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19/06/2026

**Document**
20240027-AR-DA002

**Project**
16-20 Old Castle Hill Road, Castle Hill

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# SDRP HDA Response Report

## 16-20 Old Castle Hill Road
## Castle Hill

We wish to acknowledge the Bidjigal people and pay respect to all Elders, Aunties and Uncles past and present who are the traditional custodians of the land on which this project is located. We acknowledge the connection to this land and the significance of undertaking in Castle Hill.

# Contents

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| | | |
|---|---|---|
| **1.0** | **Introduction** | **5** |
| **2.0** | **Context & Precinct Response** | **7** |
| **3.0** | **Architectural Planning & Refinement** | **23** |
| **4.0** | **Facades & Materiality** | **36** |
| **5.0** | **Appendix** | **46** |

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**Document History**

| Revision | Date | Remarks | Authorised |
|---|---|---|---|
| A | 16/06/2026 | SDRP HDA Response Report | NB |
| B | 18/06/2026 | SDRP HDA Response Report | NB |
| C | 19/06/2026 | SDRP HDA Response Report | NB |

# 1.0 Introduction

1.0

# 1.0 Introduction
## SDRP Key Takeaways

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### Supported Feedback

- Ongoing engagement with Aboriginal knowledge holders has informed the Connecting with Country responses.
- Tower massing is articulated into two distinct vertical forms contributing to a refined outcome.
- Podium design incorporates architectural articulation and expression.
- Selected existing street trees are retained where possible, supporting canopy cover and landscape continuity.
- Communal open space is distributed across multiple levels, providing a range of recreational and social opportunities.
- Sustainability initiatives include building electrification and improved environmental performance targets.

### Context & Precinct Response

- Strengthened strategic justification for increased height and scale through comprehensive contextual and future built form analysis.
- Reinforced the site's role as a key gateway within the Castle Hill Centre through an integrated urban design narrative.
- Refined skyline response to contribute to a coherent emerging centre rather than an isolated tower outcome.
- Assessed visual impacts from short, medium and long-range views under both existing and future precinct conditions.
- Demonstrated that overshadowing impacts on Arthur Whitling Park and surrounding public spaces are appropriately managed.

### Architectural Planning & Refinement

- Embedded Connecting with Country principles into the spatial planning, architecture, materiality and resident experience.
- Improved ground level interfaces, pedestrian movement, accessibility, privacy and public domain activation.
- Refined resident circulation, servicing, waste management and bicycle facilities to improve functionality and amenity.
- Enhanced apartment planning, corridor design and residential amenity through improved daylight, ventilation, acousticperformance and ADG compliance.
- Strengthened communal open space, affordable housing outcomes, climate resilience and integrated sustainability initiatives.

### Facade & Materiality

- Developed a façade and material strategy informed by Connecting with Country principles and ecological outcomes.
- Refined tower massing and floorplate configuration to reduce perceived bulk and improve residential amenity.
- Established a clearer architectural language with stronger articulation and a more legible podium–tower composition.
- Introduced orientation-responsive façade treatments and solar shading to improve environmental performance and occupant comfort.
- Enhanced the colour palette, tower identity and skyline presence while reducing heat load and improving long-term energy efficiency.

### Landscape

- Strengthened the landscape response to Country through endemic planting, sustainable materials and ecological regeneration initiatives.
- Increased deep soil provision and canopy opportunities to improve biodiversity, landscape performance and long-term tree growth.
- Refined landscape interfaces along site edges, incorporating tree retention, protection measures and future streetscape conditions.
- Developed detailed planting, canopy and soil depth strategies to achieve ADG compliance and canopy cover targets.
- Optimised communal open spaces through improved solar access, wind comfort and microclimate performance.

# 2.0 Context & Precinct Response

# 2.0

# 2.0

# Context & Precinct Response

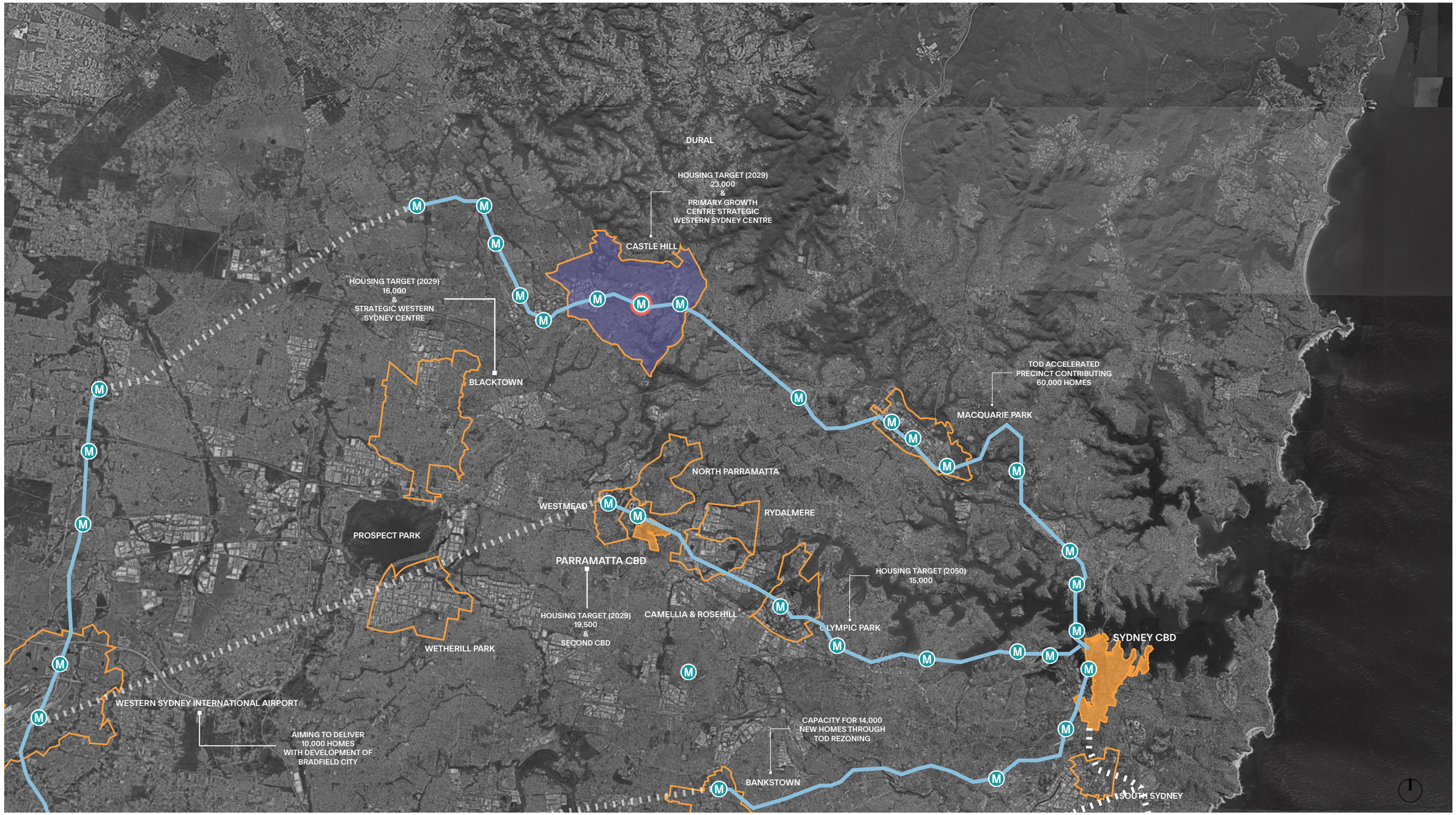
## SDRP HDA Feedback

- **Item 04.** Provide a comprehensive contextual analysis to justify the proposed increase in height and scale, and ensure future surrounding sites are considered.
- **Item 04a.** Demonstrate how contextual analysis has informed the design outcomes and reinforces the site's role as a proposed strategic gateway within the Castle Hill Centre.
- **Item 04b.** Illustrate how the building and architectural language contribute to a coherent skyline condition rather than presenting as an isolated tall form.
- **Item 04c.** Provide visual analysis through short, medium and long-distance views of the proposal within the town centre, considering both current and future conditions.

# 2.0 Context & Precinct Response

## Metropolitan Context

Castle Hill, situated approximately 34 kilometers north-west of Sydney's CBD, is a strategically positioned suburb with robust connectivity to essential hubs such as Parramatta and the Western Sydney International Airport. The suburb is seamlessly integrated into the broader Sydney transport network through key infrastructure including the M2 Motorway, extensive bus services, and the metro system. This connectivity not only supports local economic growth but also establishes Castle Hill as a crucial link within the wider Sydney network.



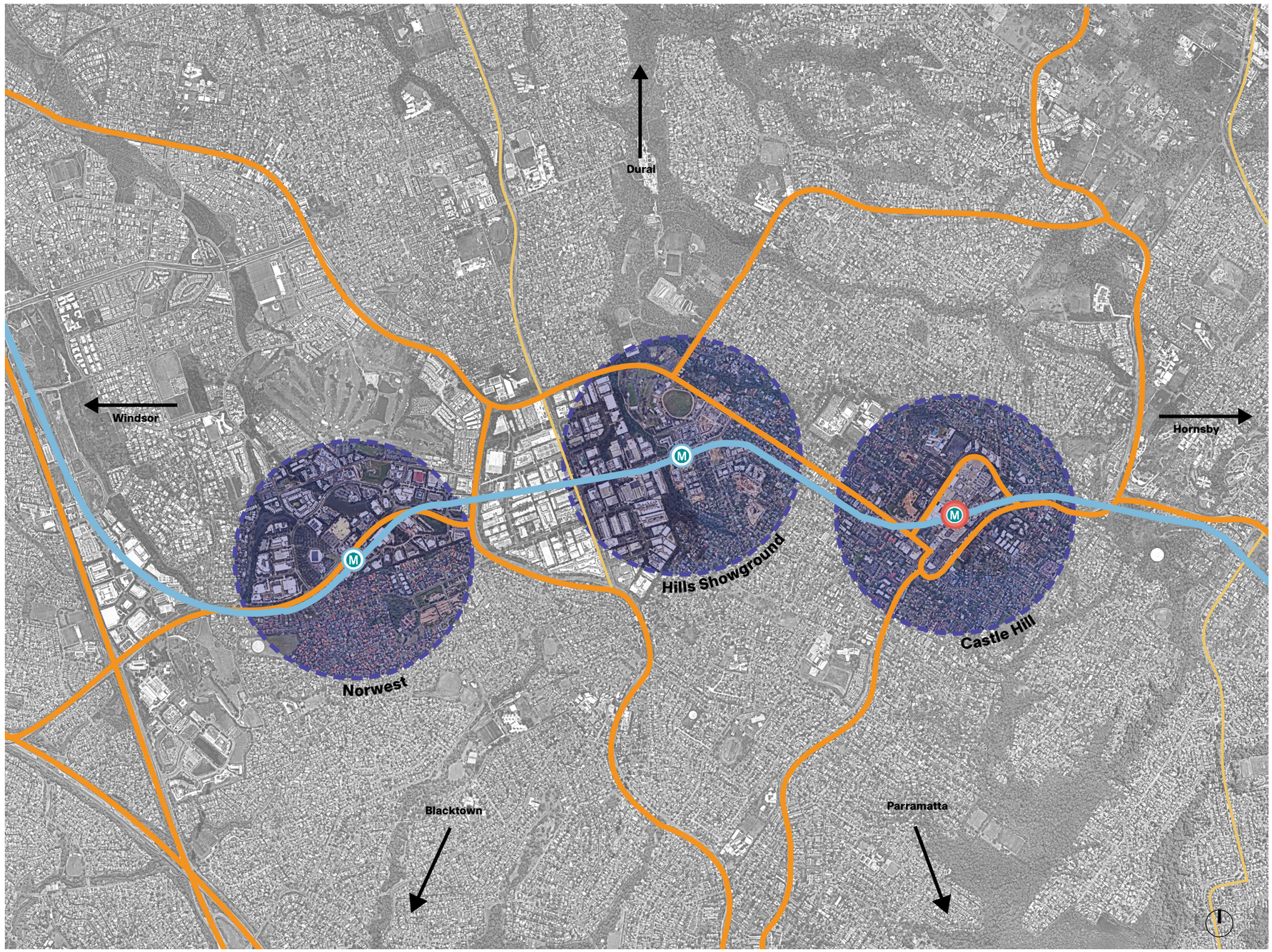
# 2.1 Context & Precinct Response
## Castle Hill Context

**Items 04, 04a Response**

The analysis considers Castle Hill's role within the broader strategic centre network, drawing comparisons with neighbouring Metro-served precincts including Hills Showground and Norwest. It highlights the significance of the **Metro corridor** and the network of **primary vehicular and freight routes** connecting Parramatta, Blacktown and Dural, which support movement, accessibility and economic activity across the region. Positioned along these major transport corridors, each precinct functions as a **key node within the metropolitan network**, facilitating connections between residential, employment and commercial destinations. The site's location within this framework reinforces its strategic importance as part of a broader network of transit-oriented centres and **nodular gateway locations**.

**LEGEND**

- Metro Stations
- Strategic Centre
- Metro Line (Underground)
- Primary Vehicular Roads
- Secondary Vehicular Roads



# 2.1 Context & Precinct Response

## Precinct Context - Hills Showground

**Items 04, 04a Response**

The study identified that adjacent Hills Showground Metro Station precinct, accommodates building height pockets ranging from 52–68m RL within a **mixed-use precinct supported by major recreation and community infrastructure** of the Showground. It also highlighted the planned delivery of a **diverse range of medium density housing** within the 10 minutes walking distance of the station to the East, reinforcing the centre's residential growth role. To the west, **industrial and retail precincts** permit heights up to RL 140.5m, demonstrating the capacity for increased scale within station located infrastructure.

**LEGEND**

- 400m / 5mins Walking Radius
- Metro Stations
- Strategic Centre
- Gateway
- Metro Lines (Underground)
- Primary Vehicular Roads
- Secondary Vehicular Roads
- Bulky Goods
- Mixed Use
- Employment
- Light Industrial
- Cultural/Leisure/Education
- Medium Density Residential
- Building Heights - 140.5m RL
- Building Heights - 52-68m RL



# 2.1 Context & Precinct Response

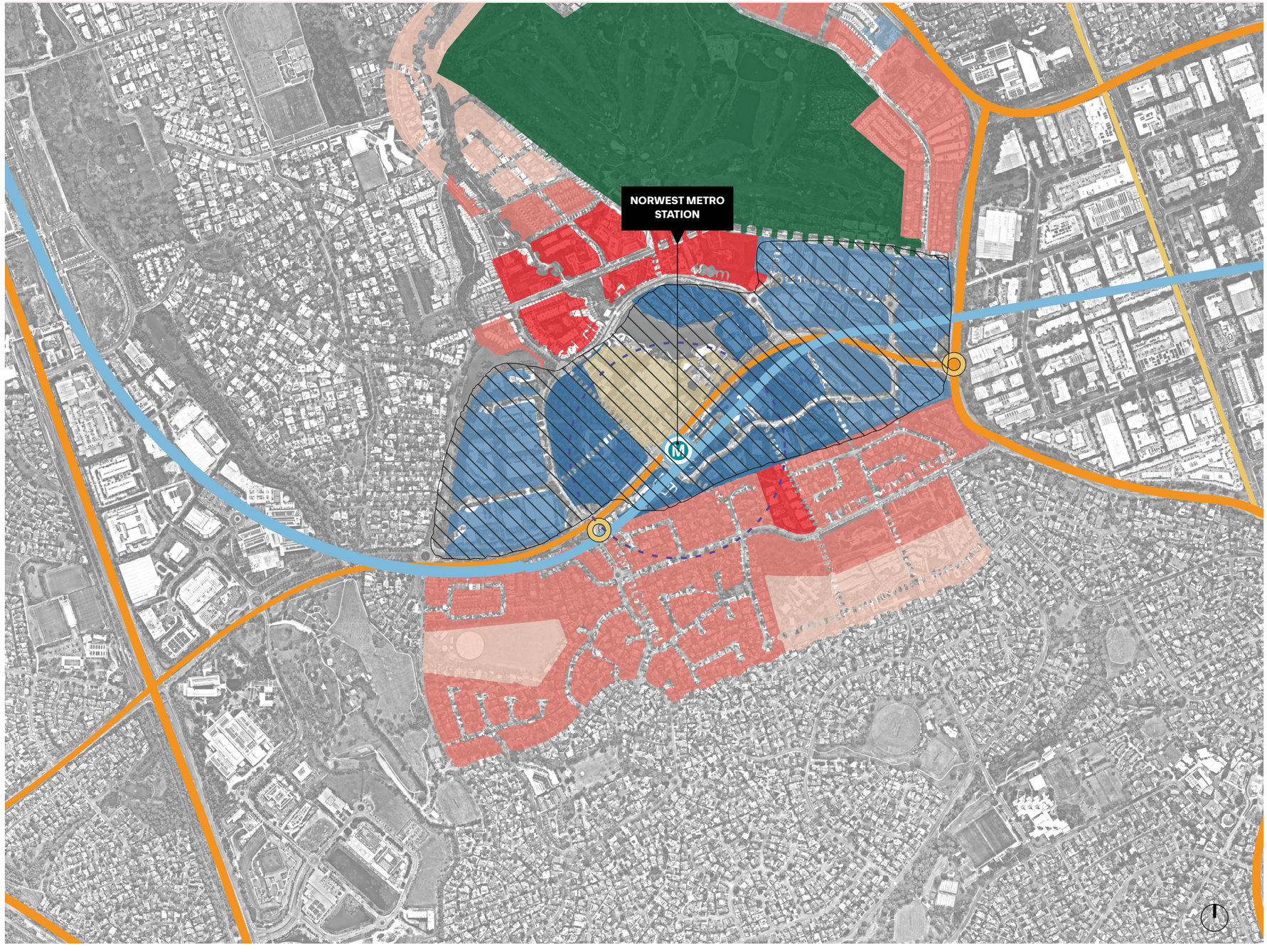
## Precinct Context - Norwest

**Items 04, 04a Response**

The Norwest Metro Station precinct is **centred within a major commercial** and **business park zone** and adjoins a local centre that accommodates building heights of up to RL 116m and is bookended by residential zoning either side. Within a 400m (5-minute walk) catchment south of the station, **a mix of low, medium and high-density residential** development provides a diverse housing offering that supports transit-oriented living. Beyond the immediate station catchment, residential neighbourhoods extend within a broader 10-minute walking radius and are integrated with areas of private recreation zoning, creating a balanced relationship between housing, employment and open space.

