. Future detailed development applications shall be accompanied by a Flood and Stormwater Impact Assessment. The assessments must have regard to the conclusions and recommendations of the Hills

The application includes Flood Impact Assessment prepared by ACE Civil Stormwater Pty Ltd and a Stormwater Management Plan prepared by AECOM which is consistent with the requirements of **Condition E45**.

Showground Station Precinct Integrated Water Cycle Management Strategy, dated 9 June 2020 prepared by WSP.

Reflectivity Assessment

<p>C23. Future detailed development applications for aboveground works shall include a Reflectivity Assessment demonstrating that external treatments, materials and finishes of the development do not cause adverse or excessive glare.</p>	<p>The application is supported by a Solar Light Reflectivity Study prepared by Windtech which concludes that the development will not cause adverse glare to motorists or pedestrians in the surrounding area or to neighbouring occupants.</p>
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Contamination and Remediation

<p>C24. Future detailed development applications shall be accompanied by a Soil and Contamination Report. The report(s) must have regard to the conclusions and recommendations contained in Soil and Contamination Report, dated 29 October 2019 prepared by JBS&G.</p>	<p>The Application was accompanied by a letter prepared by EI Australia demonstrating potential contamination and concluded that concentration levels were not considered to cause human health and environmental concerns as discussed in Section 6.5.</p> <p>The Department is satisfied the letter addresses the requirements of Condition C22</p>
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Appendix D – Consistency with Urban Design Guidelines

The Urban Design Guidelines (UDG) apply specifically to the future development within the Hills Showground Station Precinct. The UDG was established to ensure the delivery of high-quality built form and landscape outcomes via the area’s transformation over time and provide a framework for meeting the intended vision and objectives for the Precinct. The Department has carefully considered the proposal against the relevant objectives and controls within the UDG below.

Controls	Department’s Consideration
<h3>4.2.1 Doran Drive Plaza</h3>	
<p>4.2.1.1 - Multiple comfortable seating options and gathering spaces are to be provided to cater to different individual needs and group settings.</p>	<p>The proposal demonstrates adequate seating options to accommodate diverse requirements for all users.</p>
<p>4.2.1.2 - The Plaza is to include an engaging focal point in the form of a water feature, public art, sculptural pavilion, or other urban element. Refer to SMNWP Guidelines to guide the decision and design of public art and interpretation features.</p>	<p>The proposal includes central water feature and public artwork into the plaza that references the natural context and local history of the area, including Connection to Country as discussed in Sections 6.3.1 and 6.5.</p>
<p>4.2.1.3 - A minimum 6m wide pathway is to be provided adjacent Doran Drive.</p>	<p>The proposal complies with the pathway width requirements.</p>
<p>4.2.1.4 - A minimum 3m wide footpath is to be provided along the building frontage for uninterrupted pedestrian movement. A zone of up to 3m may be licensed for outdoor dining purposes, however this must not interrupt the pedestrian movement zone.</p>	
<p>4.2.1.5 - Adequate soil depths and volumes for trees and adequate soil depths for other types of planting such as shrubs, ground covers and turf</p>	<p>Soil Specification Design report prepared by SESL Australia accompanied the application</p>

are to be provided in accordance with Section 4P of the Apartment Design Guide.	which confirms adequate soil depths would be provided as discussed in Section 6.3.3 .
4.2.1.6 - The Plaza must be universally accessible and compliant with the Disability Discrimination Act.	The proposed plaza is at ground level fronting Doran Drive with an entry threshold with 1:30 gradient ramp to retail edges and meets minimum footpath widths as per requirements 4.2.1.3 and 4.2.14 to ensure accessibility.
4.2.1.7 - Variation in paving texture and format is acceptable if it supports the character and layout of the Plaza.	The proposed paving patterns respond to the geology and topography of Cattai Creek.
4.2.1.8 - High quality seating and furniture elements are to be integrated into the landscape design.	The proposed amphitheatre provides integrated seating walls and sandstone logs, and benches alongside native tree species incorporated through the plaza.
4.2.1.9 - Public art and interpretation is to be incorporated into the design of Doran Drive Plaza in line with the SMNWP Guidelines and Hills Showground Station Precinct Heritage Interpretation Strategy (GML, 2019).	Aboriginal Artists Danny Eastwood and Jamie Eastwood have been engaged to integrate Connection with Country into the detailed design of the development. Consultation with the Indigenous community identified four overarching themes that will be incorporated into the proposal: <ul style="list-style-type: none"> • Acknowledgment of Country • Waterways • Bedjigal (Darug) Language • Native Birds (Binyang) Bird Dreaming
4.2.1.10 - A combination of native and exotic species suited to the urban character of the Plaza are to be provided. This includes a minimum of 50% native species, and a grove of deciduous trees reflecting the area's history with orchards.	Landscaping will achieve a minimum of 75% indigenous planting species and 50% tree canopy for the Plaza as discussed in Section 6.3.3 . The proposal includes a planting palette drawn from existing local vegetation.
4.2.2 Communal Open Space	
4.2.2.1 - Communal open space is to form part of the Mandala Parade interface and overlook the public domain.	Level 2 and 3 podium includes communal open space overlooking Mandala parade.
4.2.2.2 - External access to the public domain from the communal podium spaces is to be provided where possible, subject to adherence to CPTED principles.	Fire stairs providing egress from level 2 to De Clambe Drive with the provision of security gate at ground level.
4.2.2.3 - Communal open space is to be provided in the form of private areas at podium level in accordance with SEPP 65 Apartment Design Guide.	Private communal open space is provided on level 2 and 3 consistent with the ADG requirements.
4.2.2.4 - External (outside) communal open space areas are to be located and designed to: <ul style="list-style-type: none"> • Be seen from the street between buildings (where possible) • Provide for active and passive recreation needs of all residents • Provide landscaping • Present as a private area for use by residents only • Include passive surveillance from adjacent internal living areas and/ or pathways 	Communal open space is consistent with the requirements as discussed in Section 6.2.3

<ul style="list-style-type: none"> • Have a northerly aspect (where possible) • Be in addition to any public thoroughfares. 	
<p>4.2.2.5 - Communal open space is to provide a range of uses including seating, picnic facilities, play spaces, productive gardens, and lawn areas amongst generous plantings.</p>	
<p>4.2.2.6 - Communal open space is to incorporate a minimum of 70% native planting for local character, however this may be supplemented with exotics for colour and variation, and edible species as part of vegetable or herb gardens.</p>	<p>The Department is satisfied the proposal complies with the landscaping requirements as discussed in Section 6.3.3.</p>
<p>4.2.2.7 - The design of exterior communal open space areas are to achieve amenity by addressing visual and acoustic privacy, safety, security, and wind effects.</p>	<p>The Department is satisfied the communal open space design achieves acceptable amenity as discussed in Section 6.2.</p>
<p>4.2.2.8 - The location and design of communal open space is to achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm at the winter solstice (21 June).</p>	<p>The Department is satisfied the communal open space achieves the minimum solar access requirements as discussed in Section 6.2.3.</p>
<p>4.2.3 Building Siting, Massing and Scale</p>	
<p>4.2.3.1 - Development shall be designed to incorporate clearly defined ground floor street zone, podium and upper level elements.</p>	<p>The Department supports the design of the precinct as discussed in Section 6.1.</p>
<p>4.2.3.2 - Ground floor heights are to be a minimum of 4m (floor to floor) for all non-residential uses.</p>	<p>The Department is satisfied the minimum ground floor heights are achieved.</p>
<p>4.2.3.3 - Streets are to be defined by a 4 storey street wall with a height of up to 19m (depending on the use) in accordance with Figure 141. The street wall is to respond to the topography of the site and may vary between buildings where appropriate.</p>	<p>The Department acknowledges the street wall heights are consistent with the requirements.</p>
<p>4.2.3.4 - Tower forms above the 8th storey shall not exceed 40m in length and 24m in width and shall have floor plates of no more than 800m² GFA per floor.</p>	<p>Tower forms and GFA above the 8th storey are consistent with the requirements as discussed in Section 6.1.1.</p>
<p>4.2.3.5 - Tower form is to be orientated to:</p> <ol style="list-style-type: none"> Reduce the perceived mass of the building Provide solar access to station plaza as per the controls in Section 2.16.1 Provide privacy for both communal and private open space areas. 	<p>The Department accepts the tower form orientation requirements as discussed in Section 6.1.4 and 6.2.</p>
<p>4.2.3.6 - Towers above the street wall shall be orientated to maximise solar access to public and private spaces and habitable rooms, district views to the east, north and west and to minimise wind down draft.</p>	<p>The Department is satisfied that the towers are orientated to achieve solar access as discussed in Sections 6.1.4 and 6.2</p>
<p>4.2.3.7 - Tower massing and scale is to consider possible future development on adjoining sites, including Precinct West, Precinct East and the Castle Hill Showground.</p>	<p>The Department acknowledges that future adjoining developments have been considered by the Applicant.</p>
<p>4.2.4 Street Wall Height</p>	

