

The background of the cover features a dark blue diagonal band across the middle. Above and below this band are images of a city skyline with a white line-art overlay of 3D rectangular blocks. The text is white on the dark blue band.

Scoping Report




Doran Drive Precinct

2 Mandala Parade, Castle Hill

Submitted to Department of Planning, Industry and Environment
On Behalf of Deicorp Project Showground Pty Ltd

MARCH 2021

REPORT REVISION HISTORY

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Disclaimer

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1. INTRODUCTION

This Scoping Report has been prepared by City Plan Strategy and Development (City Plan) on behalf of Deicorp Project Showground Pty Ltd (the Applicant) for the proposed development of the Doran Drive Precinct, Castle Hill (the site). Deicorp have been appointed by Landcom and Sydney Metro as the developer of the site, which is located at 2 Mandala Parade, Castle Hill and is legally described as Lot 55 in Deposited Plan (DP). 1253217. The site is one of three development lots that comprise the Hills Showground Station Precinct. Showground Station is one of eight station precincts along the Sydney Metro North West (SMNW) urban corridor.

The regional setting of the site within the context of the SMNW urban corridor can be viewed at Figure 1.



Figure 1: Regional setting of site (Source: Nearmap)

1.1. Project overview

The proposal for the site involves the construction of a 20-storey mixed-use development, comprising retail, commercial and community spaces, 440 residential units and a public plaza.

The Hills Showground Station Precinct is split into three separate development lots for the purpose of redevelopment, with this proposal relating to the Doran Drive Precinct as the first stage of construction.

1.2. Project objectives

The primary objectives of the proposal in providing for a new mixed-use development on the site are to:

- Deliver a vibrant commercial and residential precinct immediately adjacent to Showground Station, which demonstrates best practice transit-oriented development (TOD) principles by actively encouraging walking, cycling and public transport use and reducing the demand for private car use, and is consistent with the Concept SSDA.
- Provide an appropriate mix and scale of retail, commercial and community floor space that reflects and reinforces the role of the precinct as a local centre and supports the various needs of the community.
- Maximise the supply and diversity of higher density housing within proximity to Showground Station to provide a unit mix that accommodates different generations, lifestyles and price points.
- Provide an outdoor public plaza on Doran Drive that serves as the civic heart of the precinct and provides a safe and accessible pedestrian link between Showground Station and Castle Hill Showground.
- Activate the frontages to Mandala Place, Andalusian Way, De Clambe Drive and Doran Drive Plaza.
- Provide a high-quality built form outcome that works to shape the future character of the area, integrate with surrounding development and maximise the amenity for residents, workers and visitors.

1.3. Background

1.3.1. Concept State Significant Development Application

The proposal follows the recent approval of a Concept State Significant Development Application (SSDA) for the Hills Showground Station Precinct on 29 January 2021 (SSD-9653) seeking consent for:

- Concept subdivision, road hierarchy and precinct layout,
- Maximum building envelopes ranging from 12 metres to 68 metres,
- Maximum gross floor area (GFA) of up to 166,486m², including:
 - 152,546m² of residential accommodation, and
 - 13,940m² 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, and
- Establish car and bicycle parking rates.

The Concept SSDA was made possible by the rezoning of the Hills Showground Station Precinct in 2017.

1.3.2. Analysis of alternatives

The design of the proposal has been informed by the Concept SSDA for the Hills Showground Station Precinct, which established the built form parameters to guide the future development of the site. Subsequently, analysis of any feasible alternatives to the proposal as described in Section 3 of this report, was undertaken as part of the preparation of the Concept SSDA for the Hills Showground Station Precinct. The suitability of the proposal for the site and the built form outcome it achieves was considered acceptable in the issuing of an approval for the Concept SSDA for the Hills Showground Station Precinct.