**LEGEND**

- 400m / 5mins Walking Radius
- Metro Stations
- Strategic Centre
- Gateway
- Metro Lines (Underground)
- Primary Vehicular Roads
- Secondary Vehicular Roads
- Commercial
- Business Park
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Private Recreation
- Existing Local Centre
- Building Heights - 116m RL



# 2.1 Context & Precinct Response

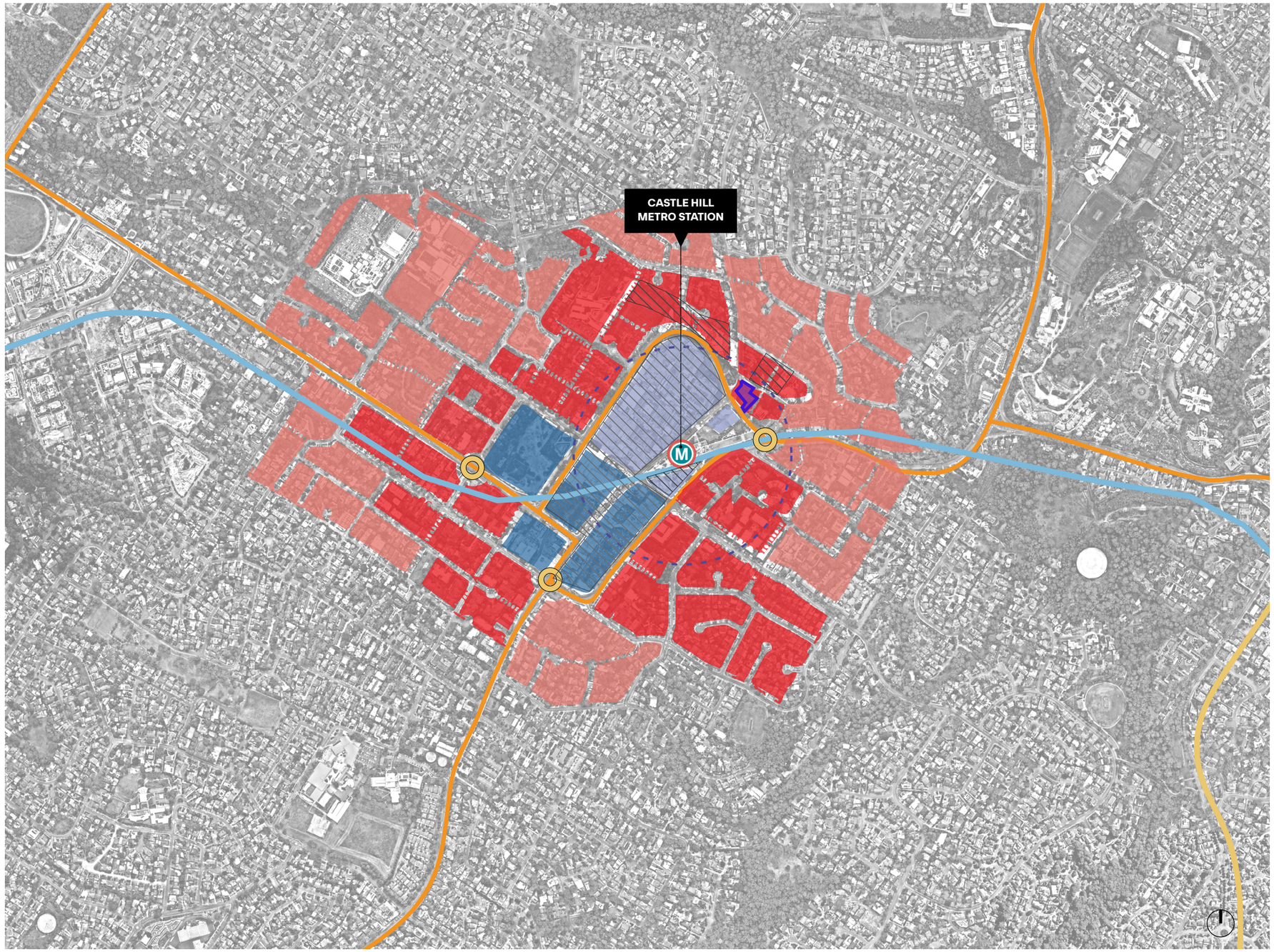
## Precinct Context - Castle Hill

**Items 04, 04a Response**

A review of existing and future zoning, density patterns and the Castle Hill Structure Plan identifies the site as being located within the **Metro Station gateway catchment**, approximately 400 metres (a 5-minute walk) from the station, reinforcing its role as a strategic site within the centre. Castle Hill Metro Station **functions as a strategic centre**, with the station precinct centrally positioned within a mixed-use and commercial core anchored by Castle Towers Shopping Centre and associated development reaching heights of approximately RL 46m. Surrounding the commercial core are high-density residential precincts with building height pockets ranging from RL 54–68m, which transition to medium-density residential neighbourhoods further from the station. The site's location within the primary 400m station catchment places it within a key area for growth and intensification, supporting its role as a prominent gateway and anchor site within the evolving Castle Hill Centre.

**LEGEND**

- 16-20 Old Castle Hill Rd (The Site)
- 400m / 5mins Walking Radius
- Metro Stations
- Strategic Centre
- Gateway
- Metro Lines (Underground)
- Primary Vehicular Roads
- Secondary Vehicular Roads
- Mixed Use
- Commercial
- Medium Density Residential
- High Density Residential
- Building Heights - 54-68m RL
- Building Heights - 46m RL



# 2.1 Context & Precinct Response

## Precinct Context Micro - Castle Hill

**Items 04, 04a Response**

Furthermore the Castle Hill Structure Plan identifies a series of key gateway locations along primary vehicular corridors that define important transition points into and through the centre. Analysis of the surrounding road network identifies the intersection of Old Castle Hill Road and Pennant Street, adjacent to the site, as a **significant nodal gateway linking north-south and east-west** movement corridors. As a highly visible location experienced by residents, commuters and visitors, the site plays an important role in **establishing a strong arrival experience** and **reinforcing the identity of the strategic centre**. The proposed scale responds to this gateway context by supporting the planned urban intensification of Castle Hill while recognising the future redevelopment pattern of surrounding sites. The development demonstrates how increased height and density can be delivered through a high-quality architectural outcome, **contributing to a coherent gateway character**, supporting transit-oriented development objectives and reinforcing Castle Hill's role as a major strategic centre within the broader region.

**LEGEND**

- 400m / 5mins Walking Radius
- Metro Stations
- Strategic Centre
- Gateway - Referenced from Structure Plan
- Nodular Gateway
- Nodular Gateway Links
- Metro Lines (Underground)
- Primary Vehicular Roads
- Secondary Vehicular Roads
- Road Widening
- 16-20 Old Castle Hill Rd (The Site)
- New DAs Built / Under construction
- Open Space
- Castle Towers Shopping Mall
- 1 Castle Mall Shopping Centre
- 2 Castle Hill Community Centre
- 3 Arthur Whitling Park Reserve
- 4 Castle Hill Library
- 5 Castle Hill Hospital
- 6 Eric Fenton Reserve
- 7 Castle Hill Police Station
- 8 Castle Hill Public School
- 9 Castle Hill High School
- 10 Castle Hill RSL Club
- 11 St Paul's Castle Hill
- 12 Rogans Hill Reservoir
- 13 St Bernadette's Primary School
- 14 Milestones Early Learning

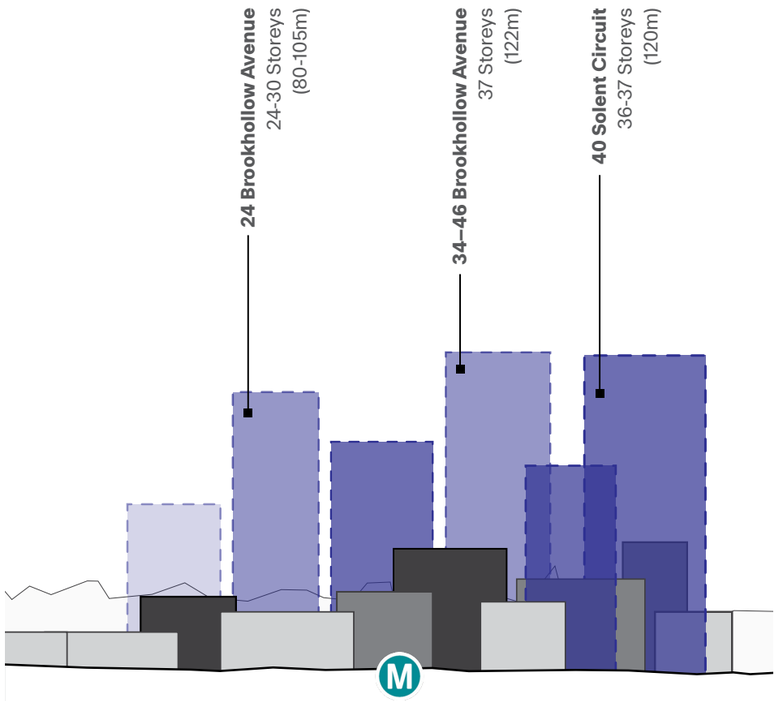


# 2.2 Context & Precinct Response

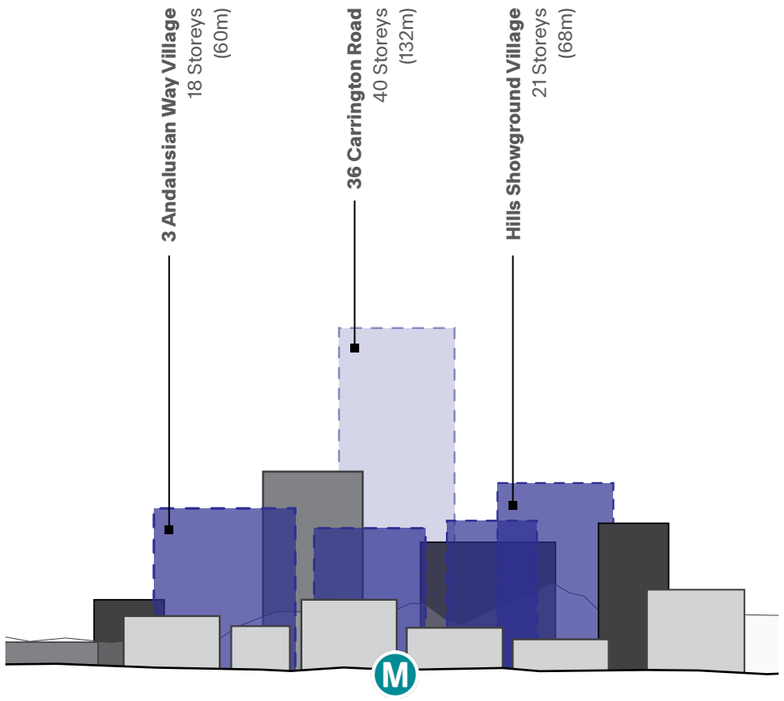
## Precinct Context - Elevation

**Item 04b Response**

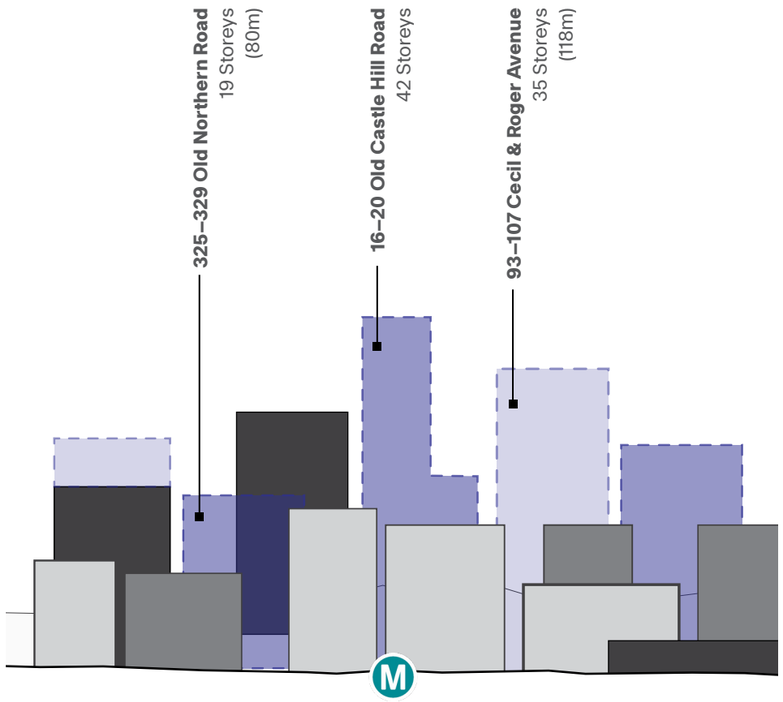
Across the Metro Northwest corridor, centres such as Norwest, Hills Showground and even Bella Vista are already shifting toward taller, denser and more mixed-use urban forms around station infrastructure. With approved and proposed tower clusters reaching into the 20, 30 and even 40-plus storey range, **the proposal sits within a broader pattern of Metro-centred intensification** rather than outside it. In Castle Hill, the proposed height of 42 storeys is not so foreign given the centre's established retail, civic and transport role.




**Norwest Metro**




**Hills Showground Metro**




**Castle Hill Metro**

**LEGEND**

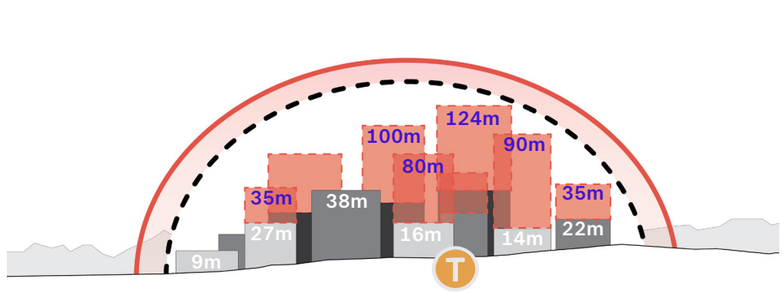
- Metro Stations
- Existing HOB
- Future HOB (SEARs, Approved, HDA SSD, Under Construction)

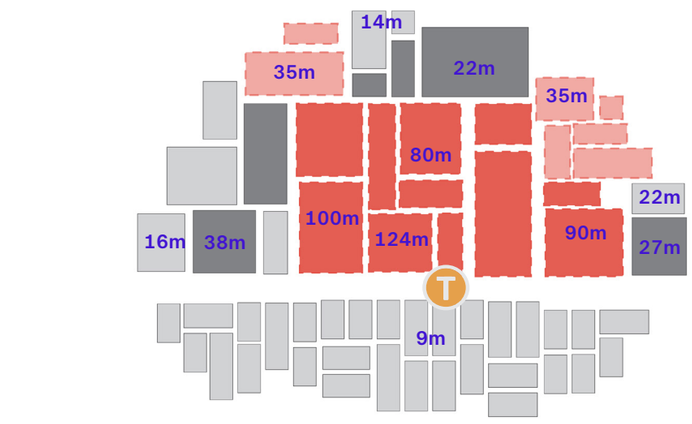
# 2.2 Context & Precinct Response

## Precinct Context - TOD Precedents

**Item 04b Response**

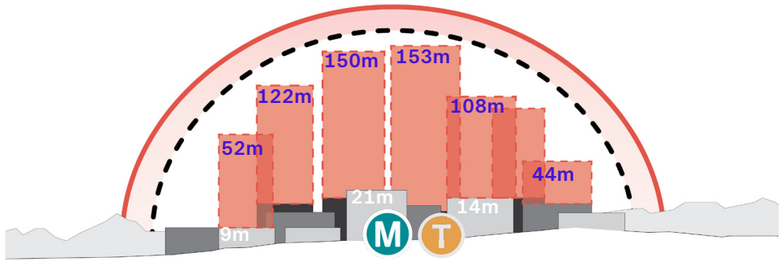
Furthermore, a 42 storey built form in Castle Hill is not such a foreign response when considered against other Sydney centres shaped by transit-oriented development. Homebush, North Strathfield and Hornsby each demonstrate a broader planning shift toward concentrating housing, mixed-use activity and public-domain investment around established rail stations, close to larger nodal hubs to ease congestion. While these centres vary in scale and character, they reflect the same underlying principle: greater **height and density are most appropriate where they are anchored by strong transport access**, retail services and walkable urban infrastructure. In this context, Castle Hill's proposed height can be understood as part of Sydney's wider move toward station-centred growth, rather than an isolated or unexpected built form outcome.