<p>4.2.4.1 - Provide a 4-storey street wall for Doran Drive Precinct to define the streets and public open spaces with an appropriately scaled built form.</p>	<p>The Department accepts the street wall height proposed for the Precinct as discussed in Section 6.1.2.</p>
<p>4.2.4.2 - The southern, northern and eastern street walls of the Doran Drive Precinct may be a minimum of 2-storeys high and a maximum of 4-storeys high to allow for variation in the podium in response to topographical conditions on the site and the location of communal open space areas on the podium and potential relationships to the public domain.</p>	<p>The Department is satisfied the variation in podium heights are addressed as discussed in Section 6.1.2.</p>
<p>4.2.4.3 - Where the podium does not exceed the 19m height limit, a mezzanine level of retail/commercial may be provided to assist in sleeving tenancies that have a large floor-to-floor height such as supermarkets. The mezzanine level should use similar finishes and materials as the ground floor and be connected via internal circulation to the ground floor tenancy addressing Doran Drive Plaza and De Clambe Drive.</p>	<p>The proposed podium does not exceed the 19 m height limit.</p> <p>The proposed podium includes retail and dining tenancies, a supermarket, entry lobbies and community spaces.</p> <p>The proposed supermarket takes advantage of the gradient of the site and is integrated into the building design as a partly below ground tenancy.</p> <p>The proposed includes a mezzanine retail level that connected to the ground floor retail via a large atrium and is also accessible at grade from De Clambe Drive.</p>
<p>4.2.5 Setbacks</p>	
<p>4.2.5.1 - In accordance with Figure 144, the minimum setback for a development to the boundary is:</p> <ul style="list-style-type: none"> (a) 0m ground floor primary setback for all interfaces, except where a 3m primary setback is required for outdoor dining zones (b) 3m secondary setback above the podium. 	<p>The Department acknowledges the setbacks are consistent with the requirements as discussed in Section 6.1.3.</p>
<p>4.2.6 Building Height</p>	
<p>4.2.6.1 - A maximum height of 68m (21 storeys) is permitted for the towers.</p>	<p>Building heights do not exceed 68 m as discussed in Section 6.1.1.</p>
<p>4.2.6.2 - A maximum height of 28m (6 storeys) for a small portion of the De Clambe Drive interface to provide adequate solar access to communal open space.</p>	<p>The Department is satisfied that the maximum height requirements have been achieved, refer to Section 6.1.1.</p>
<p>4.2.6.3 - A maximum height of 19m (4 storeys) is permitted for the podiums as per controls within Section 4.2.4. The inclusion of a mezzanine level within one of these storeys is permitted to assist in providing a finer grain sleeving of larger format retailing to the public domain as long as the total height of the podium does not exceed 19m.</p>	<p>The Department accepts the proposed podium heights as considered in Section 6.1.1 and 6.1.2.</p>
<p>4.2.7 Building Separation</p>	

<p>4.2.7.1 - As shown in Figure 146, a minimum building separation of 12m and 24m is required for towers on the northern interface and a minimum building separation of 20m is required for towers on the southern interface.</p>	<p>The Department is satisfied the building separation achieve the requirements, refer to Section 6.2.1.</p>
<p>4.2.7.2 - Separation between building envelopes within Precinct West and Doran Drive Precinct must be a minimum of:</p> <ul style="list-style-type: none"> (a) 41m at the southern end and 55m at the northern end for podiums (b) 46m at the southern end and 60m at the northern end for towers. 	<p>The Department acknowledges the separation between the proposed development, Precinct West and Precinct East is consistent within the requirements established in the UDG.</p>
<p>4.2.7.3 - Separation between building envelopes within Doran Drive Precinct and Precinct East must be a minimum of:</p> <ul style="list-style-type: none"> (a) 30m for the podiums (b) 36m at the northern end and 53m at the southern end for towers. 	
<p>4.2.8 Building Envelopes</p>	
<p>4.2.8.1 - Development is to conform to the building envelopes outlined in Figure 147.</p>	<p>The Department accepts the proposed building envelopes comply with the Concept Approval, refer to Section 6.1.1.</p>
<p>4.2.9 Building Articulation and Facades</p>	
<p>4.2.9.1 - Development shall be designed to incorporate ground floor street zone, podium and upper level elements that are clearly defined by horizontal articulation.</p>	<p>The Department is satisfied horizontal articulation elements have been incorporated into the proposal to break up massing of the development.</p>
<p>4.2.9.2 - Corner buildings are to address both street and corner elements, to emphasize significant key intersections and enhance public domain legibility. Street corners shall be addressed by giving visual prominence to those parts of the building façade, such as a change in building articulation, material or colour, roof expression or height.</p>	<p>The Department is satisfied the corner buildings are adequately addressed through building articulation and materials.</p>
<p>4.2.9.3 - Facade treatments are to create visual variety and interest while contributing to the continuity of the streetscape.</p>	<p>The proposal includes diverse facade treatments and colours to positively contribute to the streetscape, refer to Section 6.1.5.</p>
<p>4.2.9.4 - Walls should comprise a variety of colours to reduce monotony and add variety to the streetscape.</p>	
<p>4.2.9.5 - Ground level articulation is to ensure universal access to all tenancies and properties from the public domain. A mid-point in the topographical change may be used as a common access point where reduced terracing to the public domain is desired (e.g. colonnade or outdoor dining areas).</p>	<p>The Department is satisfied ground level articulation is achieved to provide universal access from the plaza to the towers.</p>
<p>4.2.9.6 - Provide architectural features in the façade that give human scale at ground floor level, such as entry porches, pergolas and so on.</p>	<p>The facades vary within the streetscape of the podium which includes awnings and entry porches to provide human scale and an interesting composition.</p>

<p>4.2.9.7 - A sense of address and visual interest from the street is to be provided through the use of insets and projections and, where relevant, the appearance of finer grain buildings, however ground floor recesses that undermine the safety of the public domain are to be avoided.</p>	<p>The Department is satisfied the architectural expression of podiums provide visual interest from the street.</p>
<p>4.2.9.8 - Fine grain retail and commercial frontages are to be provided to ensure an interesting street edge and support human scale streetscapes. Finer detail to identify individual tenancies and different building levels are to be used to add richness to the architectural design.</p>	<p>The Department supports the proposed design of the podium level as discussed in Section 6.1.2.</p>
<p>4.2.9.9 - Building entries are to be visually identifiable from the street frontage with clear sight lines and are to have direct address to the street. Separate entrances are required for commercial/ retail and residential uses. Lighting should be provided for safety at night.</p>	<p>The Department is satisfied the proposed building entry designs are identifiable from the street including individual entrances for retail and residential uses. Sufficient lighting has been provided throughout the plaza to ensure safe and convenient access, which is supported by a lighting strategy prepared by JHA.</p>
<p>4.2.9.10 - Where an active frontage is required, a majority of the building frontage is to be transparent (i.e. windows and glazed doors). Clear glazing is to be provided to windows and doors.</p>	<p>Glazing proposed to north and south end of retail connection including the western interface with Doran Drive plaza as discussed in Section 6.1.2.</p>
<p>4.2.9.11 - Security grilles may only be fitted internally behind the shopfront of any non-residential uses at ground level. They are to be transparent and fully retractable.</p>	<p>The Applicant has acknowledged the requirement and will be addressed as part of the detail design resolution.</p>
<p>4.2.9.12 - A minimum 2.5m awning is to extend over the public domain where any active edge is prescribed by these Guidelines. This is to also extend beyond any outdoor dining areas zones as shown in Figure 161.</p>	<p>The Department is satisfied the proposal achieves the minimum 2.5 m awning requirements established in the UDG.</p>
<p>4.2.9.13 - Footpath awnings shall be designed to complement and integrate with the façade and the streetscape.</p>	
<p>4.2.9.14 - Ventilation louvres and carpark entry doors are to be integrated into facade designs where located on street frontages.</p>	<p>The Department is satisfied that the carpark entry and services are well integrated into the podium facade and would not detract from the streetscape.</p>
<p>4.2.9.15 - Services such as for fire protection, water and power distribution are not to intrude upon the pedestrian right of way, visually detract from the appearance of the development, and are to be screened from the street frontage with materials which are integrated with architectural expression of the development.</p>	
<p>4.2.9.16 - Any visible carpark entries or walls should be comprised of more than one material and colour to enhance visual attractiveness and interest.</p>	
<p>4.2.9.17 - Any ground level car park entries should be concealed or screened by planting from the street and public view, as much as possible.</p>	