Development options

The Concept SSDA was subject to a rigorous design development process prior to its lodgement, which was overseen by the Landcom Design Directorate and the State Design Review Panel (SDRP). This process involved an initial urban design and yield analysis that was undertaken by Hassell in 2018. The initial urban design and yield analysis was used to identify the upper yield achievable within the precinct. From a design perspective this upper yield did not result in the most desirable outcome but provided an indication of the development yield that could be achieved within the precinct. With the establishment of this platform from which to consider a more rigorous design approach, various design options were explored for the precinct based on a set of pre-determined principles.

Do nothing option

The 'do nothing' option is not a feasible option for the site given its close proximity to Showground Station, which has been in operation since 26 May 2019 when the SMNW project first opened. The SMNW project is the result of the accumulation of years of strategic planning and community engagement. As is discussed in further detail within Section 2 of this Scoping Report below, the SMNW project is identified within various government strategies, policies and reports that nominate the Hills Showground Station Precinct as a 'transit oriented development' (TOD) site and a key contributor to the provision of more housing and jobs. The absence of any development on the site would fail to meet the objectives of the strategic planning and result in the underutilisation of the land use opportunities that exist around Showground Station.

2. STRATEGIC CONTEXT

2.1. Justification for the project

2.1.1. Greater Sydney Region Plan

The Greater Sydney Region Plan (Region Plan) for Greater Sydney is called *A Metropolis of Three Cities*. It was released in March 2018 and is the first Region Plan prepared by the Greater Sydney Commission. It encompasses a global metropolis of three cities where it is envisioned people of Greater Sydney will live within 30 minutes of their jobs, education and health facilities, services and great facilities. The three cities are the Western Parkland City, the Central River City and the Eastern Harbour City.

Of these three cities the site is located within the Central River City in the Central City District. The Region Plan sets a housing target of 53,500 new dwellings within the Central City District over 5 years. It also sets a 20-year strategic housing target of 207,500 new dwellings for the Central City District. Specifically, the Region Plan identifies the Hills Showground Station Precinct (inclusive of the site) as TOD.

2.1.2. Central City District Plan

The site is located in The Hills local government area (LGA) and therefore forms part of the Central City District. The Central City District also comprises the Blacktown, Cumberland and Parramatta LGAs. The Central City District Plan (District Plan) sets out a series of planning priorities and actions for improving the quality of life for residents, workers and visitors as the District grow and develops over the next 20 years. It is consistent with the Region Plan in identifying the Hills Showground Station Precinct as a TOD. Furthermore, it sets a 5-year housing target of 8,550 new dwellings for The Hills Shire LGA, which represents approximately 16.5% of the housing target of 53,500 set by the Region Plan for the District. The District Plan notes that additional capacity for housing supply is well progressed across much of the District, with the Sydney Metro Northwest Urban Renewal Corridor one of a few current State-led initiatives that will contribute to the achievement of the Region Plan's housing targets set out for the District.

2.1.3. The Hills Local Strategic Planning Statement

The Hills Shire Council's (Council) Local Strategic Planning Statement (LSPS) is called *Hills Future 2036*. The LSPS was made on 6 March 2020 and responds to the vision and actions of the District Plan. It sets a 5-year housing target of 9,500 which is more than the target set by the District Plan. Specifically, the LSPS sets a target of 7,000 plus new dwellings within the Hills Showground Station Precinct to 2036, noting higher density housing must be provided in areas connected to transport and other urban services.

Consistent with the Region Plan and District Plan in identifying Hills Showground Station Precinct as a TOD site, the LSPS notes that Sydney Metro station precincts are being planned using transport-orientated design principles that provide for a mix of land uses, increased walkability and public domain improvements.

2.1.4. Future Transport Strategy 2056

The *Future Transport Strategy 2056* is an update of the *NSW Long Term Transport Master Plan 2012*. It is a 40-year strategy that is supported by plans and strategies for regional NSW and Greater Sydney, which have been prepared to achieve a long term vision for the NSW transport system as an "...enabler

of economic and social activity and contributes to long term economic, social and environmental outcomes". The vision established by the *Future Transport Strategy 2056* is built on the following six outcomes:

- Customer focused,
- Successful places,
- A strong economy,
- Safety and performance,
- Accessible services, and
- Sustainability.