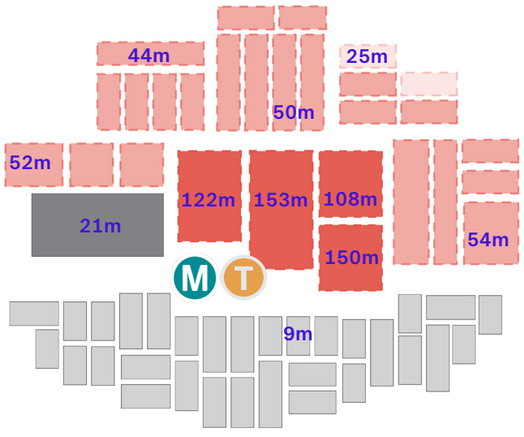



### Homebush Station

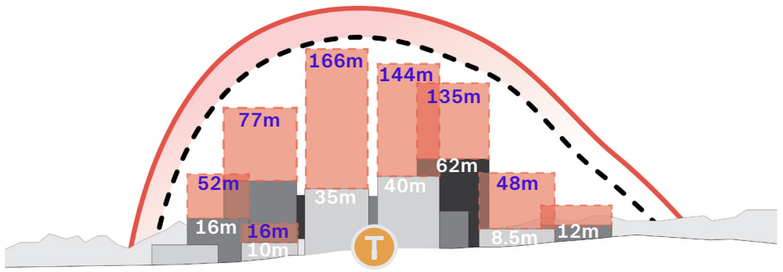
Building upon NSW government studies of Parramatta Road Corridor Urban Transformation Strategy in 2016.

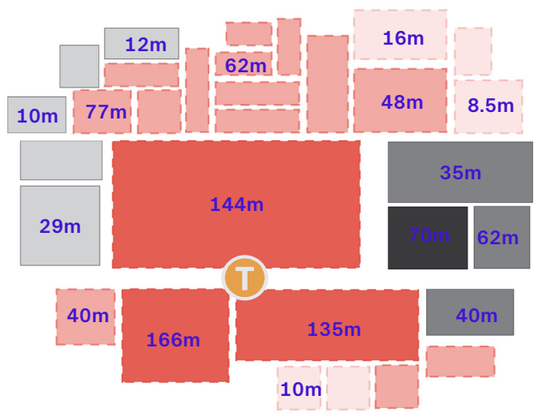



### North Strathfield Station

Future North Strathfield Metro station to be built across train station. Building upon NSW government studies of Parramatta Road Corridor Urban Transformation Strategy in 2016.




### Hornsby Station

Masterplan adopted by Hornsby Council. Hornsby is 1 of 8 Tier 1 accelerated TOD precinct.

**LEGEND**

- Existing HOB
- Proposed Incentive HOB

# 2.2 Context & Precinct Response

## Immediate Surrounds - Proposed Precinct

**Item 04b Response**

The proposed height at 16–20 Old Castle Hill Road should be read within the immediate development context already established across the road. Grand Reve has introduced a taller apartment typology into the town centre setting, while the adjoining Garthowen West precinct is proposed to deliver a further concentration of residential and mixed-use height, including towers reported in the 18 to 24-storey range and a 19-storey hotel. Together with the site at 51–53 Old Castle Hill Road, these projects establish a clear **pattern of urban renewal**, increased density and vertical built form around Castle Hill's retail and Metro core. In this context, the proposal contributes to an **emerging cluster of taller development** that is already reshaping the centre, reinforcing Old Castle Hill Road as part of a more compact, walkable and transit-oriented town centre.

**LEGEND**

- 16-20 Old Castle Hill Rd (The Site)
- Built
- DA / Under Construction
- Indicative Developable Mass
- 1 Grand Reve, 6-12 & 16-20 Garthowen Crescent
- 2 51-53 Old Castle Hill Road, Castle Hill
- 2A 51-53 Old Castle Hill Road, Castle Hill
- 3 Garthowen West
- 4 Hotel Tower/ Commercial Tower, 6-14 Castle Street, Castle Hill
- 5 8 McMullen Avenue

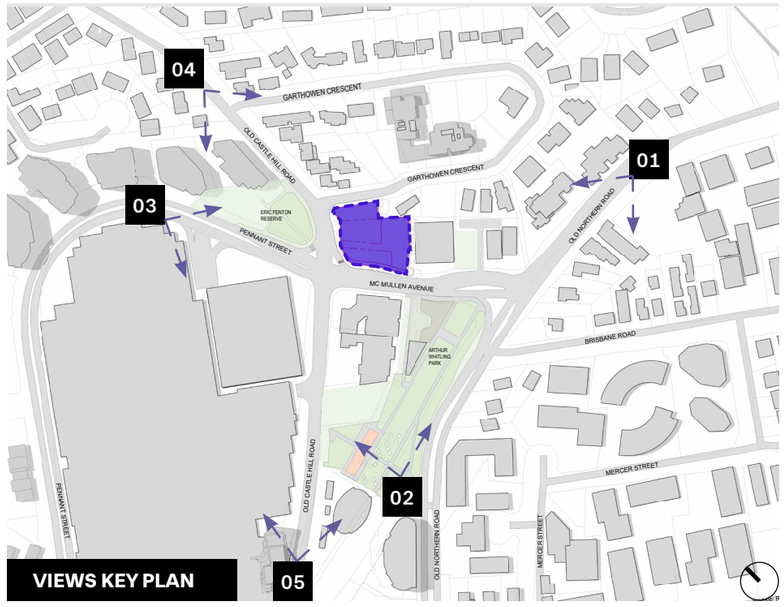


# 2.3 Context & Precinct Response

## Precinct Context - Viewlines

**Item 04c Response**

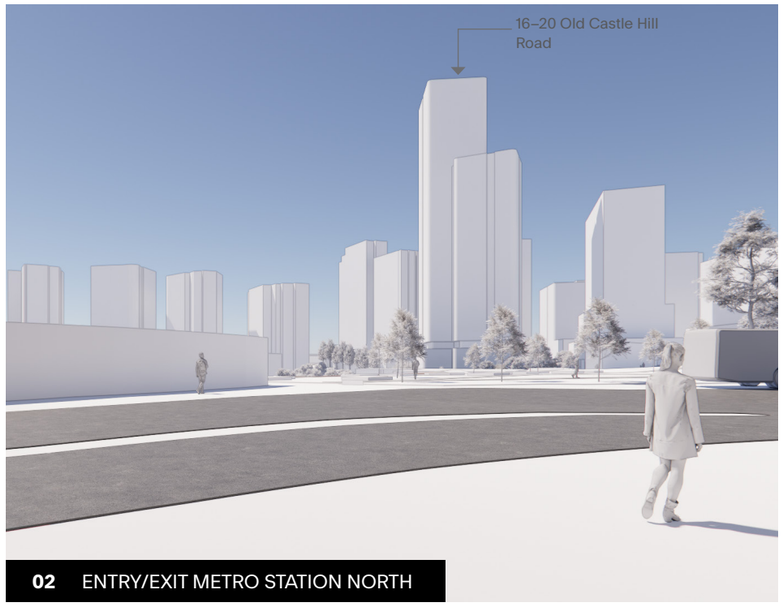
A comprehensive visual impact assessment has been undertaken through a series of short, medium and long-distance view analyses from key locations within the Castle Hill Centre. The **assessment tests the proposal against both existing and future** planned built form scenarios, demonstrating how the development integrates within the evolving town centre skyline. By considering future context planning alongside the proposal, the analysis confirms that the height and scale contribute to a **coherent and legible urban form**, reinforcing the strategic centre character and gateway role of the precinct rather than presenting as an isolated tower outcome.







**01** OLD NORTHERN ROAD WEST




**02** ENTRY/EXIT METRO STATION NORTH




**03** PENNANT STREET SOUTH




**04** OLD CASTLE HILL ROAD SOUTH




**05** OLD NORTHERN ROAD NORTH

# 2.4 Context & Precinct Response
## Arthur Whitling Park

**Item 17 Response**
A detailed overshadowing assessment has been undertaken for Arthur Whitling Park, comparing existing conditions, the original uplift scheme and the current proposal to clearly identify the extent and impact of additional shadowing on the public domain. The analysis extends beyond the LEP assessment period of 11am-2pm, by examining solar access from 9am through to 3pm to provide a comprehensive understanding of shadow movements throughout the day. The assessment demonstrates that **less than 30%** of the park is overshadowed at anytime, while **substantial areas of the park continue to receive significant periods of direct sunlight**, particularly within the more actively used areas located closer to the Metro station and away from the road corridor. Key visitor amenities, including children's play equipment, seating areas and principal recreation spaces, remain located within areas that retain strong solar access, ensuring the overall quality, functionality and amenity of Arthur Whitling Park and the surrounding public domain are maintained.


01 CASTLE HILL METRO STATION


02 SKYLIGHTS TO METRO STATION



METRO & ARTHUR WHITLING PARK AERIAL


03 PUBLIC SEATING AREA


04 PLAYGROUND


05 OLD NORTHERN ROAD INTERFACE


06 CNR OF OLD NORTHER RD & MCMULLEN AVE


07 MCMULLEN AVENUE - LOOKING WEST


08 MCMULLEN AVENUE - CAR PARK

# 2.4 Context & Precinct Response

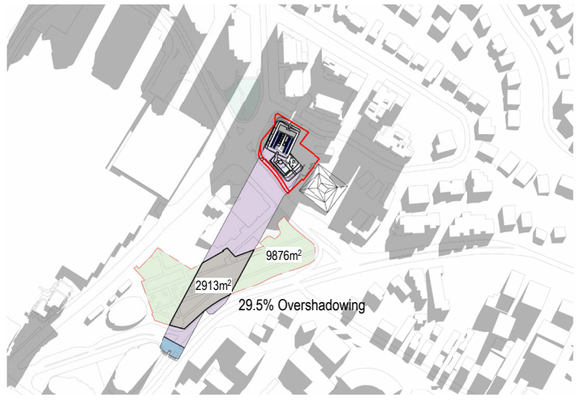
## Overshadow Analysis - 9am-3pm

**Item 17 Response**

A detailed overshadowing assessment has been undertaken for Arthur Whitling Park, comparing existing conditions, the original uplift scheme and the current proposal to clearly identify the extent and impact of additional shadowing on the public domain. The analysis extends beyond the LEP assessment period of 11am-2pm, by examining solar access from 9am through to 3pm to provide a comprehensive understanding of shadow movements throughout the day. The assessment demonstrates that **less than 30%** of the park is overshadowed at anytime, while **substantial areas of the park continue to receive significant periods of direct sunlight**, particularly within the more actively used areas located closer to the Metro station and away from the road corridor. Key visitor amenities, including children's play equipment, seating areas and principal recreation spaces, remain located within areas that retain strong solar access, ensuring the overall quality, functionality and amenity of Arthur Whitling Park and the surrounding public domain are maintained.




**21ST JUNE - 9AM**




**21ST JUNE - 10AM**




**21ST JUNE - 11AM**



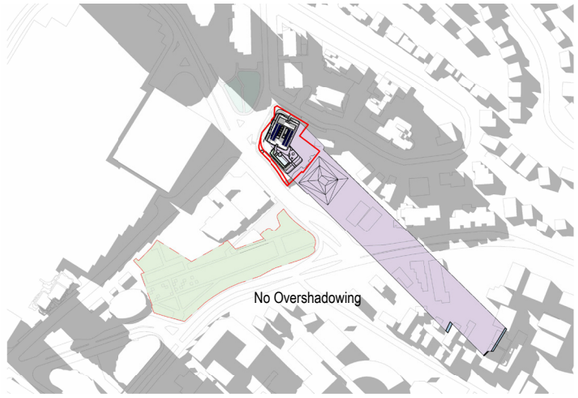

**21ST JUNE - 12PM**




**21ST JUNE - 1PM**




**21ST JUNE - 2PM**




**21ST JUNE - 3PM**

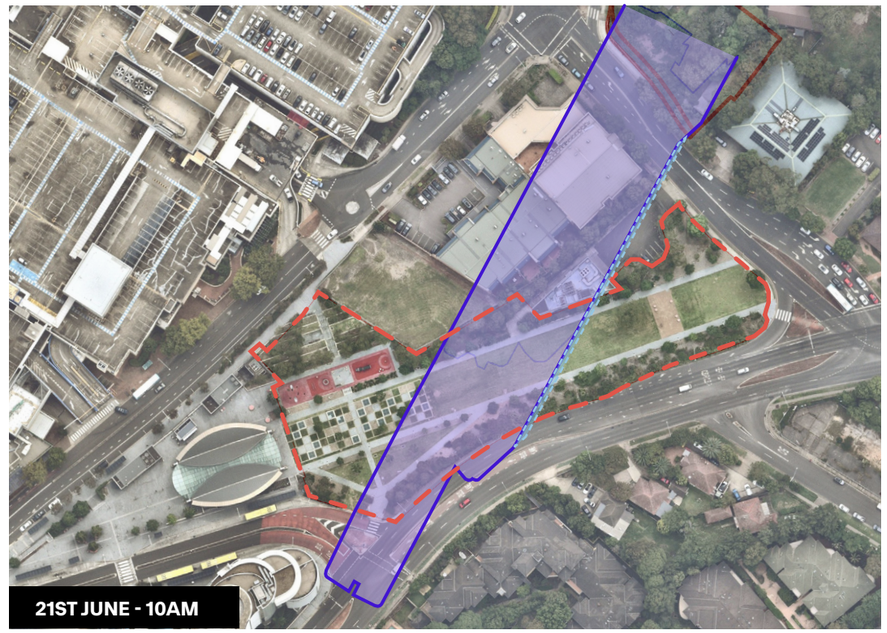
**LEGEND**

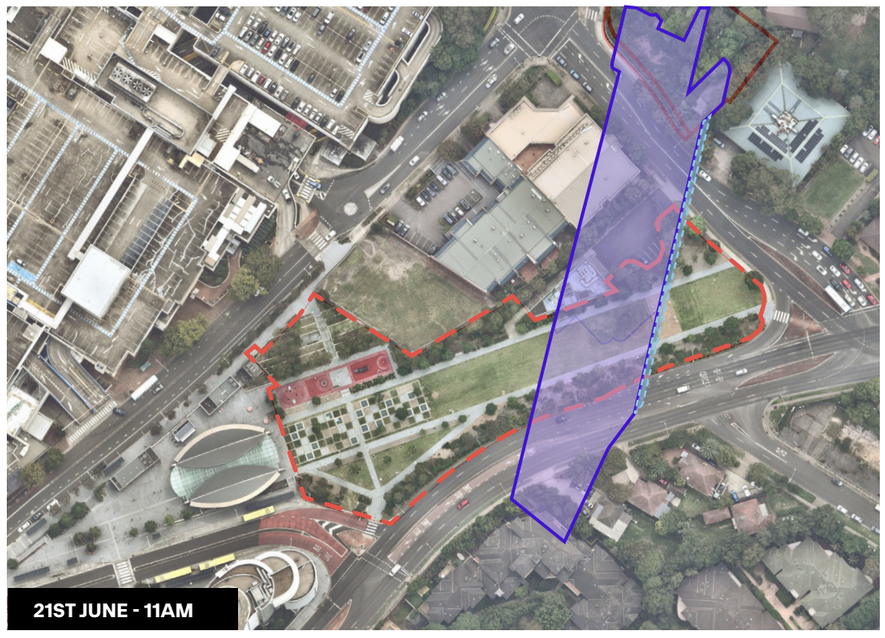
- Arthur Whitling Park
- Overshadow by Current Scheme (HDA)
- Overshadow Difference between Previous and Current Scheme (HDA)
- Overshadow to Arthur Whiling Park

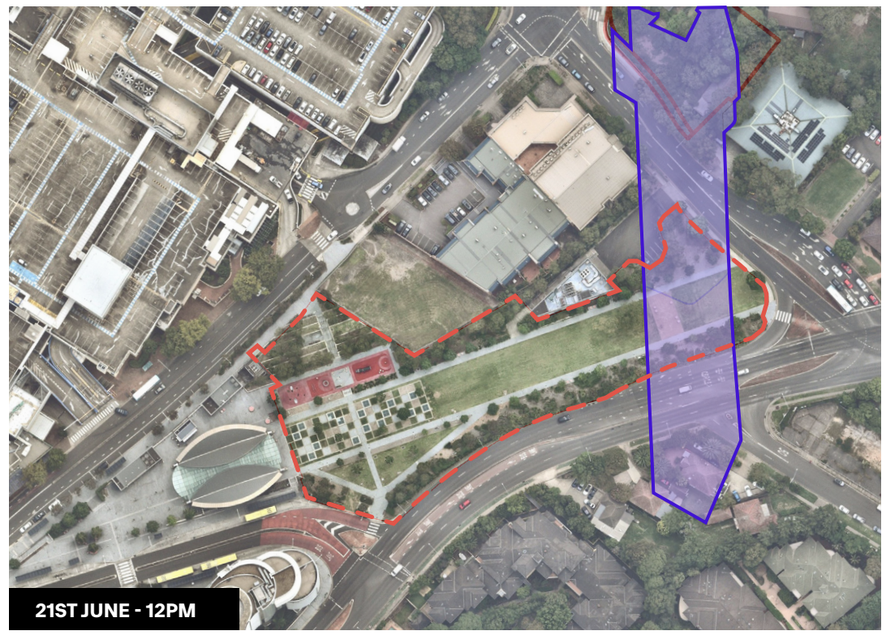
# 2.4 Context & Precinct Response
## Shadow Overlay - Morning

**Item 17 Response**
A detailed overshadowing assessment has been undertaken for Arthur Whitling Park, comparing existing conditions, the original uplift scheme and the current proposal to clearly identify the extent and impact of additional shadowing on the public domain. The analysis extends beyond the LEP assessment period of 11am-2pm, by examining solar access from 9am through to 3pm to provide a comprehensive understanding of shadow movements throughout the day. The assessment demonstrates that **less than 30%** of the park is overshadowed at anytime, while **substantial areas of the park continue to receive significant periods of direct sunlight**, particularly within the more actively used areas located closer to the Metro station and away from the road corridor. Key visitor amenities, including children's play equipment, seating areas and principal recreation spaces, remain located within areas that retain strong solar access, ensuring the overall quality, functionality and amenity of Arthur Whitling Park and the surrounding public domain are maintained.