4.2.9.18 - Horizontal articulation of the podium facade is to be provided above 2 storeys.	The Department notes both horizontal and vertical articulation are incorporated to break up massing and provide human scale. The Department is satisfied the articulation requirements of the built form have been adequately addressed, refer to Section 6.1 .
4.2.9.19 - Horizontal articulation is to respond to the natural topography of the development lots with a maximum of two steps within each podium aligned with any breaks in the built form or tower elements above the podium.	
4.2.9.20 - A constant podium height is required across individual buildings. Podium height may vary between buildings in response to topography.	The Department supports the proposed podium-built form and acknowledges podium design is consistent with the requirements, refer to Section 6.1.2 .
4.2.9.21 - A 1m wide notch is to be provided at regular interval for vertical podium façade articulation.	
4.2.9.22 - Podium facades shall avoid blank, featureless walls by patterning high quality architectural elements such as window bays, canopies and fenestration.	
4.2.9.23 - Building façades are to be vertically articulated to reduce the appearance of building bulk and to express the elements of the building's architecture	The Department is satisfied the proposed building facades are consistent with the requirements as discussed in Sections 6.1.1 and 6.1.5 .
4.2.9.24 - Building facades are to be enhanced through the use of well-proportioned and balanced projections and recesses	
4.2.9.25 - Any towers longer than 50m between the podium and the 7th storey must be articulated through a minimum 3m and maximum 5m recess, inset or projection and treated with different materials and finishes.	The proposal has incorporated breaks into the building articulation as per the requirements to reduce overall bulk and scale.
4.2.9.26 - Telecommunications, service structures, lift motor rooms and mechanical plants are to be integrated within the roof design and roof features to contribute to an attractive and interesting skyline for the precinct.	The Department notes the proposal integrates service structures, mechanical plants, and the like within the roof design.
4.2.9.27 - Tower facades are to be articulated to be: <ul style="list-style-type: none"> • Articulated to manage passive solar gain • Well-glazed with functional windows where possible to reduce reliance on artificial cooling • Designed with high-quality sustainable materials and finishes that promote building longevity • Varied in design and articulation to promote visual interest. 	The Department is satisfied the tower facades are consistent with the articulation requirement, refer to Section 6.1.1 .
4.2.10 Active Use and Street Frontage	
4.2.10.1 - Active frontages are to be located on Doran Drive, De Clambe Drive, Mandala Parade and Andalusian Way for the extent identified in the Active Frontages diagram in Figure 157 .	Active frontages have been allocated as per the requirements in Figure 157 of the UDG.
4.2.10.2 - Active frontages may include one or a combination of the following: <ul style="list-style-type: none"> • Shop front 	The proposal includes continuous retail tenancies, restaurants/cafes, and community

<ul style="list-style-type: none"> • Business or retail premises • Café or restaurant with a street entrance • Community and civic uses with a street entrance • Recreation facilities with a street entrance. 	rooms along the active frontages of Doran Drive, De Clambe Drive and Mandala Parade.
<p>4.2.10.3 - An active street frontage is not required for any part of a building that is used for any of the following:</p> <ul style="list-style-type: none"> • Entrances and lobbies (including as part of mixed-use development) • Access for fire services • Vehicular access. 	
<p>4.2.10.4 - Large retail tenancies (above 500m² GFA) are to be screened by smaller tenancies for greater street activation and retail variety, where needed.</p>	The Department is satisfied that the proposal includes fine grain retail tenancies at street level.
<p>4.2.10.5 - For larger developments, building entrances should be provided on each street frontage.</p>	The Department accepts the design and location of the proposed main entrances, which provides accessibility at street level.
<p>4.2.10.6 - Retail and commercial uses at ground level are to be designed so that the ground floor for the primary entry area of the premises is at the same level as the finished footpath level of the adjacent street and/or open space.</p>	
<p>4.2.10.7 - Outdoor dining along the interface with De Clambe Drive, Mandala Parade and Andalusian Way is to be located in accordance with Figure 157 to ensure there are no conflicts with building entries, carpark and loading dock access.</p>	Outdoor dining is proposed in accordance with the requirements of the UDG.
<p>4.2.10.8 - Where a 3m outdoor dining zone is desired, it is to be provided in addition to the existing public domain.</p>	The proposal for outdoor dining along Doran Drive Plaza includes a 4m deep awning allowing for 1 m covering for outdoor dining adjacent to the retail tenancies and 3 m of covering for pedestrians, refer to Section 6.1.2 .
<p>4.2.10.9 - Outdoor dining areas may be provided within Doran Drive Plaza in accordance with the controls contained in Section 4.2.10.</p>	The Department supports the outdoor dining along Doran Drive Plaza as the proposal is consistent with the requirements.
<p>4.2.10.10 - Outdoor dining areas are to be adjacent to active edges that front streets with high pedestrian activity.</p>	
<p>4.2.10.11 - Where more than one outdoor dining tenancy is desired along a single interface, the tenancies are to be continuous.</p>	
<p>4.2.10.12 - Outdoor dining areas located on a street corner are to wrap around the corner to address both streets.</p>	
<p>4.2.11 Street Interface</p>	
<p><i>De Clambe Drive Interface</i></p>	
<p>4.2.11.1 - Development is to comply with the following interface controls:</p> <ul style="list-style-type: none"> • nil primary setback for the first 4 	A nil primary setback is proposed for first four storeys (podium), with a 3 m tower setback proposed above.

<p>storeys where there are no outdoor dining uses</p> <ul style="list-style-type: none"> • Minimum 3m inset via a colonnade for 2 storeys, or a 3m primary setback for the extent of the podium, where developments include outdoor dining uses • 3m secondary setback above the podium, including where a colonnade or additional primary setback for outdoor dining has been provided. 	<p>The Department is satisfied the proposal incorporates appropriate indentation to reduce bulk and scale, refer to Section 6.1.1.</p>
<p>4.2.11.2 - 2.5m awning is to be provided over the public domain.</p>	
<p><i>Doran Drive Plaza Interface</i></p>	
<p>4.2.11.1 - Development is to comply with the following interface controls:</p> <ul style="list-style-type: none"> • 3-4 storey podium for the extent of the interface with Doran Drive Plaza to a height of 19m • 0m primary setback for the height of the podium storeys where there are no outdoor dining uses. 	<p>The Department acknowledges the podium height along Doran Drive Plaza does not exceed four storeys or 19 m in height.</p> <p>The proposal incorporates a 4 m awning wide along full interface of Doran Drive Plaza to provide protection for outdoor dining and pedestrians.</p>
<p>4.2.11.2 - A 2.5m awning is to be provided over the public domain.</p>	
<p><i>Mandala Parade Interface</i></p>	
<p>4.2.11.1 - Development is to comply with the following interface controls:</p> <ul style="list-style-type: none"> • 0m primary setback • 3m secondary setback above a minimum 2 storey podium. 	<p>A nil primary setback is proposed along Mandala parade interface with a 3 m secondary setback from Level 3 and above.</p>
<p><i>Andalusian Way Interface</i></p>	
<p>4.2.11.1 - Development is to comply with the following interface controls:</p> <ul style="list-style-type: none"> • A maximum 4 storey podium for the extent of the interface with Andalusian Way • 0m primary setback for the extent of the podium where there are no outdoor dining uses • Minimum 3m inset via a colonnade for 2 storeys, or a 3m primary setback for the extent of the podium, where developments include outdoor dining uses • 3m secondary setback above the podium, including where a colonnade or additional primary setback for outdoor dining has been provided 	<p>The proposal includes a four storey podium form for the extent of the Andalusian Way interface.</p> <p>Secondary setbacks are proposed as discussed in Section 6.1.3.</p> <p>No outdoor dining is proposed on the corners of Mandala Parade and De Clambe Drive.</p> <p>A 2.5 m awning is proposed over the public domain.</p>

- Where outdoor dining areas are provided, they are to be located on the corners of Mandala Parade and De Clambe Drive.

4.2.11.2 - A 2.5m awning is to be provided over the public domain

4.2.12. Car Parking and Access

4.2.12.1 - Residential carparking spaces are to be provided at the rates specified in Table 7. For any use not specified, the carparking rates in The Hills Development Control Plan 2012 (Part C Section 1 – Parking) shall apply.

The Department is satisfied the residential car parking rates are consistent with the rates in Table 7 of the UDG, as discussed in **Section 6.4.2**.

4.2.12.2 - The maximum cap for residential car spaces is 1,663 across the Hills Showground Station Precinct.

4.2.12.3 - Dedicated residential visitor parking is not applicable.

Shared parking arrangements are proposed for the residential visitor parking within the retail parking, refer to **Section 6.4.2**.

4.2.12.4 - Parking is to be provided and suitably located to enable shared parking between residential visitor parking and non-residential parking.

4.2.12.5 - Secure, conveniently located bicycle parking facilities are to be provided at the rates specified in Table 8.

The Department notes 208 bicycle parking facilities are proposed for the precinct, refer to **Section 6.4.2**.

4.2.12.6 - Driveways and vehicular access to carparks shall not be located on Doran Drive.

The proposed vehicular access is located on De Clambe Drive and Andalusian Way, in accordance with the requirements of the UDG (**Section 6.4**).