These outcomes provide a framework to guide planning, investment, policy, reform and service provision, aimed at harnessing rapid change and innovation to support a modern, innovative transport network.

The *Future Transport Strategy 2056* identifies Sydney Metro North West as part of the city-shaping network, providing high speed and volume connections between cities and centres that shape locational decisions.

2.1.5. North West Rail Link Corridor

The *North West Rail Link Corridor Strategy* (Corridor Strategy) was released in September 2013. The Corridor Strategy was prepared by the then Department of Planning and Environment (DPE) and Transport for NSW (TfNSW) in collaboration with the relevant councils and state government agencies. It was prepared to guide development along the North West Rail Link (NWRL) corridor over the next 20 years, with the aim of engaging with the community, landowners, state and local government agencies to identify future visions for precincts surrounding the eight stations located along the NWRL corridor and establishing frameworks for realising these visions and managing future land use change. The Corridor Strategy was also prepared to allow infrastructure agencies to identify, prioritise and coordinate the delivery of infrastructure upgrades in accordance with each precinct's long term growth potential. The Corridor Strategy notes that the Hills Showground Station Precinct is to be underpinned by TOD principles, with the Structure Plan that was prepared for this station precinct identifying the site for mixed-use.

2.1.6. Showground Station Precinct Rezoning

The Corridor Strategy and Structure Plan for the Hills Showground Station precinct were used to inform a proposal to change the planning controls applicable to the precinct in terms of zoning, height and floor space.

State Environmental Planning Policy Amendment (Showground Station Precinct) 2017 was approved in 2017, which amended the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) and the former The Hills Local Environmental Plan 2012 (THLEP) (now THLEP 2019), to:

- Identify development in the Hills Showground Station Precinct as State Significant Development (SSD).
- Rezone the Hills Showground Station Precinct under THLEP with new statutory planning controls, including a 5,000 cap on the maximum number of residential dwellings on land within the precinct.

Specifically, the new statutory planning controls contained within the THLEP in relation to the site included:

- Rezoning the site to B2 Local Centre,
- Increasing the maximum building height to 68 metres, and
- Increasing the floor space ratio (FSR) to 4:1.

2.1.7. Other

The following policies will also be considered in the preparation of the Environmental Impact Statement (EIS):

- NSW State and Premier Priorities,
- State Infrastructure Strategy 2018,
- Sydney's Walking Future 2013,
- Sydney's Cycling Future 2013,
- Sydney's Bus Future 2013, and
- Better Placed and Greener Places design frameworks.

2.2. Key features of the site and surrounds

The Doran Drive Precinct is the first precinct within the wider Hills Showground Station Precinct to be developed. Hills Showground Precinct West will be the next precinct developed followed by Precinct East. Hills Showground Precinct West will comprise mixed-use development of a similar scale to the proposal, providing a maximum apartment yield of 307 units and a maximum overall GFA of 29,146m². Hills Showground Precinct East will comprise residential apartments with a maximum apartment yield of 873 units, as well as new public open space in the form of a park that is to have a minimum area of 3,500m². Collectively, it is intended that the redevelopment of the precinct will transform the area around Showground Station into a vibrant local centre that provides a mix of housing and new open space areas.

The site is located immediately adjacent to Showground Station as part of the SMNW project. The SMNW is the first stage of the city's new metro system that is being delivered by the NSW Government. The metro system is a turn-up-and-go service that runs from Rouse Hill in Sydney's North West to Chatswood at a frequency of every four minutes during peak hours and every 10 minutes at all other times.