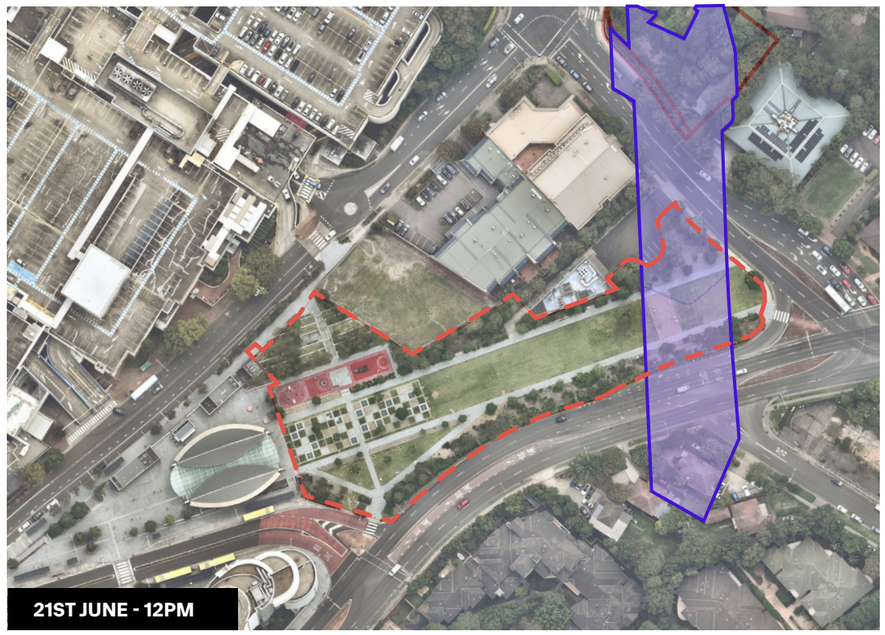




**LEGEND**
- Arthur Whitling Park
- Overshadow by Current Scheme (HDA)
- Reduction of Overshadow to SDRP 03 Scheme

# 2.4 Context & Precinct Response
## Shadow Overlay - Afternoon

**Item 17 Response**
A detailed overshadowing assessment has been undertaken for Arthur Whitling Park, comparing existing conditions, the original uplift scheme and the current proposal to clearly identify the extent and impact of additional shadowing on the public domain. The analysis extends beyond the LEP assessment period of 11am-2pm, by examining solar access from 9am through to 3pm to provide a comprehensive understanding of shadow movements throughout the day. The assessment demonstrates that **less than 30%** of the park is overshadowed at anytime, while **substantial areas of the park continue to receive significant periods of direct sunlight**, particularly within the more actively used areas located closer to the Metro station and away from the road corridor. Key visitor amenities, including children's play equipment, seating areas and principal recreation spaces, remain located within areas that retain strong solar access, ensuring the overall quality, functionality and amenity of Arthur Whitling Park and the surrounding public domain are maintained.













**LEGEND**
- Arthur Whitling Park
- Overshadow by Current Scheme (HDA)
- Reduction of Overshadow to SDRP 03 Scheme

3.0

# Architectural Planning & Refinement

# 3.0

3.0

# Architectural Planning & Refinement

## Basement

### SDRP HDA Feedback

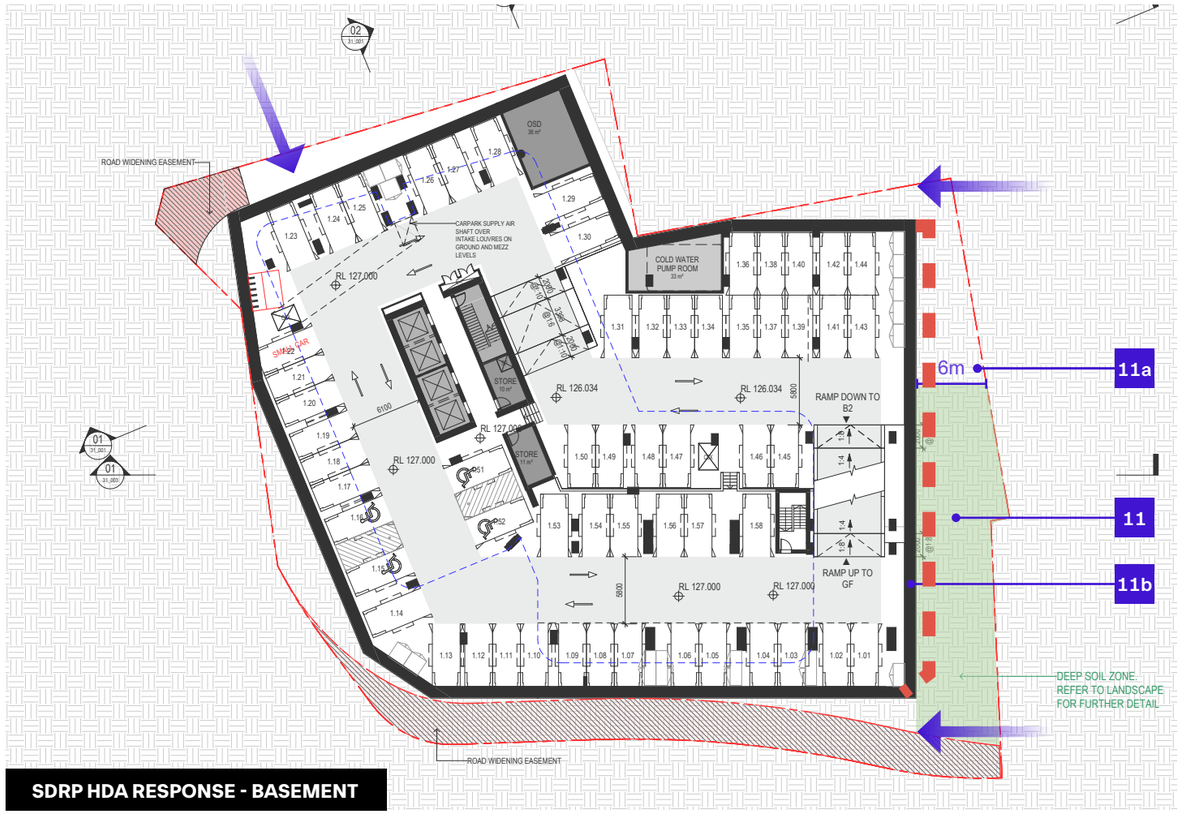
- **Item 11.** Increase deep soil provision to improve landscape and ecological outcomes.
- **Item 11a.** Demonstrate that deep soil areas comply with ADG minimum requirements, including recommended widths, and are not reliant on adjoining sites to achieve continuity.
- **Item 11b.** Explore reducing car parking provision to enable a smaller basement footprint, noting the site's proximity to Castle Hill Metro Station.

# 3.0 Architectural Planning & Refinement

## Basement




SDRP 03 - BASEMENT




SDRP HDA RESPONSE - BASEMENT

**11**

**Item 11 Response**

Deep soil provision has been increased to 212m², equating to 7% of the site area. This represents a significant improvement from the previous scheme, which achieved no compliant deep soil planting areas once the road widening easement was excluded, despite identifying 475m² of landscape area.

The basement footprint has been reduced to allow for proper deep soil in accordance with the ADG (min. 6m in width).

**11a**

**Item 11a Response**

Deep soil provision has been designed to comply with ADG requirements (min. 6m in width) and even exceeds this requirement in key landscaping zones.

**11b**

**Item 11b Response**

The basement has naturally decreased in footprint due to the extended deep soil zones (refer to 11, 11a). Car parking provision has since been reduced from 386 to 353 (33 less).

# 3.1 Architectural Planning & Refinement

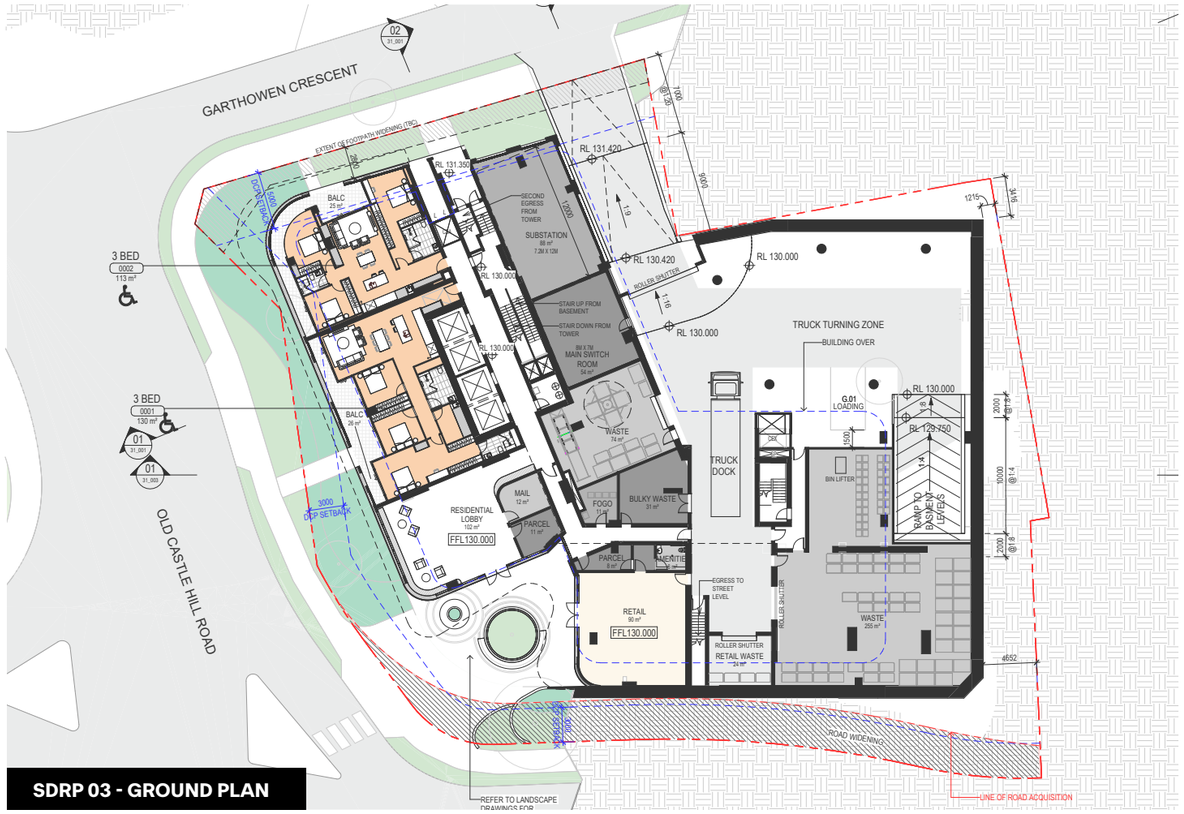
## Lower Ground / Ground Plane

### SDRP HDA Feedback

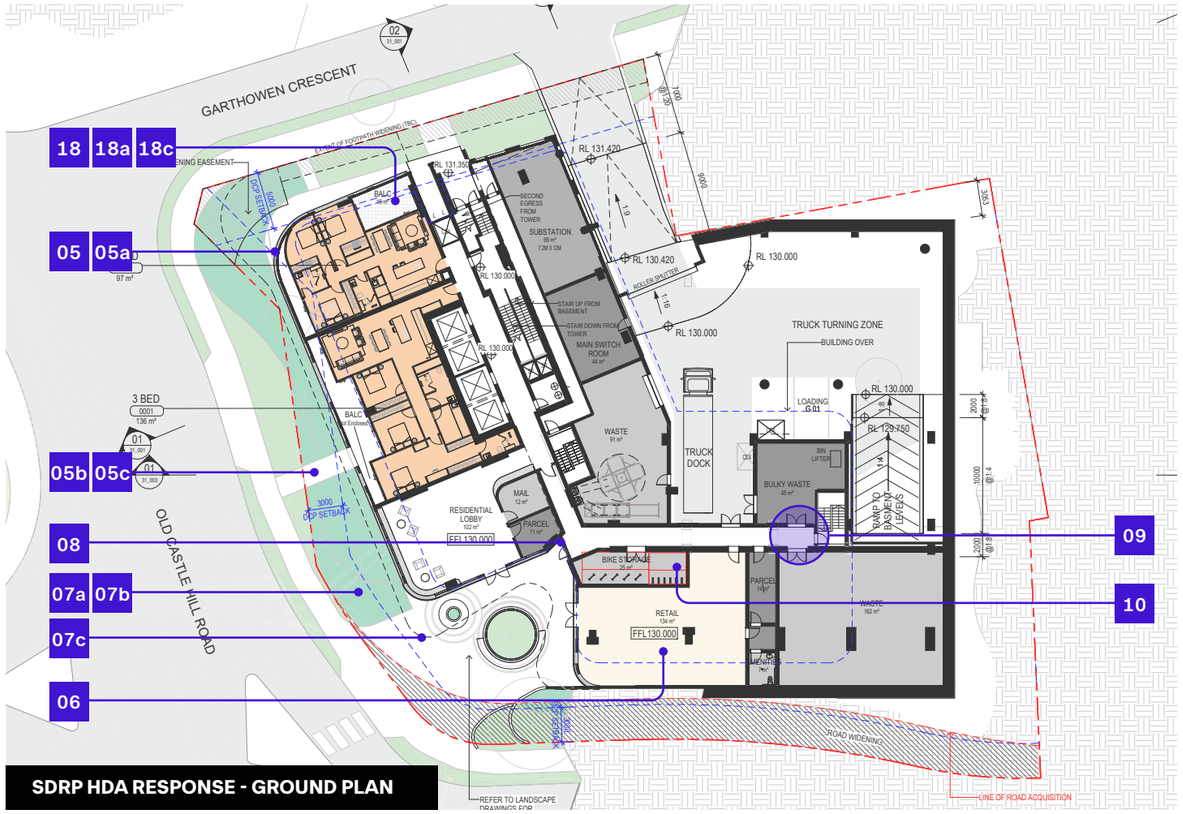
- **Item 01.** Demonstrate that Connecting with Country principles and Knowledge Holder engagement outcomes are embedded within the architecture, built form and the spatial experience of the site, not only as surface treatments, but as drivers of spatial organisation, materiality and ecological outcomes.
- **Item 05.** Resolve the ground level apartment interfaces, particularly along McMullen Avenue, ensuring residential amenity and streetscape quality considers street conditions before and after road widening.
- **Item 05a.** Demonstrate that the podium setback maintains sufficient separation and delivers clear, high-quality amenity for both terrace residents and pedestrians.
- **Item 05b.** Demonstrate how privacy and security is provided to ground level apartments at the varying edge conditions.
- **Item 05c.** Ensure ongoing accessible street access to ground level apartments.
- **Item 06.** Ensure the ground floor entry and retail forecourt deliver a high level of residential and public amenity, addressing noise, solar access, pedestrian movement and overall spatial quality, creating a welcoming and activated space.
- **Item 07a.** Improving the clarity and legibility between public and private zones
- **Item 07b.** Ensuring safe, continuous and well-defined pedestrian movement through the site edges.
- **Item 07c.** Ensuring appropriate wind mitigation measures are incorporated to provide comfortable sitting and walking environments.
- **Item 08.** Review resident entry circulation to lobbies, lifts, and ground floor apartments to simplify circulation, improve sightlines and provide ample daylight access.
- **Item 9.** Demonstrate that servicing, loading and waste collection can be accommodated safely and efficiently without compromising pedestrian amenity, landscape outcomes or residential interfaces.
- **Item 10.** Provide bike parking at ground level that is accessible and caters to families.
- **Item 18.** Ensure lower-level apartments deliver high quality residential amenity, given their proximity to high-traffic streets.
- **Item 18a.** Demonstrate how noise impacts have been mitigated and informed apartment layouts.
- **Item 18c.** Ensure balconies and private open spaces are comfortable, useable and appropriately protected from noise.

# 3.1 Architectural Planning & Refinement

## Lower Ground / Ground Plane




SDRP 03 - GROUND PLAN




SDRP HDA RESPONSE - GROUND PLAN

**05 05a 05b 05c**

**Item 05, 05a-c Response**
The amenity and street interface between the ground floor apartments and immediate streets have greatly improved through a series of buffered interventions that allow for a comfortable transition from public to private.

Direct access is still maintained with a layered landscape and built approach to providing security and private spaces which respond to existing and future road widening conditions.

**06**

**Item 06 Response**
The retail offering has been increased to 133m² formally anchoring itself along the McMullen Avenue frontage to its mirrored Resident Entry.

The forecourt remains a central mainstay as a sheltered public living room that is buffered along the primary intersection.

**07a 07b**

**Item 07a-b Response**
Clarity is improved through a series of architectural and landscaped zones which negotiate the building's primary pedestrian entry between the two volumes and steep terrain.

**07c**

**Item 07c Response**
Awnings have been appropriately placed where necessary to improve pedestrian comfort.

**08**

**Item 08 Response**
Resident entry circulation has been reviewed and refined to improve clarity, legibility and amenity between lobbies, lifts and ground floor apartments.

An additional residential entry point has also been introduced to provide direct and secure access to bulky waste and bicycle storage facilities, improving convenience and operational efficiency for residents while maintaining separation from public and service interfaces.

**18 18a 18c**

**Item 18, 18a, 18c Response**
Ground floor apartments have been refined to ensure high-quality residential amenity in response to primary arterial roads.

Furthermore, layouts have been refined to negotiate noise exposure considering acoustic recommendations, through appropriate screening and spatial separation. This extends to ensure a comfortable and usable balcony.

**09**

**Item 09 Response**
Servicing and waste facilities have been rationalised into distinct areas away from residents improving safety and operation.

**10**

**Item 10 Response**
Ground level bike parking provided with direct, step-free access from the street, ensuring clear accessibility for all users, including families.