4.2.12.7 - Vehicular access to carparks is to be limited to the eastern end of De Clambe Drive and along Andalusian Way. Access via Doran Drive and Mandala Parade is prohibited. Entry and exits are to be located in accordance with Figure 164

4.2.12.8 - Driveways are to be appropriately set back from corners and intersections.

The Department is satisfied the proposed driveways are consistent with the requirements of the UDG.

4.2.12.9 - Driveways are to have a minimum width of 6 metres at the property boundary for 6 metres (measured along the centreline of the driveway) within the development to ensure easy entry/exit of vehicles.

4.2.12.10 - Adequate vehicular entry, exit and circulation areas are to be provided. The design must:

The Department accepts the proposed vehicular access including a turntable for 12.5 m HRV as discussed in **Section 6.4.3**.

- Provide safe environment for both pedestrians and vehicles using the site and surrounding road networks
- Ensure vehicular ingress and egress to the site is in a forward direction at all times
- Be designed to minimise the visual impact of hard paved areas

4.2.12.11 - Parking is to be underground and avoided within street setbacks. Where above ground parking cannot be avoided due to site conditions, it must be well integrated into the

The Department is satisfied the proposed 6 levels of basement car parking is consistent with the parking controls within the UDG.

<p>overall façade design and create a good relationship with the public domain.</p>	
<p>4.2.12.12 - Garages and parking structures are not to project forward of the building line into the public domain and are to be screened from the public domain by active uses.</p>	
<p>4.2.12.13 - Basement car parks or other structures are not to constrain the infrastructure or access easement to the metro services building.</p>	
<p>4.2.12.14 - Carparking shall not be located on the roof of buildings.</p>	
<p>4.2.12.15 - The location and means of access to customer carparking within a building is to be clearly visible.</p>	<p>The Department is satisfied with the proposed access to customer parking is easily identifiable, the application is also accompanied with a signage strategy.</p>
<p>4.2.12.16 - Car share spaces are to be provided at a rate of one space per 150 car spaces for residential and one space per 80 car spaces for commercial.</p>	<p>Seven carshare spaces are proposed for the precinct, which is consistent with the minimum requirements.</p>
<p>4.2.12.17 - Car share spaces are to be for the exclusive use of car share scheme vehicles, and included in the number of carparking spaces permitted on a site. The car share parking spaces are to be:</p> <ul style="list-style-type: none"> • Retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time • Made available for use by operators of car share schemes without a fee or charge • Grouped together in the most convenient locations relative to carparking entrances and pedestrian lifts or access points • Located in well-lit spaces that allow for casual surveillance • Signposted for use only by car share vehicles • Made known to building occupants and car share members through appropriate signage which indicates the availability of the scheme and promotes its use as an alternative mode of transport. 	<p>The Department has imposed conditions to ensure the proposal maintains carshare requirements, consistent with the UDG (Condition E43).</p>
<p>4.2.12.18 - Development applications are to demonstrate how the car share parking space(s) is to be accessed, including where access is through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space. The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of Council.</p>	
<p>4.2.12.19 - A minimum of 10% of the total number of parking spaces are to have Electric Vehicle charging stations.</p>	<p>The proposal includes a car parking management plan and ESD report that specifies 10% of the total number of parking spaces will</p>

	provide shared electrical vehicle charging stations.
4.2.12.20 - All garages/ carpark entrances must be protected from inundation by flood waters up to the 1% AEP + 0.5m.	<p>The Department is satisfied that flooding of the site and surrounding property has been appropriately addressed, refer to Section 6.5.</p> <p>The Department recommends a condition requiring a Flood Evacuation Plan be prepared prior to occupation of the development in accordance with the submitted Flood Impact Assessment.</p>
4.2.12.21 - End of trip facilities are to be provided where there are allocated bicycle parking facilities associated with commercial or retail development. A minimum of 10% of the total number of parking spaces are to have Electric Vehicle charging stations.	The proposal includes end of trip facilities located on Basement 1, adjacent to the bike storage facilities.
4.2.13. Services Vehicles and Waste Collection	
4.2.13.1 - On-site waste collection should be either at grade or via a basement and waste collection vehicles must be able to enter and exit the site in a forward direction.	The Department is satisfied the on-site waste collection is consistent with the requirements as discussed in Section 6.4.3 .
4.2.13.2 - Waste collection must occur from Andalusian Way as demonstrated in Figure 166.	
4.2.13.3 - Loading areas and vehicular access points for development are to be screened from public roads and public access points.	The Department accepts the proposed loading areas and vehicular access design is consistent with the requirements of the UDG.
4.2.13.4 - Loading areas and vehicular access point for development must avoid conflicts with pedestrian activity areas including waiting zones for bus, taxi and kiss and ride activities.	
4.2.13.5 - Service and waste collection vehicle zones must be sufficient dimensions to accommodate a standard 12.5m long HRV and allow for all access and manoeuvring to occur within the zone.	The Department notes the proposed loading dock can accommodate a 12.5 m HRV, as discussed in Section 6.4.3 .
4.2.13.6 - Waste management shall comply with the waste management controls contained within Part B Section 5 - Residential Flat Buildings and Part B Section 6 - Business of The Hills DCP 2012.	The application was accompanied by a Waste Management Plan prepared by Elephants Foot Recycling Solutions. Further, the Department has recommended appropriate conditions to the ongoing waste management is consistent with Council's requirements.
4.2.14. Subdivision and Earthworks	
4.2.14.1 - Subdivision applications must provide a plan showing the existing predevelopment and proposed finished ground levels to enable an assessment of the extent of earthworks proposed and assessment of the relationship between the finished road levels and proposed building platform levels.	The Department has recommended appropriate conditions ensuring all subdivision and earthworks are carried out in accordance with relevant construction standards and Council policies.

4.2.14.2 - In the areas of fill relevant provisions of Council's Flood Controlled Land DCP are to be applied.

4.2.14.3 - A Fill Plan must be prepared.

4.2.14.4 - All cut and fill works shall be in accordance with Council's Design Guidelines Subdivisions/Developments and Works Specification Subdivisions/ Developments.

4.2.14.5 - All landfilled areas must comprise clean material free from contamination. Imported material shall be certified "Virgin Excavated Natural Material (VENM)".

4.2.14.6 - Landfilled areas must be suitably compacted and stabilised with density tests to verify that compaction was achieved in accordance with Council requirements.

Appendix E – Statutory Considerations

Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects set out in Section 1.3 of the Act. A response to the objects is below.

Object of Section 1.3 of EP&A Act	Department's Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development, and conservation of the State's natural and other resources	<p>The proposal promotes the social and economic welfare of the community by providing employment and housing within a highly accessible site to public transport, and, in doing so, contributing to the achievement of State, regional and local planning objectives.</p> <p>The proposal comprises development associated with existing transport infrastructure and does not have any impacts on the State's natural or other resources.</p> <p>The proposal is predicted to generate 400 construction jobs and 1,200 operational jobs.</p>
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental, and social considerations in decision-making about environmental planning and assessment	<p>The proposal has integrated ESD principles and targets as discussed in Section 4.3 of this report.</p>
(c) to promote the orderly and economic use and development of land	<p>The proposal represents the orderly and economic use of the land primarily as it will increase housing and provide employment opportunities near public transport.</p> <p>The proposed land uses are permissible, and the form of the development has regard to the planning controls that apply, the character of the locality and the context of surrounding development.</p>
(d) to promote the delivery and maintenance of affordable housing	<p>The proposal includes the delivery of affordable housing with a minimum 5% of dwellings to be affordable housing managed by a community housing provided for a minimum period of 10 years.</p>

(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities, and their habitats	The proposal is supported by a BDAR, which identifies that no remnant native vegetation, threatened flora species, ecological communities, or their habitat, listed under the BC Act would be affected by the proposal.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage)	The site does not contain heritage items and is not located near or within a conservation area. The Department is satisfied that the development will have no adverse impact on local heritage items and there is little potential for aboriginal archaeological remains.
(g) to promote good design and amenity of the built environment	The proposal demonstrates a good design approach to the relevant planning controls and local character. The development has been designed to minimise amenity impacts to neighbours and the surrounding environment and to provide good levels of internal amenity. Other amenity impacts would be managed by either the form of the development or by the recommended conditions of consent for mitigation measures during the construction and operational phase of the development.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants	The proposal demonstrates that construction work will be undertaken in accordance with national construction standards, relevant regulations, and the site-specific construction management plan. Any impacts during this phase will be monitored and managed in keeping with the conditions of consent set out to mitigate any impacts. Ongoing management and maintenance of the development shall be managed by the building management.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State	The Department publicly exhibited the proposed development as outlined in Section 5 of this report. This included consultation with Council and other Government agencies and consideration of their responses.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal which included notifying adjoining landowners and displaying the application on the Department's website and at the Council's office and Service NSW Centres. The Department also referred the RtS to Council and other relevant Government agencies and made it publicly available on the Department's website. The engagement activities carried out by the Department are detailed in Section 5 of this report.