The site is also immediately adjacent to the Castle Hill Showground as the home of the Castle Hill Show. Castle Hill Showground is not currently listed as a heritage item but is considered to be a potential item, noting that previous heritage investigations have identified it as having cultural significance at a local level.

There are no risks or hazards for the site such as flooding, bushfire, contamination, steep slopes and potential landslips, mine subsidence, coastal hazards and climate that would preclude the project from occurring.

3. PROJECT

The project is seeking development consent for the construction of a new mixed-use development as the first stage of the redevelopment of the Hills Showground Station as per the Concept SSDA, including:

- Basement parking accessed via a two-way driveway off De Clambe Drive,
- Four (4) residential towers above a 4-storey retail/commercial podium, comprising:
 - supermarket,
 - liquor store;
 - retail and commercial tenancies,
 - community spaces,
 - male, female and accessible bathroom facilities,
 - communal open space and associated landscaping, and
 - residential units,
- Loading area and turntable for the supermarket and retail tenancies accessed off Andalusian Way,
- Associated plant and mechanical equipment,
- Substation,
- Outdoor public plaza at the ground floor fronting Doran Drive, and
- Stratum subdivision.

Refer to the concept plans accompanying this scoping report for further details of the proposed development.

4. STATUTORY CONTEXT

The relevant statutory planning framework that is to be considered in the preparation of the EIS will include:

- Environmental Planning and Assessment Act 1979,
- Environmental Planning and Assessment Regulation 2000,
- State Environmental Planning Policy No. 55 - Remediation of Land,
- State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development,
- State Environmental Planning Policy (Infrastructure) 2007,
- State Environmental Planning Policy (State and Regional Development) 2011,
- The Hills Local Environmental Plan 2019, and
- The Hills Development Control Plan.

The statutory requirements for the project in the context of the above framework are summarised in Table 1.

Table 1: Statutory requirements for the project

Matter	Guidance
Power to grant consent	<p>The proposal is declared to be SSD under section 4.36 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act) as it seeks consent for development for the purposes of commercial premises and residential accommodation with a capital investment value of \$30 million or more within a railway corridor or associated with rail infrastructure, in accordance with the provisions of clause 19(2)(a) of Schedule 1 of the SRD SEPP.</p> <p>The Independent Planning Commission (IPC) is declared under section 4.5(a) of the EP&A Act to be the consent authority for the following SSD applications:</p> <ul style="list-style-type: none"> ▪ The relevant council has made a submission by way of objection, ▪ A minimum of 50 submissions were made by way of objection, or ▪ The application was made by a person who has disclosed a political donation. <p>In all other circumstances the Minister for Planning (or delegate) is consent authority.</p>
Permissibility	<p>The site is zoned B2 Local Centre under The Hills Local Environmental Plan 2019. 'Commercial premises', 'community facilities', 'residential flat buildings' and 'shop top housing' are permitted with consent in the zone. Therefore, the proposal is permitted with consent within the B2 Local Centre zone.</p>
Other approvals	<p>There are no other approvals that are required under the EP&A Act for the project.</p> <p>If the proposal was not declared to be SSD under the SRD SEPP then a local Development Application (DA) would be required to be lodged with Council. Noting that the CIV for the project is estimated to be over \$30 million, the Sydney Central City Planning Panel would be the consent authority.</p>