3.2

# Architectural Planning & Refinement

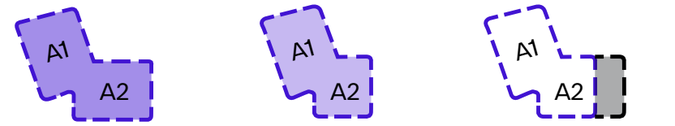
## Mid Tower Plate

### SDRP HDA Feedback

- **Item 18b.** Ensure all habitable rooms achieve natural ventilation while addressing noise impacts.
- **Item 19.** Improve the amenity of podium and tower circulation corridors through:
  a. Reducing their length
  b. Increasing access to daylight
  c. Ensuring natural ventilation is accessed throughout
- **Item 20.** Review internal planning of apartments, including knuckle units and deep-plan conditions, to ensure functional efficiency and high amenity.
- **Item 21.** Clearly demonstrate compliance with ADG solar and cross-ventilation requirements, noting units currently identified as compliant do not appear to achieve this. Include solar access to living rooms and private open spaces, and cross-ventilation diagrams.

# 3.2 Architectural Planning & Refinement

## Mid Tower Plate




**SDRP 03 GFA**

1,031m²

TYPICAL GFA MID PLATE
(LEVELS 6-16 & 18-28)

**SDRP HDA GFA**

948m²

TYPICAL GFA MID PLATE
(LEVELS 6-16 & 18-28)

**DIFFERENCE BETWEEN SCHEMES**

83m²

TYPICAL GFA MID PLATE
(LEVELS 6-16 & 18-28)




**SDRP 03 - TYPICAL MID PLATE**




**SDRP HDA RESPONSE - TYPICAL MID PLATE**

**18b**

**Item 18b Response**
Natural ventilation has been provided to all habitable rooms through operable windows which also ensure appropriate access to daylight.

Walk-up apartments have been reconfigured into single storey apartments ensuring compliant ventilation access across all dwellings.

**19a**

**Item 19a Response**
Corridor lengths have been improved to ensure managable access to apartments on the entire floorplate.

Corridor terminations have been improved on the South-East to provide light to corridor, improving comfort and engagement to the outside.

**19b**

**Item 19b Response**
Corridor amenity improved through increased access to natural daylight through operable windows at both ends of podium and tower circulation corridors.

This provides improved daylight, outlook and visual comfort for residents.

**19c**

**Item 19c Response**
Natural ventilation achieved throughout circulation corridors via operable windows at both ends, enabling continuous airflow and improved thermal comfort.

**20**

**Item 20 Response**
Internal apartment planning has been refined following a further tower setback, improving building efficiency and concerns around deeper apartments with 2 Bed from a 3 Bed.

This improves daylight amenity and access overall.

**21**

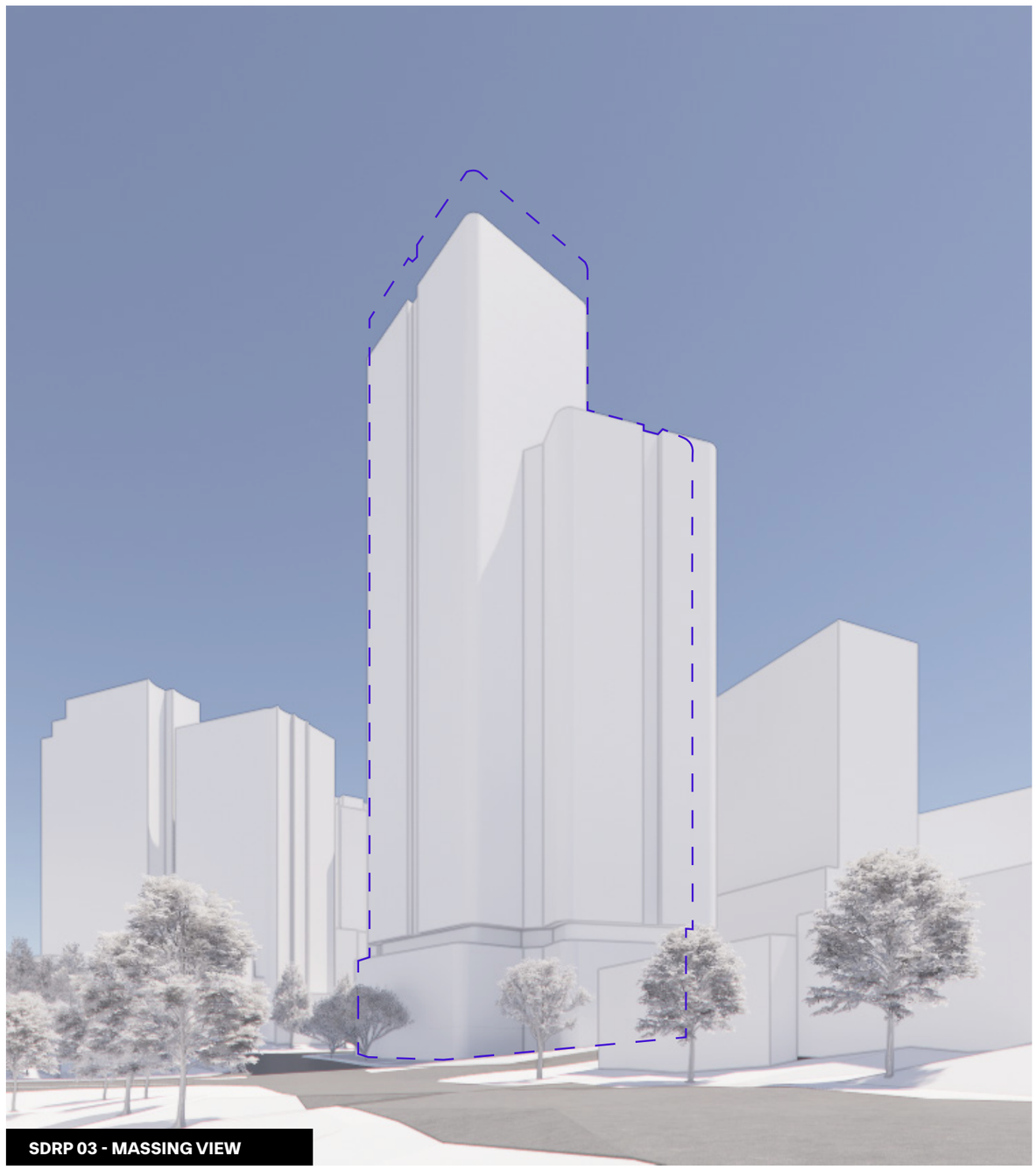
**Item 21 Response**
The revised scheme achieves 71% Solar and 60% Cross Vent across all apartments.

Living rooms have been refined to improve daylight and spatial amenity whilst providing quality private open space.

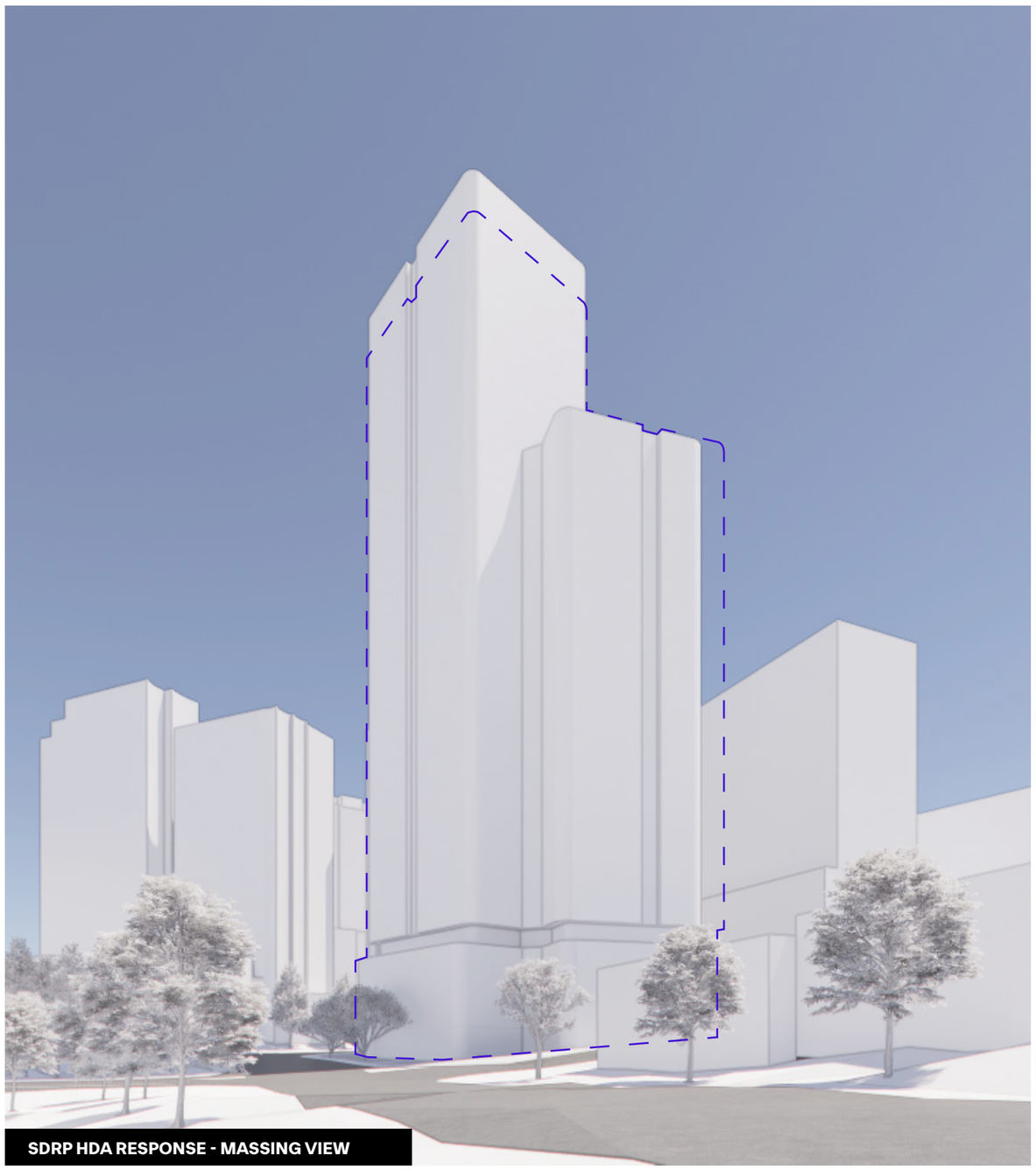
Indicative diagrams identify compliant unit types.

## 3.2 Architectural Planning & Refinement

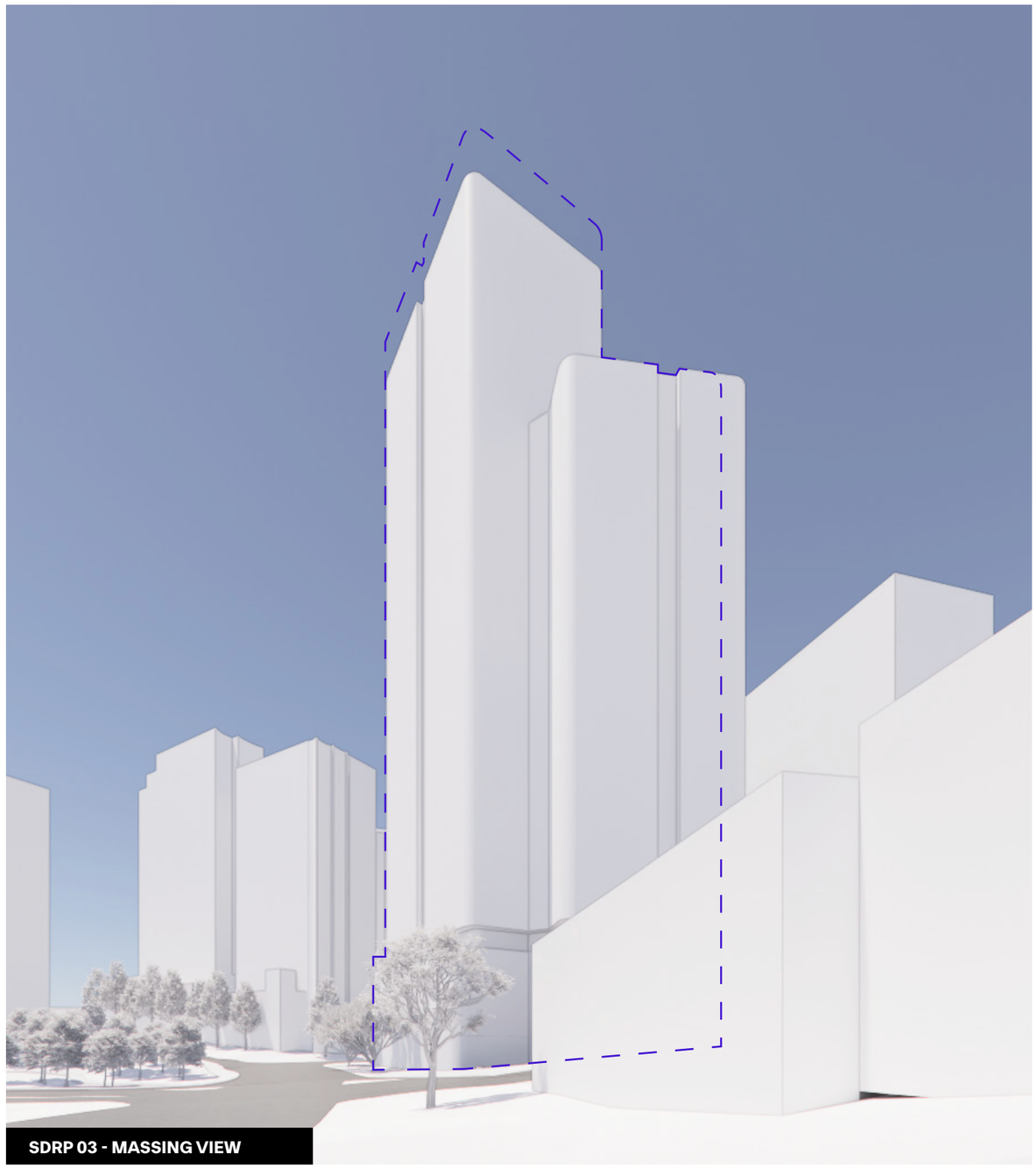
Massing Comparison

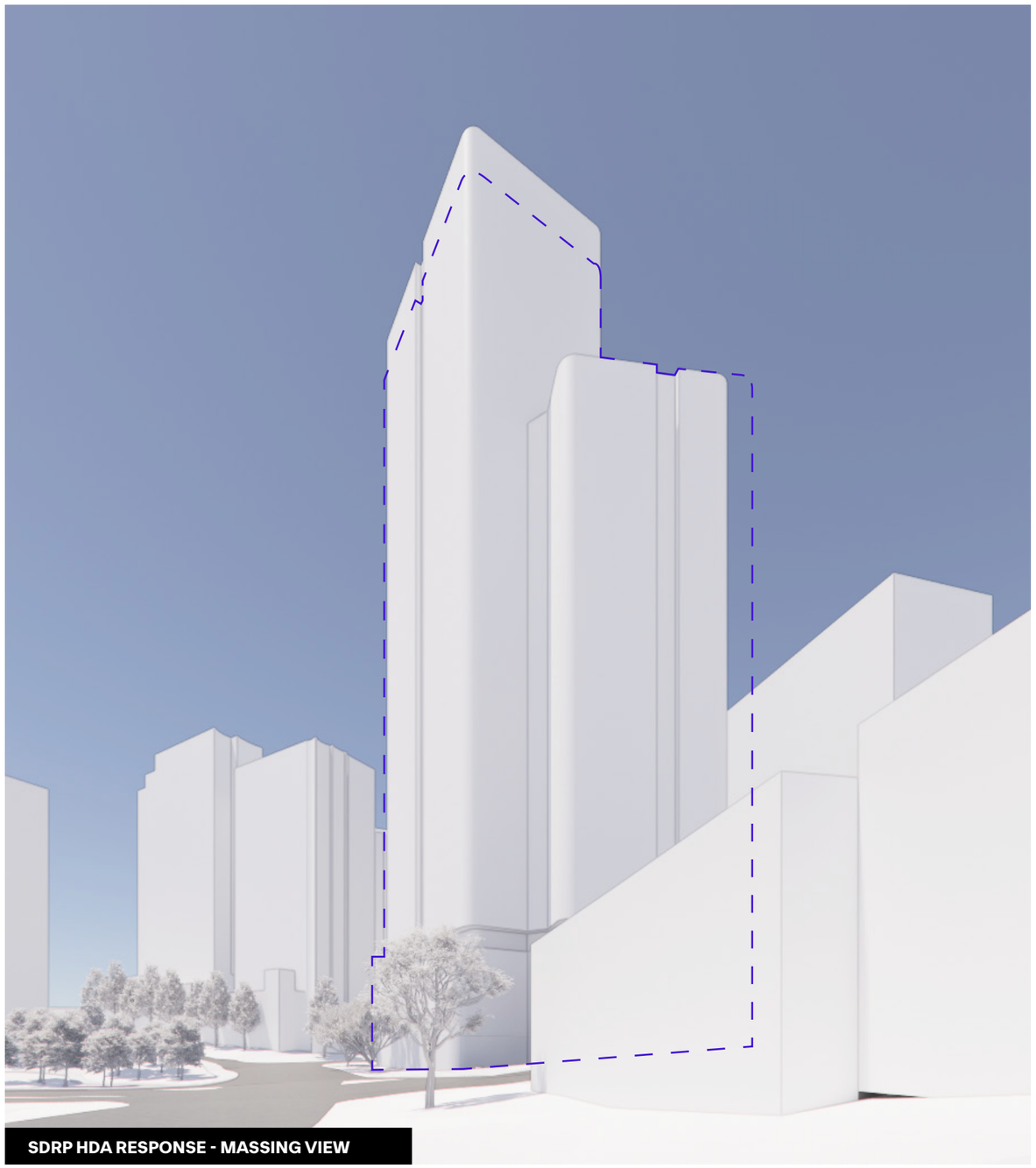


SDRP 03 - MASSING VIEW



SDRP HDA RESPONSE - MASSING VIEW


SDRP 03 - MASSING VIEW


SDRP HDA RESPONSE - MASSING VIEW

3.3

# Architectural Planning & Refinement

## Overshadowing

### SDRP HDA Feedback

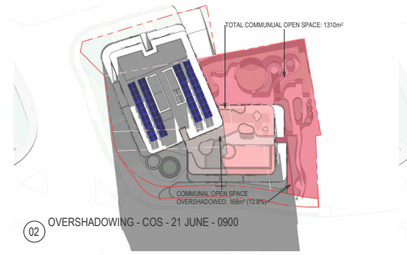
- **Item 15a.** Provide detailed analysis of overshadowing impacts on communal open spaces, particularly at ground level, considering future neighbouring developments.