Section 4.15(1) matters for consideration

The matters for consideration under section 4.15(1) that apply to SSD in accordance with section 4.40 of the EP&A Act have been addressed below.

Section 4.15(1) Evaluation	Department's Consideration
(a)(i) any environmental planning instrument	The Department's consideration of the relevant EPIs is provided below and in Section 6 of this report.
(a)(ii) any proposed instrument	Not applicable.

(a)(iii) any development control plan	Development control plans (DCPs) do not apply to SSD. Notwithstanding, consideration has been given to The Hills DCP in Section 6 of this report.
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations Refer Division 8 of the EP&A Regulation	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6), public participation procedures for SSD and Schedule 2 relating to EIS.
(a)(v) any coastal zone management plan	The site is not identified as being located within a designated coastal area.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The impacts of the proposal have appropriately mitigated or conditioned as discussed in Section 6 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Section 6 of this report.
(d) any submissions	Consideration has been given to the submissions received during the exhibition of the proposal as summarised in Section 5 and considered in Section 6 of this report.
(e) the public interest	The proposal is in the public interest as discussed in Section 6 of this report.

Environmental Planning Instruments (EPIs)

To satisfy the requirements of section 4.15(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIs that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment. The EPIs that have been considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Industry and Employment) 2021
- State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development
- Draft State Environmental Planning Policy (Remediation of Land)
- The Hills Local Environmental Plan 2019.

State Environmental Planning Policy (Planning Systems) 2021

An assessment against relevant sections of the Planning Systems SEPP is set out in the table below:

Relevant Section	Department's Consideration
2.1 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development,	The proposal is identified as SSD.

- (b) to identify development that is State significant infrastructure and critical State significant infrastructure,
- (c) to identify development that is regionally significant development.

2.6 Declaration of State significant development: Section 4.36

- (1) Development is declared to be State significant development for the purposes of the Act if:
 - (a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and
 - (b) the development is specified in Schedule 1 or 2.

The proposal is permissible with consent and is specified in Schedules 1 and 2.

Schedule 1 State significant development —general (clause 19 (2))

19 Rail and related transport facilities

Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) commercial premises or residential accommodation

The proposal has a CIV of more than \$30 million and part of a concept development application which involved development within a rail corridor for the purpose of residential accommodation and commercial premises.

Schedule 2 State significant development – identified sites (clause 14)

14 Development at Showground Station Precinct Site

Development on land identified as being within the Showground Station Precinct Site on the State Significant Development Sites Map if the development is for the purposes of:

- (a) a principal subdivision establishing major lots or public domain areas, or
- (b) the creation of new roadways and associated works.

The proposal is a subsequent stage of a concept development application which involved principal subdivision establishing major lots and public domain areas, in addition to proposing the creation of a new roadway and associated works.

Note: An amendment to the SEPP was exhibited between 8 June 2018 and 6 July 2018.

It is proposed to update Schedule 2 of the SEPP to identify areas adjacent to the Sydney Metro Northwest and within Government ownership as identified sites on the State Significant Development Sites Map. It is proposed to limit the uptake of this clause to development carried out by or on behalf of Transport for New South Wales or the Planning Ministerial Corporation established under the Act.

As of the date of writing this report, the amendment to the SEPP had not been adopted.

The proposed amendment to the SEPP applies to the development as it is on land identified as a State Significant Development Site (Hills Showground) adjacent to the Sydney Metro North West corridor and within government ownership.

The proposal is consistent with the amendments to the SEPP.

State Environmental Planning Policy (Transport and Infrastructure) 2021

The SEPP Transport and Infrastructure aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The SEPP is applicable as the proposal involves development in or adjacent to a rail corridor (Division 15 Railways), being the Sydney Metro North West corridor.

The proposal includes residential development in proximity to railway infrastructure and section 2.97 requires the consent authority to consider acoustic impacts in such circumstances. The application is supported by an Acoustic Report, prepared by Koikas Acoustics Pty Ltd, which provides an assessment of noise and vibration impacts.

The Department has considered construction and operational noise and concludes noise impacts can be appropriately managed and/or mitigated. The Department has recommended a condition requiring the development to comply with the recommendations made with the Acoustic Report.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

BASIX encourages sustainable residential development across NSW by setting targets that measure the efficiency of buildings in relation to water, energy, and thermal comfort. BASIX requires all new dwellings to meet sustainable targets of a 25% reduction in energy use (building size dependent) and 40% reduction in potable water.

The application was accompanied by a BASIX certificate, which demonstrated the proposal will achieve sustainable targets of a 27% reduction in energy use and 49% reduction in potable water, exceeded the minimum requirements of the SEPP.

Notwithstanding, the Environmental Performance and ESD Report accompanying the application identifies that the development will achieve a 5-star Design and As-Built rating for both residential and non-residential developments.

State Environmental Planning Policy (Resilience and Hazards) 2021

The SEPP Resilience and Hazards aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS includes a contamination assessment for the site which concludes that no significant contamination impacts have been identified that would preclude redevelopment of the site for the proposed land uses.

The Department is satisfied that the site will be made suitable for the proposed uses subject to the recommendations of the soil and contamination assessment report being adopted in future detailed development applications. The Department recommends conditions to ensure measures are in place should any unanticipated contamination be found during future works.

State Environmental Planning Policy (Industry and Employment) 2021

The State Environmental Planning Policy (Industry and Employment) 2021 applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve.

The proposal was accompanied by a Signage Strategy Design Report and proposes various signage zones. The detailed design and installation of signage will be subject to future applications.

Under clause 3.2 of the SEPP, consent must not be granted for any signage application unless the proposal is consistent with the objectives of the SEPP and with the assessment criteria contained in Schedule 5. The Department considers the proposed signage zones to be compatible with the desired amenity and visual character of the area, would provide effective activation, communication and would enable a high-quality design. The signage zones are therefore consistent with the objectives of the SEPP. The Department's assessment of Schedule 5 of the SEPP is provided in table below.

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The signage zones are compatible with the desired character of the Doran Drive Precinct as a new local centre.	Yes
Is the proposal consistent with a theme for outdoor advertising in the area or locality?	The development is for a new local centre within a mostly residential precinct. The proposal would set a new signage theme. The detailed design and installation of signage will be subject to future applications.	Yes
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes, or residential areas?	The signage zones would not detract from the amenity or visual quality of any environmentally sensitive, heritage, natural, conservation, open space, waterways, or residential areas as the signage zones do not appear excessive and are integrated into the design of the building.	Yes
3 Views and vistas		
Does the proposal: obscure or compromise important views? dominate the skyline and reduce the quality of vistas? respect the viewing rights of other advertisers?	Signage zones are affixed and will be contained within the envelope of the building. Further, future signage would not compromise any important views, the skyline or interfere with other advertisers.	Yes
4 Streetscape, setting or landscape		
Does the proposal: provide an acceptable scale, proportion, and form, appropriate for the streetscape, setting or landscape?	The proposed scale, proportion and form are appropriate and not considered excessive in size for the streetscape and surrounding landscape of the proposed development. The top of building signage zone is acceptable for its location as part of the new Hills Showground Station Precinct and is consistent with similar signage of surrounding buildings.	Yes
contribute to the visual interest of the streetscape, setting or landscape?	The signage will function as building/business identification which are integrated with the architectural of the development, including a retail podium.	Yes
reduce clutter by rationalising and simplifying existing advertising?	Not applicable.	N/A
screen unsightliness?	The proposed signage zones are integrated into a new development that exhibits design excellence, therefore there is no unsightliness.	Yes
protrude above buildings, structures or tree canopies in the area or locality?	The signage is contained within the building façade and does not protrude above the building.	Yes
require ongoing vegetation management?	The proposed signage zones would not impact upon any vegetation.	N/A
5 Site and building		

Assessment Criteria	Comments	Compliance
<p>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</p> <p>Does the proposal respect important features of the site or building, or both?</p> <p>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</p>	<p>The signage zones are compatible with the scale and context of the proposed building and have been designed to be integrated with the design and architecture of the building facade. It will not detract from the design features of the site and building.</p> <p>Details of the signage design will be included in future applications.</p>	Yes
6 Associated devices and logos with advertisements and advertising structures		
<p>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</p>	<p>These details have not been provided at this stage. However, it is expected that these details would be provided as part of future applications for signage, consistent with the requirements of the SEPP.</p>	Yes
7 Illumination		
<p>Would illumination:</p> <ul style="list-style-type: none"> result in unacceptable glare? affect safety for pedestrians, vehicles, or aircraft? detract from the amenity of any residence or other form of accommodation? <p>Can the intensity of the illumination be adjusted, if necessary and is the illumination subject to a curfew?</p>	<p>Details regarding illumination have not been provided at this stage. However, it is expected that these details would be provided as part of any future applications for signage, consistent with the requirements of the SEPP.</p>	Yes
8 Safety		
<p>Would the proposal reduce safety for:</p> <ul style="list-style-type: none"> pedestrians, particularly children, by obscuring sightlines from public areas? any public road? 	<p>The signage zones are located at the top and podium levels of the proposed building and at ground floor, will be integrated with the building facade. Therefore, the future signage is not expected to reduce safety for road users, cyclists, or pedestrians.</p>	Yes