Matter	Guidance
Pre-conditions to exercising the power to grant approval	<ul style="list-style-type: none"> ▪ Clause 7(1) of <i>State Environmental Planning Policy No. 55 - Remediation of Land</i> (SEPP 55) requires that a consent authority must not grant consent to the carrying out of any development on land unless: <ul style="list-style-type: none"> ▫ it has considered whether the land is contaminated, ▫ if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and ▫ if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose. ▪ In accordance with clauses 85(2) and 86(2) of <i>State Environmental Planning Policy (Infrastructure) 2007</i> (Infrastructure SEPP), the consent authority before determining a DA for development adjacent to rail corridors and/or involves excavation in, above, below or adjacent a rail corridor, must: <ul style="list-style-type: none"> ▫ within 7 days after the application is made, give written notice of the application to the rail authority for the rail corridor, and ▫ take into consideration - <ul style="list-style-type: none"> - any response to the notice that is received within 21 days after the notice is given, and - any guidelines that are issued by the Secretary for the purpose of these clauses and published in the Gazette. ▪ The proposal comprises traffic-generating development in accordance with Schedule 1 of the Infrastructure SEPP, and therefore under clause 104(3), the consent authority before determining the DA, must: <ul style="list-style-type: none"> ▫ within 7 days after the application is made, give written notice of the application to RMS, and ▫ take into consideration - <ul style="list-style-type: none"> - any submission that RMS provides in response to that notice within 21 days after the notice was given (unless before the 21 days, RMS advises that it will not be making a submission), and - the accessibility of the site concerned.
Mandatory matters for consideration	<ul style="list-style-type: none"> ▪ Under Clause 4.15(1) of the EP&A Act, in determining a DA under Part 4, a consent authority is to take into consideration such of the following matters as are of relevance to the development that is the subject of the DA: <ul style="list-style-type: none"> ▫ the provisions of: <ul style="list-style-type: none"> - any environmental planning instrument, - any proposed instrument, - any development control plan, - any planning agreement that has been entered into, - the regulations, ▫ the likely impacts of the development, ▫ the suitability of the site for the development,

Matter	Guidance
	<ul style="list-style-type: none"> ▫ any submissions made in accordance with the EP&A Act or regulations, ▫ public interest. ▪ In determining a DA for consent to carry out development to which <i>State Environmental Planning Policy No. 65 (Design Quality of Residential Apartment Development)</i> (SEPP 65) applies, a consent authority is required by clause 28(2) of SEPP 65 to take into consideration the following <ul style="list-style-type: none"> ▫ the advice (if any) obtained from the design review panel, ▫ the design quality of the development when evaluated in accordance with the nine applicable design quality principles, and ▫ the Apartment Design Guide (ADG). ▪ Under clause 87(2) of the Infrastructure SEPP, before determining a DA for development for the purposes of residential accommodation, a place of public worship, a hospital, educational establishment or centre-based child care facility, a consent authority must take into consideration any guidelines that are issued by the Secretary for the purposes of noise or vibration impacts on non-rail development. ▪ Clause 9.5(3) of THLEP 2019 stipulates that a consent authority must not grant consent to development within the Showground Station Precinct unless they consider the development exhibits design excellence. Additionally, development consent must not be granted for building that will be higher than 66 metres or 20 storeys (or both) unless an architectural design competition is held in relation to the development, and the consent authority takes into account the results of the architectural roof feature. However, the NSW Government Architect has waived the requirement for an architectural design competition in accordance with clause 9.5(6) of THEP 2019 for buildings no higher than 68 metres or 20 storeys. ▪ In accordance with Section 4.24(4) of the EP&A Act, while any consent granted on the determination of a concept DA for a site remains in force, the determination of any further DA in respect of the site cannot be inconsistent with the consent for concept proposal for the development of the site.

5. ENGAGEMENT

5.1. Engagement carried out

5.1.1. Showground Station Precinct Rezoning

Extensive community consultation was undertaken as part of the Hills Showground Station Precinct rezoning. This community consultation was undertaken prior to the public exhibition of the proposal and included:

- Community information stalls at community events,
- Telephone surveys,
- Online surveys,
- Precinct newsletters,
- Stakeholder briefing sessions, and
- Project update register.

Community feedback received during this consultation was considered in the preparation of the proposal, with the community and other stakeholders further able to provide comments at the exhibition stage. The proposal was exhibited for a period of 12 weeks from 7 December 2015 to 28 February 2016. As part of the public exhibition of the rezoning proposal the following consultation activities were undertaken:

- Letters to property owners, Council and relevant government agencies,
- Community drop-in sessions,
- Precinct newsletter update,
- Stakeholder briefing session, and
- Online survey.