# 3.3 Architectural Planning & Refinement

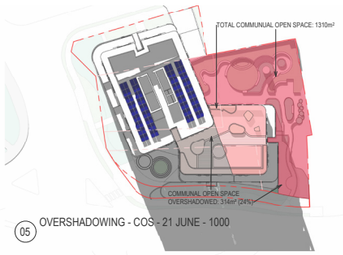
## Overshadowing - Communal Open Space

**Item 15a Response**

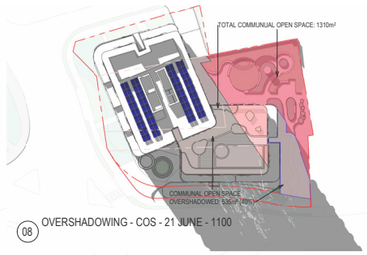
A detailed solar access assessment has been undertaken for all communal open space areas, analysing shadow impacts from 9am to 3pm. The assessment demonstrates compliance with ADG requirements, with **more than 50% of the communal open space receiving a minimum of two hours of direct sunlight** between 9am and 11am. While the overall communal open space area has reduced from 1,310m² in the previous SDRP scheme to 1,228m² in the current proposal, solar access outcomes remain proportionate to the available communal area and continue to provide equitable access to sunlight for residents. Comparative analysis also indicates that overshadowing during the most affected afternoon period (12pm–3pm), including at 2pm, has been reduced relative to the previous scheme, resulting in improved ground-level communal open space amenity and usability despite the revised built form.



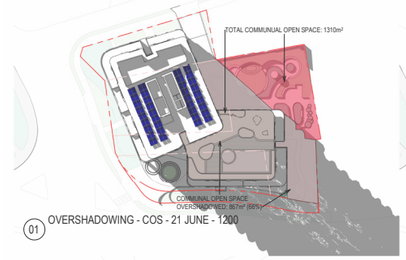
02 OVERSHADOWING - COS - 21 JUNE - 0900



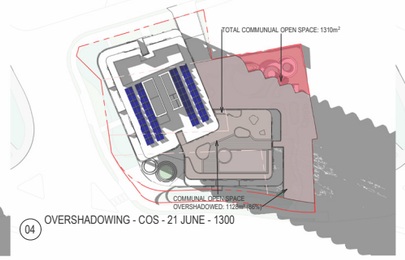
05 OVERSHADOWING - COS - 21 JUNE - 1000



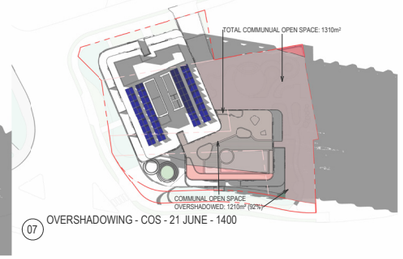
08 OVERSHADOWING - COS - 21 JUNE - 1100



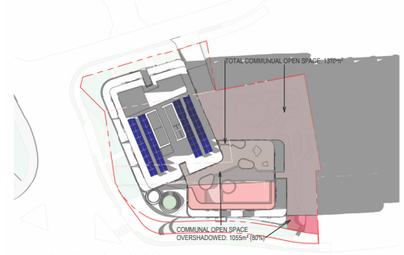
01 OVERSHADOWING - COS - 21 JUNE - 1200



04 OVERSHADOWING - COS - 21 JUNE - 1300

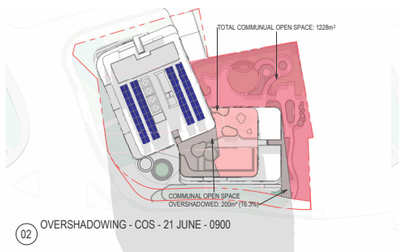


07 OVERSHADOWING - COS - 21 JUNE - 1400

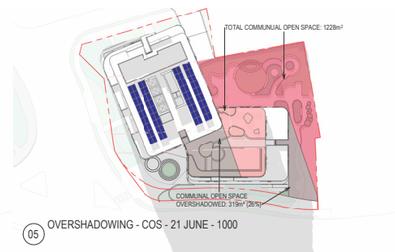


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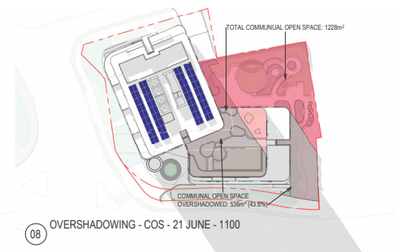
**SDRP 03 - COS**



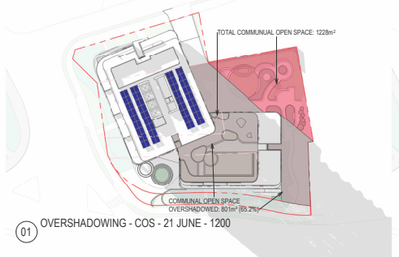
02 OVERSHADOWING - COS - 21 JUNE - 0900



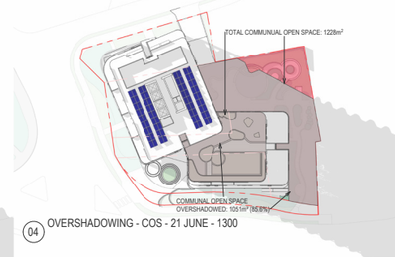
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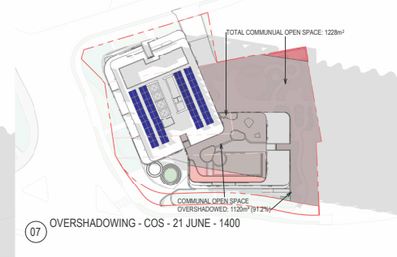
08 OVERSHADOWING - COS - 21 JUNE - 1100



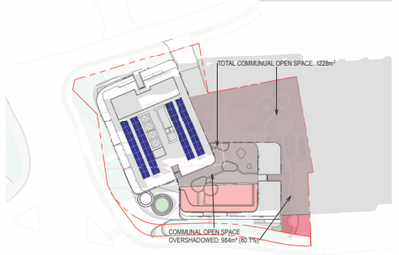
01 OVERSHADOWING - COS - 21 JUNE - 1200



04 OVERSHADOWING - COS - 21 JUNE - 1300



07 OVERSHADOWING - COS - 21 JUNE - 1400



00 OVERSHADOWING - COS - 21 JUNE - 1500

**SDRP HDA RESPONSE - COS**

# 3.4 Architectural Planning & Refinement

## Affordable Housing

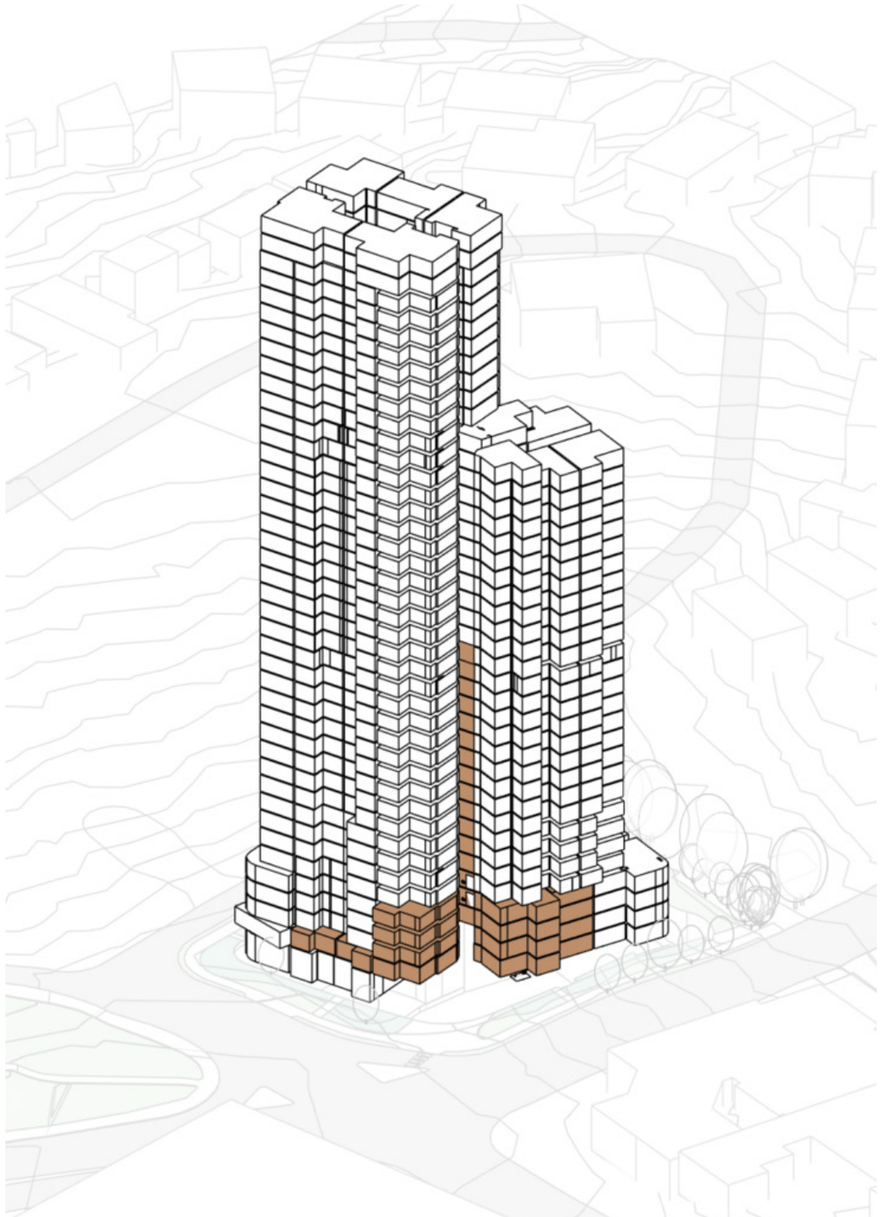
### SDRP HDA Feedback

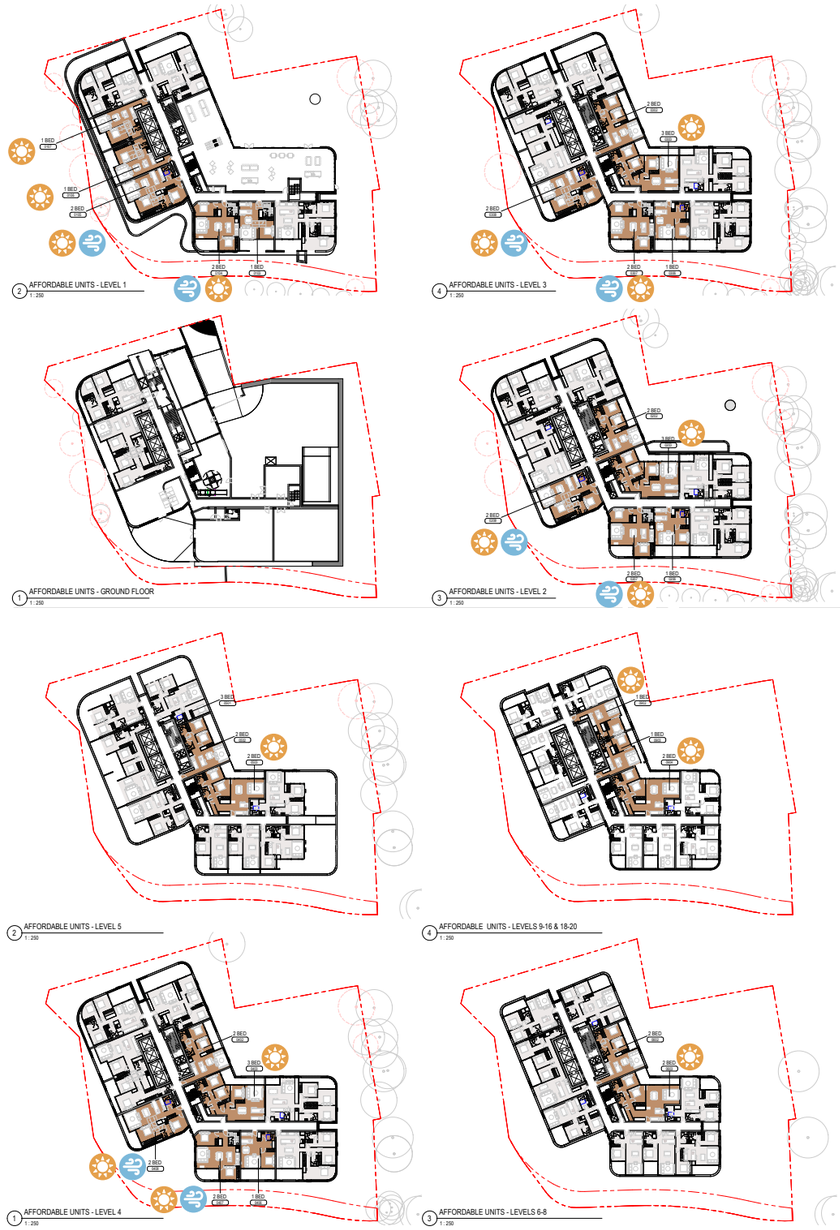
- **Item 23.** Clarify the location and distribution of affordable housing and demonstrate equitable access to amenity. Provide comparative analysis of amenity for affordable housing against market housing, including solar access, cross ventilation and access to communal space.

# 3.4 Architectural Planning & Refinement
## Affordable Housing

**Item 23 Response**

Affordable housing **comprises 15% of the total GFA** and is distributed throughout the building within **1B and 2B apartment types** on both sides of the tower. The affordable housing is vertically integrated within the broader residential mix, ensuring equitable access to building amenities and communal spaces. Apartment selection **includes north-facing opportunities and desirable outlooks**, including city views. Overall distribution ensures affordable housing opportunities **receives solar access** and **access to communal open space** consistent with market housing (see diagram). The final allocation and location of affordable housing apartments will be confirmed in consultation with the operator and client.






**LEGEND**

Affordable Housing

# 4.0 Facades & Materiality

# 4.0

# 4.0 Facades & Materiality

## SDRP HDA Feedback

- **Item 22.** Refine the architectural expression of the tower.
- **Item 22a.** Respond to the substantial extent of facade through further articulation and a clearer and more coherent design language, noting the current infill elements read as fragmented. Consider implementing a ‘top, middle, bottom’ datum.
- **Item 22b.** Develop the facade strategy to respond to specific orientations. Provide effective external solar shading to northern, western and eastern-facing apartments to reduce summer heat load and improve environmental performance.
- **Item 22c.** Revise the colour palette considering the previous scheme which presented warmer tones and more contrast between towers.
- **Item 22d.** Ensure the architectural expression contributes to the identity of the tower and responds to its prominent location in a changing skyline.

# 4.0 Facades & Materiality
## Contextual Castle Hill

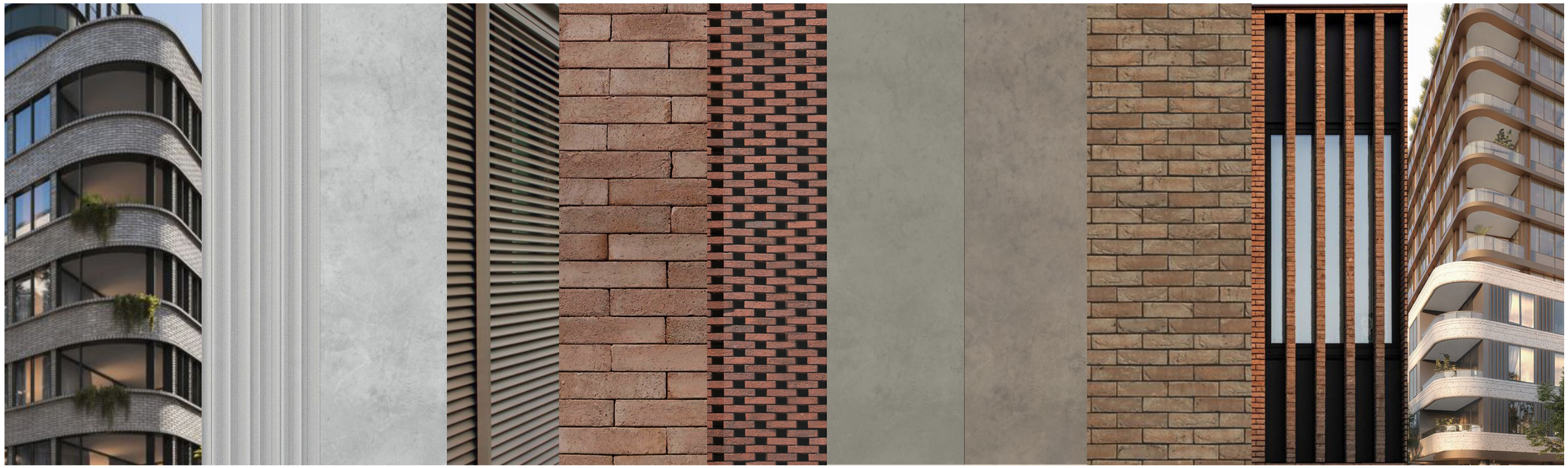
**Item 22c and 22d Response**
The colour palette of the facade has been revised and has taken into consideration the original and largely positive comments of former SDRP's whilst recognising its change in height and scale. The towers are an extension of the lower podium which successfully negotiated the steep terrain along its three frontages, with its progressive change in height considering changing contextual factors including noise, pollution, daylight and appropriate shading.