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

SEPP 65 seeks to improve the design quality of residential developments and encourage innovative design. The ADG is closely linked to the principles of SEPP 65 and sets out best practice design principles for residential developments. The Department is satisfied that the proposal concept achieves the objectives of SEPP 65 as detailed in the table below:

Design Principles	Department's Consideration
1. Context and Neighbourhood Character	The proposal is consistent with the desired future character for the area reflects the development standards of The Hills LEP.
2. Built Form and Scale	The proposal results in a suitable built form and scale consistent with the desired future character of the precinct.
3. Density	The development is consistent with the maximum height and FSR permitted under The Hills LEP and achieves the design outcomes of the ADG. The Department considers the development achieves an acceptable density envisaged under the applicable planning controls.
4. Sustainability	The development proposes ESD principles and sustainability measures as detailed in Section 4 of this report.
5. Landscape	The proposal will incorporate a range of landscaped and open space areas.
6. Amenity	The proposal will achieve good amenity by providing a built form which results in appropriate solar access to residential dwellings, communal and private open spaces, and adjoining land. It has been designed to have negligible privacy impacts and promotes high density residential living within an active precinct with convenient access to the high frequency rail services.
7. Safety	The proposal promotes the principles of Crime Prevention through Environmental Design through appropriate design which provides opportunities for passive surveillance of common areas from residential and non-residential uses, activation of spaces by locating mixed uses on the ground floor, and pedestrian and cycle links to the Metro station for residents, workers, and visitors to the site.
8. Housing Diversity and Social Interaction	The proposal promotes housing diversity with a range of housing options including 1, 2 and 3 bedroom dwellings of various sizes and layouts and the provision of 22 (5%) dwellings as affordable housing. The provision of a plaza, retail centre and communal open space areas encourages social interaction amongst residents and visitors to the site
9. Aesthetics	The proposal provides an urban form and scale consistent with the Concept Approval and the UDG. The project has been the subject of a formal Design Review process, with four presentations to the SDRP throughout the design development to ensure design excellence principles and objectives are realised.

Apartment Design Guide (ADG)

An assessment of the proposal against the ADG best practice design principles is provided in the table below. The concept proposal was prepared at the scale of a masterplan and the proposal has been assessed against the relevant Design Criteria relevant to a masterplan scale.

Relevant Criteria	Department's Consideration
2E Building Depth <ul style="list-style-type: none"> Use a range of building depth of 12-18 m from glass line to glass line Where greater depths are proposed demonstrate layouts can achieve acceptable amenity 	The proposal is contained within the approved building envelopes. The proposal achieves building depths consistent with the design criteria in the ADG.

3B Orientation

- Building type/layouts respond to streetscape, optimising solar access.
- Overshadowing of neighbouring properties is minimised

The Applicant has demonstrated the proposal achieves appropriate solar access to future dwellings, communal open space, and adjoining sites. The proposal is fully contained within the approved building envelope.

3C Public Domain Interface

- Transition between public/private without compromising security
- Amenity of public domain is retained and enhanced

Entry points to the buildings are distributed throughout the site, adjoining internal open space areas or along street frontages. Residential entry points and courtyards within front setback areas can be delineated through use of appropriate materials. Residential entry points can be clearly defined and provide appropriate reciprocal surveillance between the public domain and the buildings without compromising access, use, and circulation.

3D Communal and Public Open Space

- minimum 25% of the site
- minimum 50% direct sunlight to principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm in mid-winter

The proposal includes 2,426.9 m² of communal open space, of which over 50% of the principal useable area achieved 2 hours of solar access during mid-winter.

3E Deep Soil Zones

- deep soil zones provide areas on the site that allow for and support healthy plant and tree growth. They improve residential amenity and promote management of water and air quality
- for sites greater than 1,500 m² a minimum of 7% to 15% of the site should provide for deep soil zone(s).

Doran Drive Precinct is not required to provide deep soil zones under the Concept Approval, to allow for sufficient car parking and loading arrangements for the new local centre. The Department notes Precinct East will support deep soil zones, in the form of ground level communal opens spaces and a new public park.

Despite not accommodating deep soil zones, the proposal does provide minimum soil depths of 1.2 m within the Plaza and on the podium communal open spaces, in addition to appropriate soil volumes, to support substantial tree planting.

Further, the Department notes the proposal will achieve 50% tree canopy cover within Doran Drive Plaza and 45% tree canopy cover within the communal open spaces (see **Section 6.3.3**).

3F Visual Privacy

Minimum separation distance from building to side boundary:

Height	Habitable rooms and balconies	Non-habitable rooms
Up to 12m (4 storeys)	6 m	3 m
Up to 25m (5-8 storeys)	9 m	4.5 m
Over 25m (9+ storeys)	12 m	6 m

The Department's consideration of the proposal's building separation is provided in **Section 6.2.1**. Additional design elements are proposed to enhance visual privacy between apartments such as off-set windows, orientation, and screening.

3G Pedestrian Access to Entries

Building access points have a direct connection to street frontages or public domain areas. Residential lobbies are separated from retail frontages. Pedestrian entrances are visible, accessible and

<ul style="list-style-type: none"> • Building entries and pedestrian access connects to and addresses the public domain • Access, entries, and pathways are accessible and easy to identify • Large sites provide pedestrian links for access to streets and connection to destinations 	<p>allow for reciprocal surveillance between entrances, the street or public domain areas.</p>
<p>3H Vehicle Access Vehicle access points are to be designed to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.</p>	<p>The proposal includes separate vehicle access for the residential and non-residential visitors and the service vehicles, consistent with the requirements of the Concept Approval.</p>
<p>3J Bicycle and Car Parking</p> <ul style="list-style-type: none"> • Minimum parking requirement as set out in the Guide to Traffic Generating Developments or local Council requirement, whichever is the less • Parking is available for other modes of transport • Car parking design access is safe and secure • Visual and environmental impacts of underground, at grade or above ground car parking are minimised 	<p>The proposal provides residential and non-residential car and bicycle parking in accordance with the Concept Approval (see Section 6.4.2).</p>
<p>4A Solar and Daylight Access</p> <ul style="list-style-type: none"> • Minimum of 70% of apartments' living rooms and private open spaces receive 2hrs direct sunlight between 9am-3pm in mid-winter in the Sydney Metropolitan Area • Maximum of 15% of apartments have no direct sunlight between 9am-3pm in mid-winter • Shading and glare control is provided 	<p>The proposal results in 72.8% of the dwellings achieving 2 or more hours of direct solar access, between 9.00am and 3.00pm, midwinter in accordance with the ADG.</p>
<p>4B Natural Ventilation</p> <ul style="list-style-type: none"> • At least 60% of apartments are cross ventilated in the first nine storeys (apartments 10 storeys or greater are deemed to be cross ventilated) • Overall depth of a cross-over or cross-through apartment does not exceed 18 m 	<p>The proposal results in 60% of the dwellings achieving natural cross-ventilation in accordance with the ADG. Cross-through dwellings are less than 18 m deep.</p>
<p>4C Ceiling Heights</p> <ul style="list-style-type: none"> • Measured from finished floor level to finished ceiling level, minimum ceiling heights for residential are: <ul style="list-style-type: none"> - Habitable rooms = 2.7 m - Non-habitable rooms = 2.4 m • Mixed uses area = 3.3 m for ground floor and first floor to promote future flexibility of use 	<p>The proposal provides ceiling heights in accordance with the design criteria in the ADG.</p>
<p>4D Apartment Size and Layout</p> <ul style="list-style-type: none"> • Minimum apartment sizes <ul style="list-style-type: none"> - Studio 35 sqm 	<p>The proposal includes a range of dwellings sizes and layouts, including terrace style development along Andalusian Way, providing increased options and affordability.</p>

- 1 Bed 50 sqm
- 2 Bed 70 sqm
- 3 Bed 90 sqm
- Every habitable room must have a window in an external wall with a total glass area of not less than 10% of the floor area. Daylight and air may not be borrowed from other rooms
- Habitable room depths are limited to 2.5 x the ceiling height
- In open plan layouts the maximum habitable room depth is 8 m from a window
- Master bedroom has a minimum area of 10 m² and other bedrooms have 9 m²
- Bedrooms have a minimum dimension of 3 m (excluding wardrobes)
- Living rooms have a minimum width of:
 - 3.6 m for studio and one Bed
 - 4 m for 2 and 3 Bed
- The width of cross-over or cross-through apartments are at least 4 m internally.