A total of 305 submissions were received from the community in response to the exhibition of the proposal. Submissions were also received from The Hills Shire Council and government agencies, including:

- Department of Education and Communities,
- Endeavour Energy,
- Office of Environment and Heritage, and
- Sydney Water.

Following the public exhibition of the proposal the Department continued to engage with Council, the relevant government agencies and landowners within the precinct.

5.1.2. Concept State Significant Development

Key stakeholders that included local residents, surrounding landowners, government agencies, public authorities and Council were consulted with during the preparation of the Environmental Impact Statement (EIS) in accordance with the Secretary's Environmental Assessment Requirements (SEARs), including:

- The Hills Shire Council,

- Government Architect NSW,
- NSW Roads and Maritime Services,
- Transport for NSW,
- Environment Protection Authority NSW,
- NSW Police,
- NSW Rural Fire Service,
- Fire and Rescue NSW,
- Office of Water (Department of Industry),
- Office of Environment and Heritage,
- Surrounding residents and businesses,
- Relevant community groups,
- Relevant special interest or recreational groups, and
- Relevant utility authorities.

Community consultation activities including the hosting of a community information session by Landcom. This information session was advertised via newspaper adverts, letter box drops, social media and e-news. The following communication channels were also made available to compliment face-to-face activities:

- Landcom's Facebook page, Twitter feed and website,
- Operation of a toll-free 1800 community information line and project email,
- Sydney Metro North West Places program and specific factsheets.

The Department of Planning, Industry and Environment (DPIE) publicly exhibited the Environmental Impact Statement (EIS) for a period of 28 days from 13 November 2019 to 10 December 2019. DPIE received a total of 27 submissions during the exhibition period from government agencies, Council and public. The approved Concept SSDA responds to this consultation.

5.2. Community views

As detailed within the Response to Submissions report prepared in relation to the Concept SSDA, the submissions received from the public were generally in support of higher density development for the precinct. However, all submissions received from the public did raise concerns regarding the following issues:

- Built form and urban design,
- Application and compliance with planning controls,
- Traffic and parking,
- Castle Hill Showground,
- Infrastructure provision, and
- Utility infrastructure capacity.

A number of changes were made to the Concept SSDA to address the issues raised in the submissions. This included a reduction in the overall density, bulk and scale of the proposal of 9,319m² to allow for increased building separation, setback and solar access to dwellings, communal and public open space areas, as well as an improved public domain interface, reduction in residential yield up to 1,620 dwellings, a change in maximum commercial/retail GFA to 13,940m² and a reduction in maximum car parking.

5.3. Engagement to be carried out

The Applicant has engaged with Landcom and Sydney Metro in the development of the proposal. Additional consultation will be undertaken in the preparation of the EIS with the following relevant stakeholders:

- DPIE,
- The Hills Shire Council,
- TfNSW,
- Community stakeholders,
- Surrounding residents and businesses,
- Relevant community groups (including the local Aboriginal community),
- Relevant special interest or recreational groups, and
- Relevant utility authorities.

6. PROPOSED ASSESSMENT OF IMPACTS

6.1. Access

A Transport and Traffic Impact Assessment will be submitted as part of the SSDA documentation to address:

- Car and bicycle requirements for residents, workers and visitors,
- Existing and forecast traffic movements,
- Measures to be implemented to encourage walking, cycling, public transport and car sharing, and
- Vehicle access arrangements (including for service vehicles and loading/unloading).

6.2. Air

The EIS will identify any potential sources of atmospheric emissions from surrounding land uses and operations, including the SMNW, nearby industrial activities and Showground and Carrington Roads, and make recommendations regarding the implementation of any mitigation measures to manage impacts.