**Local Heritage** ⟷ **Innovation Precinct** ⟷ **Architectural Context**



# 4.0 Facades & Materiality
## Facade Palette

**Item 22c and 22d Response**
The colour palette of the facade has been revised and has taken into consideration the original and largely positive comments of former SDRP's whilst recognising its change in height and scale. The towers are an extension of the lower podium which successfully negotiated the steep terrain along its three frontages, with its progressive change in height considering changing contextual factors including noise, pollution, daylight and appropriate shading.

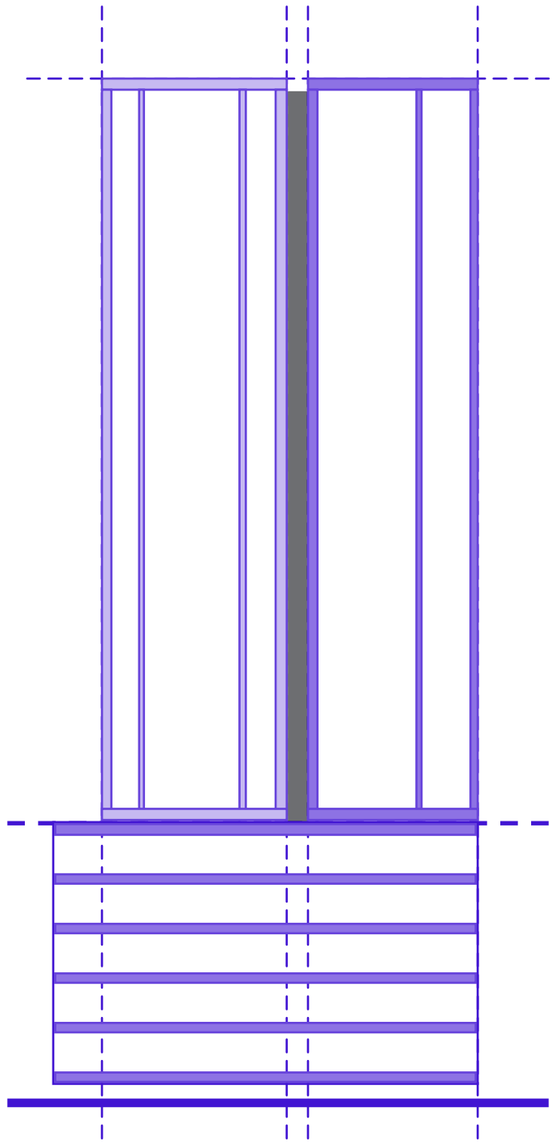


Banding | Texture | Earthy | Hit & Miss | Concrete | Vertical Stack | Masonry

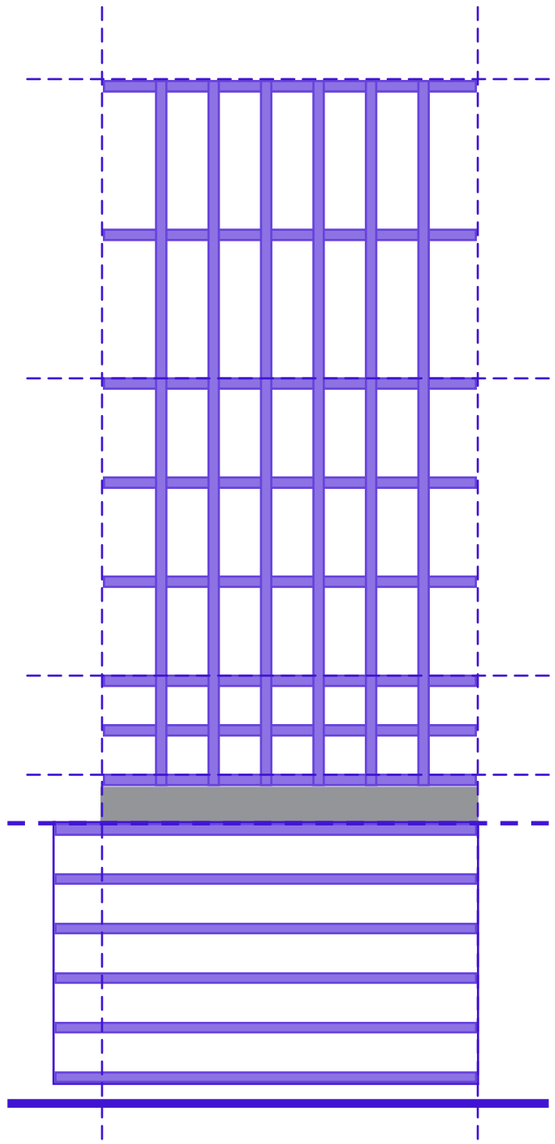
# 4.1 Facades & Materiality
## Primary Framing

**Items 22, 22a and 22b Response**

The architectural expression of the tower has been refined to establish a clearer and more coherent design language. The primary façade framing has evolved from continuous vertical elements to a more articulated grid expression organised around distinct top, middle and bottom datums, improving the building's overall proportion and legibility. Secondary framing has been refined from continuous horizontal banding to a layered composition incorporating recessed pocket elements, creating greater depth and visual interest and achieving architectural coherence. The infill treatment has also been redesigned from fragmented rectangular elements to a more cohesive gradient pattern, reducing perceived bulk and providing a more unified architectural expression across the tower. The façade strategy has additionally been refined to respond to solar orientation, incorporating integrated shading elements and recessed façade treatments to northern, eastern and western elevations to reduce solar heat gain, improve occupant comfort and enhance the environmental performance of the building.



**SDRP 03**

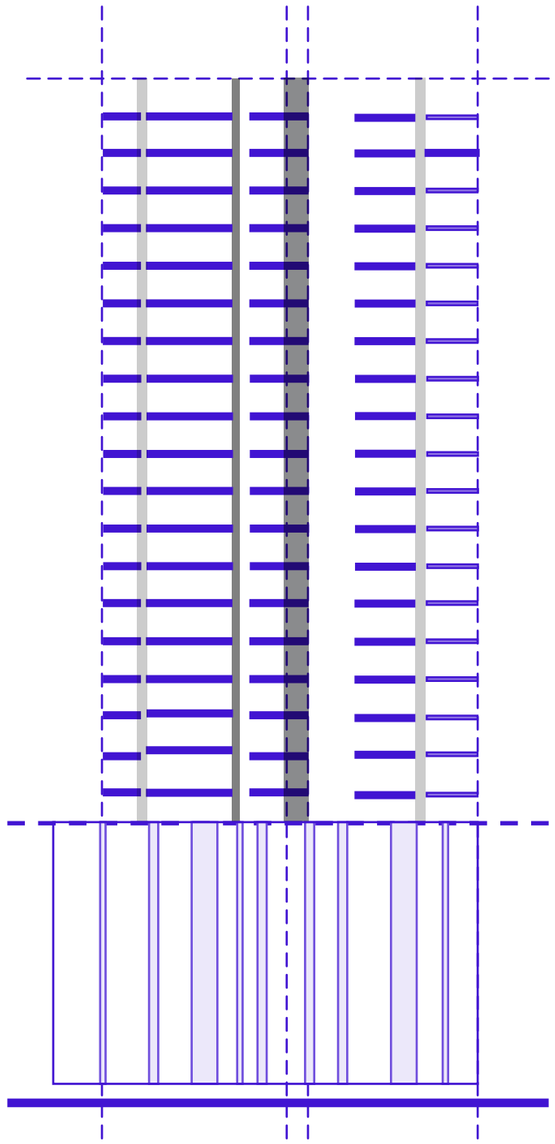


**SDRP HDA RESPONSE**

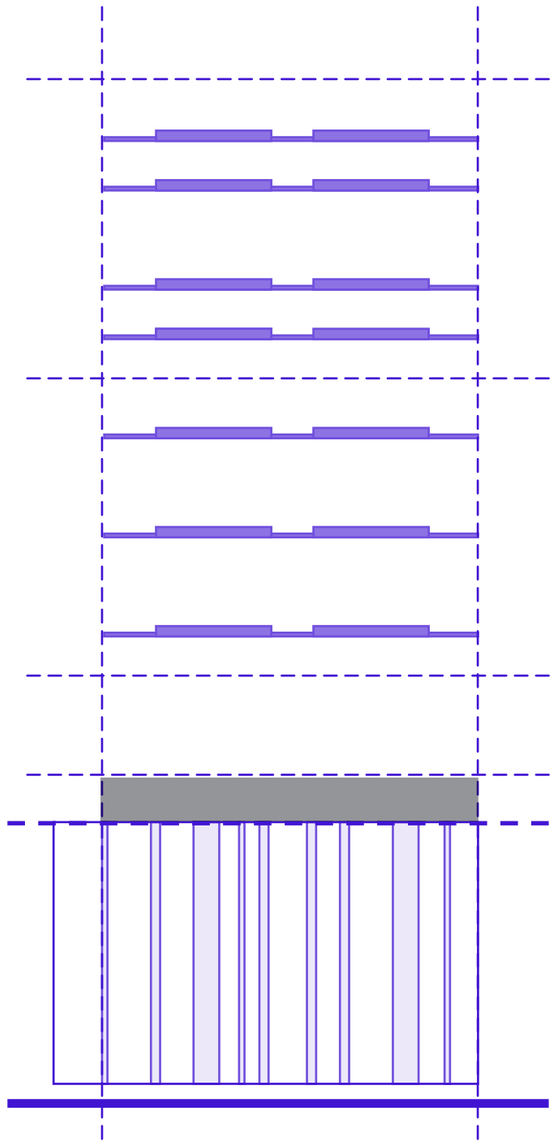
# 4.1 Facades & Materiality
## Secondary Framing

**Items 22, 22a and 22b Response**

The architectural expression of the tower has been refined to establish a clearer and more coherent design language. The primary façade framing has evolved from continuous vertical elements to a more articulated grid expression organised around distinct top, middle and bottom datums, improving the building's overall proportion and legibility. Secondary framing has been refined from continuous horizontal banding to a layered composition incorporating recessed pocket elements, creating greater depth and visual interest and achieving architectural coherence. The infill treatment has also been redesigned from fragmented rectangular elements to a more cohesive gradient pattern, reducing perceived bulk and providing a more unified architectural expression across the tower. The façade strategy has additionally been refined to respond to solar orientation, incorporating integrated shading elements and recessed façade treatments to northern, eastern and western elevations to reduce solar heat gain, improve occupant comfort and enhance the environmental performance of the building.



SDRP 03

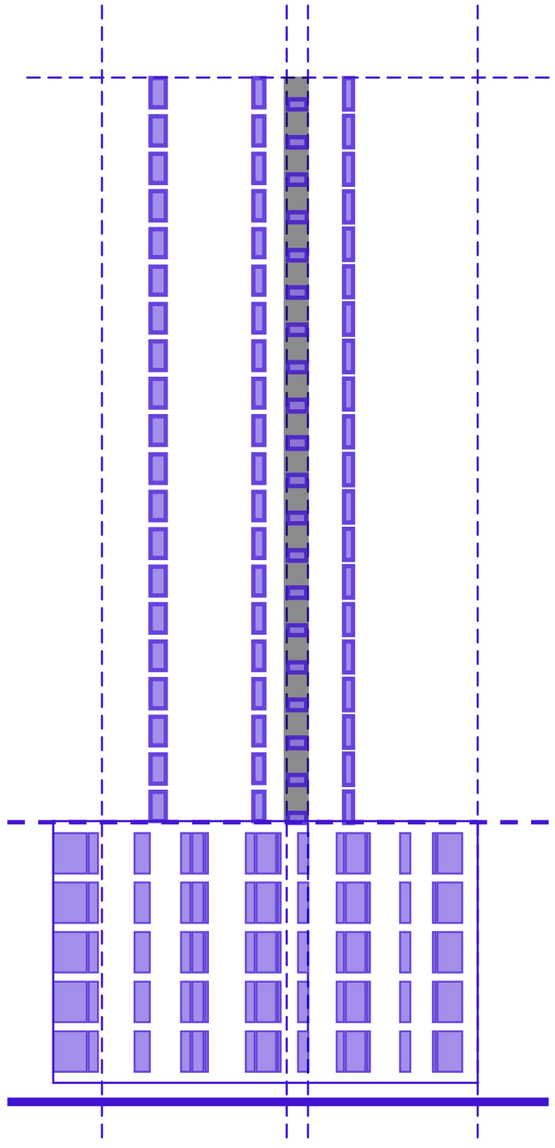


SDRP HDA RESPONSE

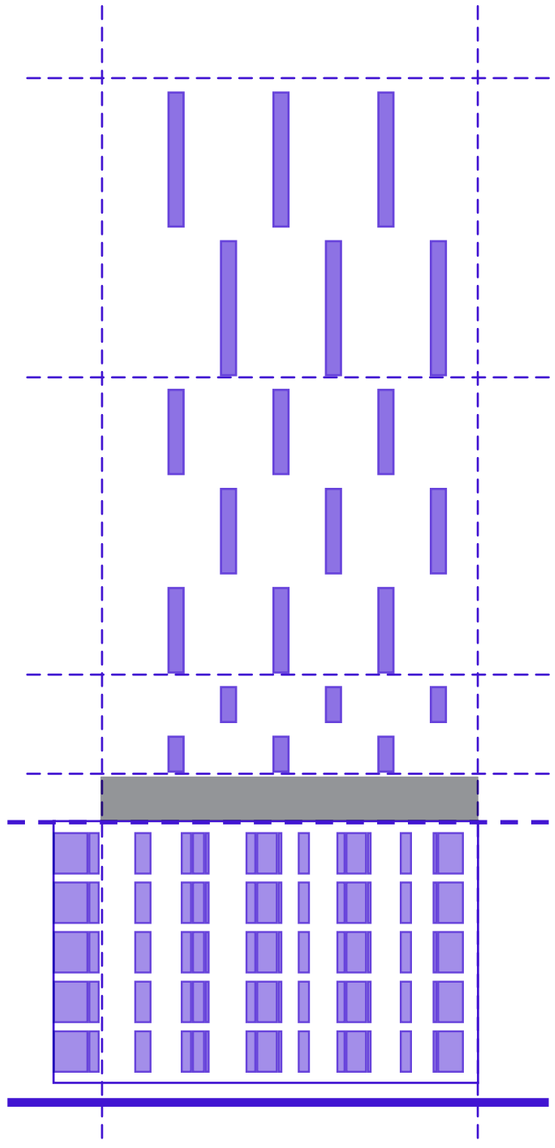
# 4.1 Facades & Materiality
## Infill Layering

**Items 22, 22a and 22b Response**

The architectural expression of the tower has been refined to establish a clearer and more coherent design language. The primary façade framing has evolved from continuous vertical elements to a more articulated grid expression organised around distinct top, middle and bottom datums, improving the building's overall proportion and legibility. Secondary framing has been refined from continuous horizontal banding to a layered composition incorporating recessed pocket elements, creating greater depth and visual interest and achieving architectural coherence. The infill treatment has also been redesigned from fragmented rectangular elements to a more cohesive gradient pattern, reducing perceived bulk and providing a more unified architectural expression across the tower. The façade strategy has additionally been refined to respond to solar orientation, incorporating integrated shading elements and recessed façade treatments to northern, eastern and western elevations to reduce solar heat gain, improve occupant comfort and enhance the environmental performance of the building.