Dwelling Type	Dwelling Sizes
1 bedroom	From 50 m ² to 57 m ²
2 bedroom	From 75 m ² to 104 m ²
3 bedroom	From 95 m ² to 125 m ²

4E Private Open Space and Balconies

- Primary balconies are provided to all apartments providing for:
 - Studio apartments min area 4 m²
 - 1 Bed min area 8 m² min depth 2 m
 - 2 Bed min area 10 m² min depth 2 m
 - 3 Bed min area 12 m² min depth 2.5 m
- For apartments at ground floor level or similar, private open space must have a minimum area of 15 m² and depth of 3 m²
- Private open space and primary balconies are integrated into and contribute to the architectural form and detail of the building
- Primary open space and balconies maximises safety

The submitted drawings and accompanying Architectural Statement demonstrate the proposed balconies meet or exceed the minimum size and width requirements established in the ADG. Further, balconies are located to optimise solar access, outlook, and passive surveillance, and designed to provide safety and privacy for users.

4F Common Circulation and Spaces

- Maximum number of apartments off a circulation core is 8 – where this cannot be achieved, no more than 12 apartments should be provided off a single circulation core.
- For buildings 10 storeys and over, the maximum number of apartments sharing a single lift is 40
- Natural ventilation is provided to all common circulation spaces where possible
- Common circulation spaces provide for interaction between residents
- Longer corridors are articulated

The proposal has four circulation cores, with each core being served by two lifts. Further, each core has no more than 10 dwellings per floor. In addition, each circulation core has access to natural light and ventilation and designed to encourage interaction.

4G Storage

The following storage is required (with at least 50% located within the apartment):

Storage is provided for each apartment, either within the apartment, basement, or a combination of these areas, consistent with ADG requirements.

<ul style="list-style-type: none"> - Studio apartments 4 m³ - 1 Bed apartments 6 m³ - 2 Bed apartments 8 m³ - 3 Bed apartments 10 m³ 	
<p>4H Acoustic Privacy and 4J Noise and Pollution</p> <ul style="list-style-type: none"> • Noise transfer is minimised through the siting of buildings and building layout and minimises external noise and pollution. • Noise impacts are mitigated through internal apartment layout and acoustic treatments 	<p>The internal layout of apartments separates noisy and quiet spaces. Non-habitable rooms, storage areas, and circulation spaces are strategically located to buffer external noise sources.</p> <p>The application was accompanied by an Acoustic Report and supplementary information submitted with the RtS which assesses potential noise and vibration sources and recommends acoustic treatments to achieve required noise levels.</p>
<p>4K Apartment Mix</p> <ul style="list-style-type: none"> • Provision of a range of apartment types and sizes • Apartment mix is distributed to suitable locations within the building. 	<p>The proposal includes 1, 2, and 3 bedroom dwellings of various sizes and layouts, including the provision of 22 (5%) dwellings as affordable housing (Section 6.2.2).</p>
<p>4L Ground Floor Apartments</p> <ul style="list-style-type: none"> • Street frontage activity is maximised where ground floor apartments are located • Design of ground floor apartments delivers amenity and safety for residents 	<p>n/a</p>
<p>4M Facades</p> <ul style="list-style-type: none"> • Building facades provide visual interest along the street while respecting the character of the local area • Building functions are expressed by the facade 	<p>The facades incorporate a variation of materials, textures, colour, composition, and detail designed to respond to the building typology, surrounding context and to provide individuality. Building lobbies are defined using materials that identify access points and use.</p>
<p>4N Roof Design</p> <ul style="list-style-type: none"> • Roof treatments are integrated into the building design and positively respond to the street • Opportunities to use roof space for accommodation and open space is maximised • Roof design includes sustainability features 	<p>Sustainability measures incorporated into the roof design include:</p> <ul style="list-style-type: none"> • use of predominantly native, sun- loving plants that tolerate low water to reduce water use and maintenance • solar panels to facilitate on-site renewable energy generation • roof colours and treatments to minimise heat gain
<p>4O Landscape Design and 4P Planting on Structures</p> <ul style="list-style-type: none"> • Landscape design is viable and sustainable • Landscape design contributes to streetscape and amenity • Appropriate soil profiles are provided, and plant growth is maximised (selection/maintenance) • Plant growth is optimised with appropriate selection and maintenance • Building design includes opportunity for planting on structure 	<p>The proposal includes landscaped spaces designed to enhance the site and encourage outdoor recreation. These include Doran Drive Plaza, roof top communal areas, planting on podium structures, residential private open spaces, and planting to streets and paths.</p> <p>Plants, trees, and landscaping materials have been selected to suit site conditions, create canopy coverage, increase shading, and reduce urban heat effect, and facilitate long term growth and vitality. The landscape report and plans accompanying the application inform the implementation of the landscape design. They provide details of plant species, soil volumes, treatment of deep soil areas, planting on structures, street planting, pavement design, watering, and maintenance requirements.</p>

<p>4Q Universal Design</p> <ul style="list-style-type: none"> • The universal guidelines are adopted in the design of apartments • A variety of apartments with adaptable designs are provided • Apartment layouts are flexible and accommodate a range of lifestyle needs 	<p>20% of the dwellings comply with the silver level of universal design standard.</p>
<p>4S Mixed Use</p> <ul style="list-style-type: none"> • Mixed use developments are provided in appropriate locations and provide street activation and encourage pedestrian movement • Residential levels are integrated within the development, safety and amenity is maximised. 	<p>The proposal includes non-residential on the ground floor, which will encourage good street level activity through pedestrian movements and reciprocal surveillance of public and private areas</p> <p>There is appropriate separation of residential uses with separate entry areas, minimal ground level interface with non-residential uses, and location of active public areas away from residential open space areas.</p>
<p>4T Awning and Signage</p> <ul style="list-style-type: none"> • Awnings are well located and complement and integrate with the building • Signage responds to the context and design streetscape character 	<p>Awnings and covered areas are provided to the active retail areas and residential lobbies, integrated with the architectural features of buildings. A signage strategy has been submitted for the proposal which is assessed against SEPP 64 in Appendix E.</p>
<p>4U Energy Efficiency</p> <ul style="list-style-type: none"> • Development incorporates passive environmental and solar design • Adequate natural ventilation minimises the need for mechanical ventilation 	<p>The ESD Report identifies minimum targets to be included in the developer's requirements to ensure high environmental performance.</p> <p>The proposal achieves natural ventilation above the minimum requirements of the ADG.</p>
<p>4V Water Management and Conservation</p> <ul style="list-style-type: none"> • Potable water use is minimised • Urban stormwater is treated on site before being discharged to receiving waters • Flood management systems are integrated into the site design 	<p>The proposal incorporates measures to achieve best practice water sensitive principles and conservation of potable water such as water efficient fittings, appliances, and wastewater reuse.</p> <p>Stormwater and flood management systems have been designed in consultation with Council.</p>
<p>4W Waste Management</p> <ul style="list-style-type: none"> • Waste storage facilities are designed to minimise impacts on streetscape, building entry and residential amenity • Domestic waste is minimised by providing safe and convenient source separation and recycling 	<p>Waste management facilities are incorporated within the building. They include dedicated waste collection areas for residential and non-residential uses, communal waste rooms with garbage chutes and recycling bins, bulk waste area for residents, and garbage collection points located away from pedestrian areas.</p>
<p>4X Building Maintenance</p> <ul style="list-style-type: none"> • Building design detail provides protection from weathering • Systems and access enable ease of maintenance • Material selection reduced ongoing maintenance cost 	<p>The materials and finishes to be selected are long lasting, low maintenance, have low embodied energy, with potential reuse and recycling.</p>

State Environmental Planning Policy (Biodiversity and Conservation) 2021

The subject site is within the catchment draining to the Hawkesbury Nepean River system and as such the provisions of SEPP Biodiversity and Conservation apply. The broad aim of the SEPP is to ensure the impact of urban development on the Hawkesbury Nepean River is minimised by

considering catchment management, water quality and quantity, and protection and management of environmentally sensitive areas, flora and fauna and wetland habitats.

The Department notes the proposal does not involve the removal of any existing vegetation and was accompanied by a BDAR waiver, issued under the *Biodiversity Conservation Act 2016*. The Department is therefore satisfied the proposal will not have any significant impact on biodiversity values.

Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)

The Department is reviewing all State Environmental Planning Policies to ensure they remain effective and relevant, and SEPP 55 has been reviewed as part of that program. The Department has published the draft Remediation of Land State Environmental Planning Policy (Remediation SEPP), which was exhibited until April 2018.

Once adopted, the Remediation SEPP will retain elements of SEPP 55, and add the following provisions to establish a modern approach to the management of contaminated land:

- require all remediation work that is to be carried out without development consent, to be reviewed and certified by a certified contaminated land consultant
- categorise remediation work based on the scale, risk, and complexity of the work
- require environmental management plans relating to post-remediation management or ongoing management of on-site to be provided to Council.