6.3. Amenity

The East and West Precincts of the Hills Showground Station Precinct are to the north and south of the site, with Showground Station and Castle Hill Showground located to the east and west of the site, respectively. The proposal represents the first stage of development to occur within the Hills Showground Station Precinct and as such the site and the East and West Precincts are currently vacant. Existing residential development is located further east of the site on the opposite side of Carrington Road, while existing industrial development is located further south of the site on the other side of Cattai Creek.

Amenity impacts to and from the site will be considered in the preparation of the SSDA documentation, including:

- Solar access/overshadowing,
- Acoustic impacts,
- Visual privacy,
- Views and visual impacts,
- Reflectivity, and
- Noise and vibration impacts (including from the operation of the rail line).

This will include but not be limited to a detailed assessment against the provisions of SEPP 65 and ADG, including consideration of any future residential apartment development within the broader precinct.

6.4. Biodiversity

Any existing trees on the site were removed as part of the construction of the Showground Station. Subsequently, it is the intention of the Applicant to seek a waiver to the requirement for a Biodiversity Development Assessment Report (BDAR) under Section 7.9 of the *Biodiversity Conservation Act 2016*.

6.5. Built environment

Urban design guidelines were created as part of the Concept SSDA for the Hills Showground Station Precinct. These guidelines outline the detailed controls and considerations that are to guide the redevelopment of the lots within the precinct that are located adjacent the SMNW's Showground Station. The EIS will detail how the proposal has been designed with consideration to these urban design guidelines.

Additionally, the EIS will demonstrate how the proposal has been designed consistent with the built form parameters established for the site as part of the Concept SSDA in terms of building heights and setbacks. A detailed assessment against the provisions of SEPP 65 and ADG will also be undertaken, with a Design Verification Statement prepared by the architect to be submitted as part of the SSDA documentation.

6.6. Economic

The EIS will identify the potential economic impacts that can be anticipated from the proposal, noting that a Retail Demand Assessment has already been prepared by Hill PDA as part of the Concept SSDA. This was used to identify the type and quantity of non-residential floor space that could be supported.

6.7. Hazards and risks

A contamination investigation will be undertaken and submitted as part of the SSDA documentation to DPIE.

6.8. Heritage

The site is not identified as a heritage item of State or local significance or part of a heritage conversation area.

Aboriginal and Non-Aboriginal Heritage Assessments were prepared as part of the Concept SSDA. Additionally, a Heritage Interpretation Strategy was prepared to guide the development and implementation of interpretative elements to celebrate the history of the site and surrounding land uses.

The EIS will outline how the proposal has been designed in relation to the Heritage Interpretation Strategy and responds to the Hills Showground Station Precinct's interface with the Castle Hill Showground, noting that while not a heritage item it has been identified as having some cultural significance.

The Aboriginal Heritage Impact Assessment prepared by GML Heritage concluded that the development of the Hills Showground Station Precinct was unlikely to impact on Aboriginal archaeological objectives. Subsequently, it was concluded that no further assessments were required in terms of Aboriginal heritage.

The Non-Aboriginal Heritage Assessment also prepared by GML Heritage concluded that the Hills Showground Station Precinct was unlikely to impact significant historical archaeological remains or relics.

Subsequently, it is anticipated that the Secretary's Environmental Assessment Requirements (SEARs) would not require any additional Aboriginal or non-Aboriginal investigations to be carried out for the site.

6.9. Land

A geotechnical investigation will be undertaken and submitted as part of the SSDA documentation to DPIE.

6.10. Social

The social impacts resulting from the proposal are expected to be positive and will likely include the following:

- Community spaces,
- New outdoor public plaza,
- Provision of a wide range of uses to meet the needs of the local community,
- Improved housing supply and diversity, and
- Built form that exhibits design excellence.

6.11. Water

A Stormwater Management Plan will be submitted as part of the documentation submitted with the SSDA, which will detail water management strategies and water sensitive urban design strategies to be incorporated into the development to ensure that the water quality of Cattai Creek south of the site is maintained.