SDRP 03



SDRP HDA RESPONSE

## 4.2 Facades & Materiality

Old Castle Hill Road x McMullen Avenue



## 4.2 Facades & Materiality

Old Castle Hill Road



## 4.2 Facades & Materiality

Old Castle Hill Road x McMullen Avenue Entry



# 5.1 Appendix
## SDRP HDA Response Table

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Connecting with Country** | | **The Connecting with Country process has begun to inform the landscape response, however it requires translation into site-specific design responses to ensure that cultural engagement outcomes are embedded within the built form and spatial experience of the site.** | • **SDRP 03 Letter** |
| **1.** | Demonstrate that Connecting with Country principles and Knowledge Holder engagement outcomes are embedded within the architecture, built form and the spatial experience of the site, not only as surface treatments, but as drivers of spatial organisation, materiality and ecological outcomes. | Refer to WSP Connecting with Country Report. | ▪ Connecting with Country Report |
| **2.** | Detail how material selection, planting strategy and ecological systems respond to Country and give back to community in a meaningful and site-specific way. | Refer to WSP Connecting with Country Report. | ▪ Connecting with Country Report |
| **3.** | Continue to pursue opportunities for prioritising the health of Country through the landscape and built form, for example through locally endemic species, sustainable materials, minimising excavation, and reuse of excavated material on site. | Refer to WSP Connecting with Country Report.<br>Refer to Arcadia Landscape Report. | ▪ Connecting with Country Report<br>▪ Landscape Report |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Site Strategy** | | **The proposal must clearly demonstrate how the substantial increase in scale and density responds to the broader Castle Hill context, including existing and future built form.** | • **SDRP 03 Letter** |
| **4.** | Provide a comprehensive contextual analysis to justify the proposed increase in height and scale, and ensure future surrounding sites are considered. | The Castle Hill Structure Plan identifies a series of key gateway locations along primary vehicular corridors that define important transition points into and through the centre. Analysis of the surrounding road network identifies the intersection of Old Castle Hill Road and Pennant Street, adjacent to the site, as a **significant nodal gateway linking north-south and east-west** movement corridors. As a highly visible location experienced by residents, commuters and visitors, the site plays an important role in **establishing a strong arrival experience** and **reinforcing the identity of the strategic centre**. The proposed scale responds to this gateway context by supporting the planned urban intensification of Castle Hill while recognising the future redevelopment pattern of surrounding sites. The development demonstrates how increased height and density can be delivered through a high-quality architectural outcome, **contributing to a coherent gateway character**, supporting transit-oriented development objectives and reinforcing Castle Hill's role as a major strategic centre within the broader region. | ▪ Pages 10-14 |
| **4a.** | Demonstrate how contextual analysis has informed the design outcomes and reinforces the site's role as a proposed strategic gateway within the Castle Hill Centre. | The analysis considers Castle Hill's role within the broader strategic centre network, drawing comparisons with neighbouring Metro-served precincts including Hills Showground and Norwest. It highlights the significance of the **Metro corridor** and the network of **primary vehicular and freight routes** connecting Parramatta, Blacktown and Dural, which support movement, accessibility and economic activity across the region. Positioned along these major transport corridors, each precinct functions as a **key node within the metropolitan network**, facilitating connections between residential, employment and commercial destinations. The site's location within this framework reinforces its strategic importance as part of a broader network of transit-oriented centres and **nodular gateway locations**. | ▪ Pages 10-14 |
| **4b.** | Illustrate how the building and architectural language contribute to a coherent skyline condition rather than presenting as an isolated tall form. | Across the Metro Northwest corridor, centres such as Norwest, Hills Showground and even Bella Vista are already shifting toward taller, denser and more mixed-use urban forms around station infrastructure. With approved and proposed tower clusters reaching into the 20, 30 and even 40-plus storey range, **the proposal sits within a broader pattern of Metro-centred intensification** rather than outside it. In Castle Hill, the proposed height of 42 storeys is not so foreign given the centre's established retail, civic and transport role. | ▪ Pages 15-17 |
| **4c.** | Provide visual analysis through short, medium and long-distance views of the proposal within the town centre, considering both current and future conditions. | A comprehensive visual impact assessment has been undertaken through a series of short, medium and long-distance view analyses from key locations within the Castle Hill Centre. The **assessment tests the proposal against both existing and future** planned built form scenarios, demonstrating how the development integrates within the evolving town centre skyline. By considering future context planning alongside the proposal, the analysis confirms that the height and scale contribute to a **coherent and legible urban form**, reinforcing the strategic centre character and gateway role of the precinct rather than presenting as an isolated tower outcome. | ▪ Pages 18 |

# 5.1 Appendix
## SDRP HDA Response Table

### SDRP 03 Feedback

| Item | Panel Comments | Response/Resolution | Document Reference |
|---|---|---|---|
| **5a,b,c.** | Resolve the ground level apartment interfaces, particularly along McMullen Avenue, ensuring residential amenity and streetscape quality considers street conditions before and after road widening.<br><br>a. Demonstrate that the podium setback maintains sufficient separation and delivers clear, high-quality amenity for both terrace residents and pedestrians.<br><br>b. Demonstrate how privacy and security is provided to ground level apartments at the varying edge conditions.<br><br>c. Ensure ongoing accessible street access to ground level apartments.<br><br>d. Provide a detailed landscape and tree strategy that responds to the current and future edge conditions, ensuring the long-term viability of existing trees and new planting in these areas. | The amenity and street interface between the ground floor apartments and immediate streets have greatly improved through a series of buffered interventions that allow for a comfortable transition from public to private.<br><br>Direct access is still maintained with a layered landscape and built approach to providing security and private spaces which respond to existing and future road widening conditions. | ▪ Pages 27 |
| **5d.** | Provide a detailed landscape and tree strategy that responds to the current and future edge conditions, ensuring the long-term viability of existing trees and new planting in these areas. | Refer to Aracdia Landscape Report. | ▪ Landscape Report |
| **6.** | Ensure the ground floor entry and retail forecourt deliver a high level of residential and public amenity, addressing noise, solar access, pedestrian movement and overall spatial quality, creating a welcoming and activated space. | The retail offering has been increased to 133m$^2$ formally anchoring itself along the McMullen Avenue frontage to its mirrored Resident Entry.<br><br>The forecourt remains a central mainstay as a sheltered public living room that is buffered along the primary intersection. | ▪ Pages 27 |
| **7a,b.** | Strengthen pedestrian amenity throughout the public domain by:<br><br>improving the clarity and legibility between public and private zones.<br><br>ensuring safe, continuous and well-defined pedestrian movement through the site edges. | Clarity is improved through a series of architectural and landscaped zones which negotiate the building's primary pedestrian entry between the two volumes and steep terrain. | ▪ Pages 27 |
| **7c.** | ensuring appropriate wind mitigation measures are incorporated to provide comfortable sitting and walking environments. | Awnings have been appropriately placed where necessary to improve pedestrian comfort. | ▪ Pages 27 |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **8.** | Review resident entry circulation to lobbies, lifts, and ground floor apartments to simplify circulation, improve sightlines and provide ample daylight access. | Resident entry circulation has been reviewed and refined to improve clarity, legibility and amenity between lobbies, lifts and ground floor apartments.<br>An additional residential entry point has also been introduced to provide direct and secure access to bulky waste and bicycle storage facilities, improving convenience and operational efficiency for residents while maintaining separation from public and service interfaces. | ▪ Pages 27 |
| **9.** | Demonstrate that servicing, loading and waste collection can be accommodated safely and efficiently without compromising pedestrian amenity, landscape outcomes or residential interfaces. | Servicing and waste facilities have been rationalised into distinct areas away from residents improving safety and operation. | ▪ Pages 27 |
| **10.** | Provide bike parking at ground level that is accessible and caters to families. | Ground level bike parking provided with direct, step-free access from the street, ensuring clear accessibility for all users, including families. | ▪ Pages 27 |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Landscape and communal open space** | | **The current basement extent impacts the quality of landscape outcomes, compliance with ADG deep soil criteria, and the viability of meaningful tree growth and canopy coverage on site.** | • **SDRP 03 Letter** |
| **11.** | Increase deep soil provision to improve landscape and ecological outcomes. | Deep soil provision has been increased to 212m², equating to 7% of the site area. This represents a significant improvement from the previous scheme, which achieved no compliant deep soil planting areas once the road widening easement was excluded, despite identifying 475m² of landscape area.<br><br>The basement footprint has been reduced to allow for proper deep soil in accordance with the ADG (min. 6m in width). | ▪ Pages 25 |
| **11a.** | Demonstrate that deep soil areas comply with ADG minimum requirements, including recommended widths, and are not reliant on adjoining sites to achieve continuity. | Deep soil provision has been designed to comply with ADG requirements (min. 6m in width) and even exceeds this requirement in key landscaping zones. | ▪ Pages 25 |
| **11b.** | Explore reducing car parking provision to enable a smaller basement footprint, noting the site's proximity to Castle Hill Metro Station. | The basement has naturally decreased in footprint due to the extended deep soil zones (refer to 11, 11a). Car parking provision has since been reduced from 386 to 353 (33 less). | ▪ Pages 25 |
| **12.** | Provide deep soil and canopy cover calculations, including scenarios before and after the road widening of McMullen Avenue. Provide detailed plans and sections confirming soil depths within the ground plane, communal open space and planter areas to ensure long-term canopy growth. | Refer to Arcadia Landscape Report. | ▪ Landscape Report |
| **13.** | Provide tree protection zone and root protection zone for all retained and proposed trees and ensure they are free from basement and building encroachment. | Refer to Arcadia Landscape Report. | ▪ Landscape Report |
| **14.** | Provide a planting strategy that contributes to canopy targets across the site, with generous soil volumes and species appropriate to the Castle Hill microclimate. | Refer to Arcadia Landscape Report. | ▪ Landscape Report |
| **15.** | Demonstrate that communal open spaces and landscape areas receive appropriate solar access and achieve comfortable microclimates, considering wind, solar and seasonal conditions. | Refer to RWDI Wind Report.<br><br>Refer to Arcadia Landscape Report. | ▪ Pages 33<br>▪ Wind Report<br>▪ Landscape Report |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **15a.** | Provide detailed analysis of overshadowing impacts on communal open spaces, particularly at ground level, considering future neighbouring developments. | A detailed solar access assessment has been undertaken for all communal open space areas, analysing shadow impacts from 9am to 3pm. The assessment demonstrates compliance with ADG requirements, with **more than 50% of the communal open space receiving a minimum of two hours of direct sunlight** between 9am and 11am. While the overall communal open space area has reduced from 1,310m² in the previous SDRP scheme to 1,228m² in the current proposal, solar access outcomes remain proportionate to the available communal area and continue to provide equitable access to sunlight for residents. Comparative analysis also indicates that overshadowing during the most affected afternoon period (12pm–3pm), including at 2pm, has been reduced relative to the previous scheme, resulting in improved ground-level communal open space amenity and usability despite the revised built form. | ▪ Pages 33 |
| **15b.** | Illustrate how wind mitigation measures at both ground and upper-level communal spaces are implemented to provide comfortable and usable environments for sitting and dwelling. | Refer to RWDI Wind Report. | ▪ Wind Report |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Architecture and residential amenity** | | **The height of the tower and the size of the tower floorplate has increased significantly from the previous scheme, impacting the slender form and articulation that was previously supported, as well as urban outcomes and residential amenity.** | • **SDRP 03 Letter** |
| **16.** | Reduce the tower floorplate size and revisit the configuration to lessen perceived bulk and improve residential amenity. | The tower floorplate has been reduced and reconfigured through additional tower setbacks, resulting in a reduction of the typical mid-floor plate from 1,031m$^2$ to 948m$^2$ (an 83m$^2$ reduction). Massing comparison studies demonstrate a reduction in the perceived bulk of the tower, while the revised configuration also enhances residential amenity through improved apartment planning and building efficiency. | ▪ Pages 29-31 |
| **17.** | Provide detailed analysis of overshadowing impacts on key public spaces, including Arthur Whitling Park, ensuring the proposed height and bulk does not diminish the quality and amenity of the surrounding public domain. | A detailed overshadowing assessment has been undertaken for Arthur Whitling Park, comparing existing conditions, the original uplift scheme and the current proposal to clearly identify the extent and impact of additional shadowing on the public domain. The analysis extends beyond the LEP assessment period of 11am-2pm, by examining solar access from 9am through to 3pm to provide a comprehensive understanding of shadow movements throughout the day. The assessment demonstrates that **less than 30%** of the park is overshadowed at anytime, while **substantial areas of the park continue to receive significant periods of direct sunlight**, particularly within the more actively used areas located closer to the Metro station and away from the road corridor. Key visitor amenities, including children's play equipment, seating areas and principal recreation spaces, remain located within areas that retain strong solar access, ensuring the overall quality, functionality and amenity of Arthur Whitling Park and the surrounding public domain are maintained. | ▪ Pages 19-22 |
| **18.** | Ensure lower-level apartments deliver high quality residential amenity, given their proximity to high-traffic streets. | Ground floor apartments have been refined to ensure high-quality residential amenity in response to primary arterial roads. | ▪ Pages 27 |
| **18a.** | Demonstrate how noise impacts have been mitigated and informed apartment layouts. | The layouts have been refined to negotiate noise exposure considering acoustic recommendations, through appropriate screening and spatial separation. This extends to ensure a comfortable and usable balcony. | ▪ Pages 27 |
| **18b.** | Ensure all habitable rooms achieve natural ventilation while addressing noise impacts. | Natural ventilation has been provided to all habitable rooms through operable windows which also ensure appropriate access to daylight.<br>Walk-up apartments have been reconfigured into single storey apartments ensuring compliant ventilation access across all dwellings. | ▪ Pages 29 |
| **18c.** | Ensure balconies and private open spaces are comfortable, useable and appropriately protected from noise. | The layouts have been refined to negotiate noise exposure considering acoustic recommendations, through appropriate screening and spatial separation. This extends to ensure a comfortable and usable balcony. | ▪ Pages 27 |
| **19.** | Improve the amenity of podium and tower circulation corridors through:<br>a. reducing their length<br>b. increasing access to daylight<br>c. ensuring natural ventilation is accessed throughout. | ▪ Corridor lengths have been improved to ensure managable access to apartments on the entire floorplate.<br>▪ Corridor terminations have been improved on the South-East to provide light to corridor, improving comfort and engagement to the outside.<br>▪ Corridor amenity improved through increased access to natural daylight through operable windows at both ends of podium and tower circulation corridors.<br>▪ This provides improved daylight, outlook and visual comfort for residents.<br>▪ Natural ventilation achieved throughout circulation corridors via operable windows at both ends, enabling continuous airflow and improved thermal comfort. | ▪ Pages 29 |
| **20.** | Review internal planning of apartments, including knuckle units and deep-plan conditions, to ensure functional efficiency and high amenity. | Internal apartment planning has been refined following a further tower setback, improving building efficiency and concerns around deeper apartments with 2 Bed from a 3 Bed.<br>This improves daylight amenity and access overall. | ▪ Pages 29 |

# 5.1 Appendix
## SDRP HDA Response Table

### SDRP 03 Feedback

| Item | Panel Comments | Response/Resolution | Document Reference |
|---|---|---|---|
| **21.** | Clearly demonstrate compliance with ADG solar and cross-ventilation requirements, noting units currently identified as compliant do not appear to achieve this. Include solar access to living rooms and private open spaces, and cross-ventilation diagrams. | The revised scheme achieves 71% Solar and 60% Cross Vent across all apartments.<br>Living rooms have been refined to improve daylight and spatial amenity whilst providing quality private open space.<br>See Indicative diagrams for compliant unit types. | ▪ Pages 29 |
| **22a.** | Respond to the substantial extent of façade through further articulation and a clearer and more coherent design language, noting the current infill elements read as fragmented. Consider implementing a 'top, middle, bottom' datum. | The architectural expression of the tower has been refined to establish a clearer and more coherent design language. The primary façade framing has evolved from continuous vertical elements to a more articulated grid expression organised around distinct top, middle and bottom datums, improving the building's overall proportion and legibility. Secondary framing has been refined from continuous horizontal banding to a layered composition incorporating recessed pocket elements, creating greater depth and visual interest and achieving architectural coherence. The infill treatment has also been redesigned from fragmented rectangular elements to a more cohesive gradient pattern, reducing perceived bulk and providing a more unified architectural expression across the tower. | ▪ Pages 40-42 |
| **22b.** | Develop the façade strategy to respond to specific orientations. Provide effective external solar shading to northern, western and eastern-facing apartments to reduce summer heat load and improve environmental performance. | The façade strategy has additionally been refined to respond to solar orientation, incorporating integrated shading elements and recessed façade treatments to northern, eastern and western elevations to reduce solar heat gain, improve occupant comfort and enhance the environmental performance of the building. | ▪ Pages 40-42 |
| **22c.** | Revise the colour palette considering the previous scheme which presented warmer tones and more contrast between towers. | The colour palette of the facade has been revised and has taken into consideration the original and largely positive comments of former SDRP's whilst recognising its change in height and scale. | ▪ Pages 38-39 |
| **22d.** | Ensure the architectural expression contributes to the identity of the tower and responds to its prominent location in a changing skyline. | The towers are an extension of the lower podium which successfully negotiated the steep terrain along its three frontages, with its progressive change in height considering changing contextual factors including noise, pollution, daylight and appropriate shading. | ▪ Pages 38-39 |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Affordable Housing** | | **The proposal indicates the provision of affordable housing, however limited information has been provided on how this component will be delivered.** | • **SDRP 03 Letter** |
| **23.** | Clarify the location and distribution of affordable housing and demonstrate equitable access to amenity. Provide comparative analysis of amenity for affordable housing against market housing, including solar access, cross ventilation and access to communal space. | Affordable housing **comprises 15% of the total GFA** and is distributed throughout the building within **1B and 2B apartment types**. The affordable housing is vertically integrated within the broader residential mix, ensuring equitable access to building amenities and communal spaces. Apartment selection **includes north-facing opportunities and desirable outlooks**, including city views. Overall distribution ensures affordable housing opportunities **receives more than 60% solar access** and access to communal open space consistent with market housing (see diagram). The final allocation and location of affordable housing apartments will be confirmed in consultation with the operator and client. | ▪ Pages 35 |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Sustainability** | | **The environmental performance of the building must be commensurate with its scale and uplift. This includes implementing proposed ESD initiatives and stretching sustainability targets beyond minimum requirements.** | • **SDRP 03 Letter** |
| **24.** | Demonstrate how the building will perform under projected future climate conditions for Castle Hill, including how internal and external spaces are designed to maximise comfort for residents. Refer to the NSW Government's NARClim climate projection data and associated information. | Refer to E-Lab ESD Report. | ▪ ESD Report |
| **25.** | Detail how photovoltaic systems, EV charging infrastructure and other sustainability measures are integrated into the architectural design. | Refer to E-Lab ESD Report. | ▪ ESD Report |
| **26.** | Demonstrate that the façade design and shading strategies meaningfully reduce heat load and improve long-term energy performance. | Refer to E-Lab ESD Report. | ▪ ESD Report |

# 5.1 Appendix
## SDRP HDA Response Table

| SDRP 03 Feedback | | | |
|---|---|---|---|
| **Item** | **Panel Comments** | **Response/Resolution** | **Document Reference** |
| **Additional information required** | | **In addition to addressing the advice and recommendations above, the following information is to be provided at the next SDRP session or as part of the RTS:** | • **SDRP 03 Letter** |
| **27.** | Detailed plans illustrating pedestrian, vehicular and service circulation paths, and addressing safety and CPTED considerations. | Refer to Stantec CPTED Report. | ▪ CPTED Report |
| **28.** | Detailed sections with dimensions and levels through public spaces and proposed streetscape interfaces along McMullen Avenue, showing road widening implications, deep soil areas, circulation spaces, and landscape. | Refer to Arcadia Landscape Report. | ▪ Landscape Report |

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