The new SEPP will not include any strategic planning objectives or provisions. Strategic planning matters will instead be dealt with through a direction under section 117 of the EP&A Act.

The Department considers the development is consistent with the draft Remediation SEPP subject to the recommended conditions discussed above.

The Hills Local Environmental Plan 2019

The Hills Local Environmental Plan 2019 (The Hills LEP) came into effect on 6 December 2019 and aims to encourage the development of housing, employment, infrastructure, and community services to meet the needs of the existing and future residents. The Hills LEP also aims to conserve and protect natural resources and foster economic, environmental, and social well-being.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of The Hills LEP and those matters raised by Council in its assessment of the development (refer to **Section 5**).

The Department concludes the development is consistent with the relevant provisions of The Hills LEP as provided below:

Relevant Clause	Department's Consideration
1.2 Aims of the Plan (a) to guide the orderly and sustainable development of The Hills, balancing its economic, environmental, and social needs,	The proposal is in keeping with the aims of The Hills LEP in that the land uses are compatible with the future desired character of the Hills Showground Precinct and provides housing and employment opportunities in proximity of public transport infrastructure.

- (b) to provide strategic direction and urban and rural land use management for the benefit of the community,
- (c) to provide for the development of communities that are liveable, vibrant, and safe and that have services and facilities that meet their needs,
- (d) to provide for balanced urban growth through efficient and safe transport infrastructure, a range of housing options, and a built environment that is compatible with the cultural and natural heritage of The Hills,
- (e) to preserve and protect the natural environment of The Hills and to identify environmentally significant land for the benefit of future generations,
- (f) to contribute to the development of a modern local economy through the identification and management of land to promote employment opportunities and tourism.

2.1 Land use zones	The site falls within the B2 Local Centre zone and the proposed land uses are permissible with consent.
<p>2.3 Zone objective and Land Use Table</p> <p>The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.</p> <p><u>B2 Local Centre</u></p> <ul style="list-style-type: none"> • To provide a range of retail, business, entertainment, and community uses that serve the needs of people who live in, work in and visit the local area. • To encourage employment opportunities in accessible locations. • To maximise public transport patronage and encourage walking and cycling. 	The Doran Drive Precinct is located within the B2 Local Centre zone. The Department considers the proposal is consistent with the objectives of the zone as it provides a mix of commercial, retail, and residential land uses, which will serve the needs of the local residents and encourage employment opportunities in close proximity to well serviced public transport.
<p>2.6 Subdivision - consent requirements</p> <p>Land to which this Plan applies may be subdivided, but only with development consent.</p>	The Department notes the proposal seeks consent for the Stratum subdivision of the development.
<p>4.3 Height of buildings</p> <p>The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.</p>	The Department notes the proposal complies the maximum height of buildings standard applicable to the site (see Section 6.1.1).
<p>4.4 Floor space ratio</p> <p>The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.</p>	The Department notes the proposal complies with the maximum FSR standards applicable to the site (see Section 6.1.1).
<p>5.10 Heritage conservation</p> <p>Requirement for consent Development consent is required for any of the following—</p>	The Department notes that there are no identified heritage items within the site. A Heritage and Archaeological Impact Statement (HAIS) submitted as part of the proposal found the site was unlikely to

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)—
 - (i) a heritage item,
 - (ii) an Aboriginal object,
 - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land—
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land—
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

contain any archaeological sites. It is recommended that future development of the site include an unexpected finds protocol should any objects be encountered.

The closest local heritage item to the site (128–132 Showground Road) is directly to the east of the site on the opposite side of Showground Road. The proposal is not considered to have an impact on the setting or significance of the heritage item.

5.21 Flood planning

Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development—

- (a) is compatible with the flood hazard of the land, and
- (b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and
- (c) incorporates appropriate measures to manage risk to life from flood, and
- (d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and

The Department notes the proposal was accompanied by a Flood Impact Assessment, which undertook a detailed flood assessment for the proposed development. Flood modelling was carried out to assess the impact of the proposed development. The Flood Impact Assessment concluded:

- the proposed development has insignificant impact on the surrounding properties, assets, or infrastructure
- there is no active overland flow path through the site and hence the proposed development does not affect any existing flow conveyance
- provision of OSD is likely to maintain the existing runoff regime and hence not adversely impact the beneficial inundation of the floodplain environment (Cattai Creek) due to the proposed development
- the proposal does not result in increased runoff and hence the downstream environment (Cattai Creek) is not affected due to increase in flood flow, velocity, or depth

(e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.	<ul style="list-style-type: none"> the concept for shelter-in-place during a flood emergency is feasible for the proposed development and therefore not likely to impact the existing emergency management arrangements in the area.
7.1 Acid sulphate soils	The Department notes the proposal was accompanied by a Detail Site Investigation report, prepared by EI Australia, which identified there is no appreciable risk of acid sulfate soil (ASS) presence within natural residual soils at the site, and therefore no future management for the potential presence of ASS is required during future ground disturbance works.
7.2 Earthworks	The Department notes appropriate conditions have been recommended to ensure the proposed earthworks will be undertaken in accordance with all relevant Australia Standards and best practices to ensure the works do not impact on surrounding development.
7.4 Biodiversity (Terrestrial)	The Department notes the site is not on land identified as “Biodiversity” on the Terrestrial Biodiversity Map and does not involve the removal of any existing vegetation. The proposal was also accompanied by a BDAR waiver, issued under the <i>Biodiversity Conservation Act 2016</i> . The Department is therefore satisfied the proposal will not have any significant impact on biodiversity values.
7.6 Landslide Risk	The site is not on land identified as a “Landslide Risk” on the Landslide Risk Map.
7.21 Active street frontages	See clause 9.6 discussion below.
Part 9: Showground Station Precinct	
9.1 Minimum lot sizes for residential flat buildings and shop top housing	Doran Drive Plaza Precinct has a total site area of 7,969 m ² , which exceeds the 3,600 m ² minimum lot size requirement under clause 9.1.
9.2 Site area of proposed development includes dedicated land	The site area was calculated in accordance with clause 9.2 of the Hills LEP for the purposes of calculating the FSR. The proposal complies with the FSR development standard (see Section 6.1.1).
9.3 Minimum building setbacks Development consent must not be granted to development on land within the Showground Station Precinct unless the front building setback of any building resulting from the development is equal to, or greater than, the distance shown for the land on the Building Setback Map.	The Department's consideration of the proposal's setbacks is provided in Section 6.1.3 .
9.4 Development requiring the preparation of a development control plan Development consent must not be granted for development on land to which this clause applies unless— (a) a development control plan that provides for the matters specified in subclause (4) has been prepared for or applies to the land, or	The site is subject to a Concept Approval, which was lodged in lieu of preparing a site-specific development control plan, in accordance with section 4.23 of the EP&A Act.

(b) the development is of a minor nature and is consistent with the objectives of the zone in which the land is situated.	
<p>9.5 Design excellence</p> <p>(2) This clause applies to development involving the erection of a new building or external alterations to an existing building on land within the Showground Station Precinct.</p> <p>(3) Development consent must not be granted to development to which this clause applies unless the consent authority considers that the development exhibits design excellence.</p>	<p>The Department considers the proposal demonstrates design excellence, as discussed in Section 6.1.5. The Department notes the proposal is supported by the State Design Review Panel, incorporates high quality materials, and finishes and its height, bulk and scale are compatible with the emerging character of developments within the Showground Precinct.</p>
<p>9.6 Active street frontages in Zones R1 and B2</p> <p>(2) Development consent must not be granted to the erection of a building, or the change of use of a building, on land to which this clause applies unless the consent authority is satisfied that the building will have an active street frontage.</p>	<p>Doran Drive and Mandala Parade are both identified on The Hills LEP Active Street Frontage Map. The Department notes the proposal incorporates extensive glazing and retail entries along both Doran Drive and Mandala Parade to activate the frontages. Further, the Doran Drive frontage includes the new publicly accessible Doran Drive Plaza which provides a connection between the Castle Hill Showground and the Metro Station. The Department is satisfied the proposal will have active street frontages.</p>
<p>9.7 Residential development yield on certain land</p>	<p>n/a</p>
<p>9.8 Maximum number of dwellings</p> <p>The consent authority must not grant development consent to development that results in more than 5,000 dwellings on land within the Showground Station Precinct.</p>	<p>The development is consistent with the maximum number of dwellings permitted under the Concept Approval and does not result in more than 5,000 dwellings on land within the Showground Station Precinct.</p>

The Hills Development Control Plan 2012

In accordance with clause 2.10 of the Planning Systems SEPP, development control plans do not apply to SSD. Notwithstanding this, the objectives of relevant controls under The Hills Development Control Plan 2012, where relevant, have been considered in **Section 6** of this report.

Appendix F – Recommended Conditions