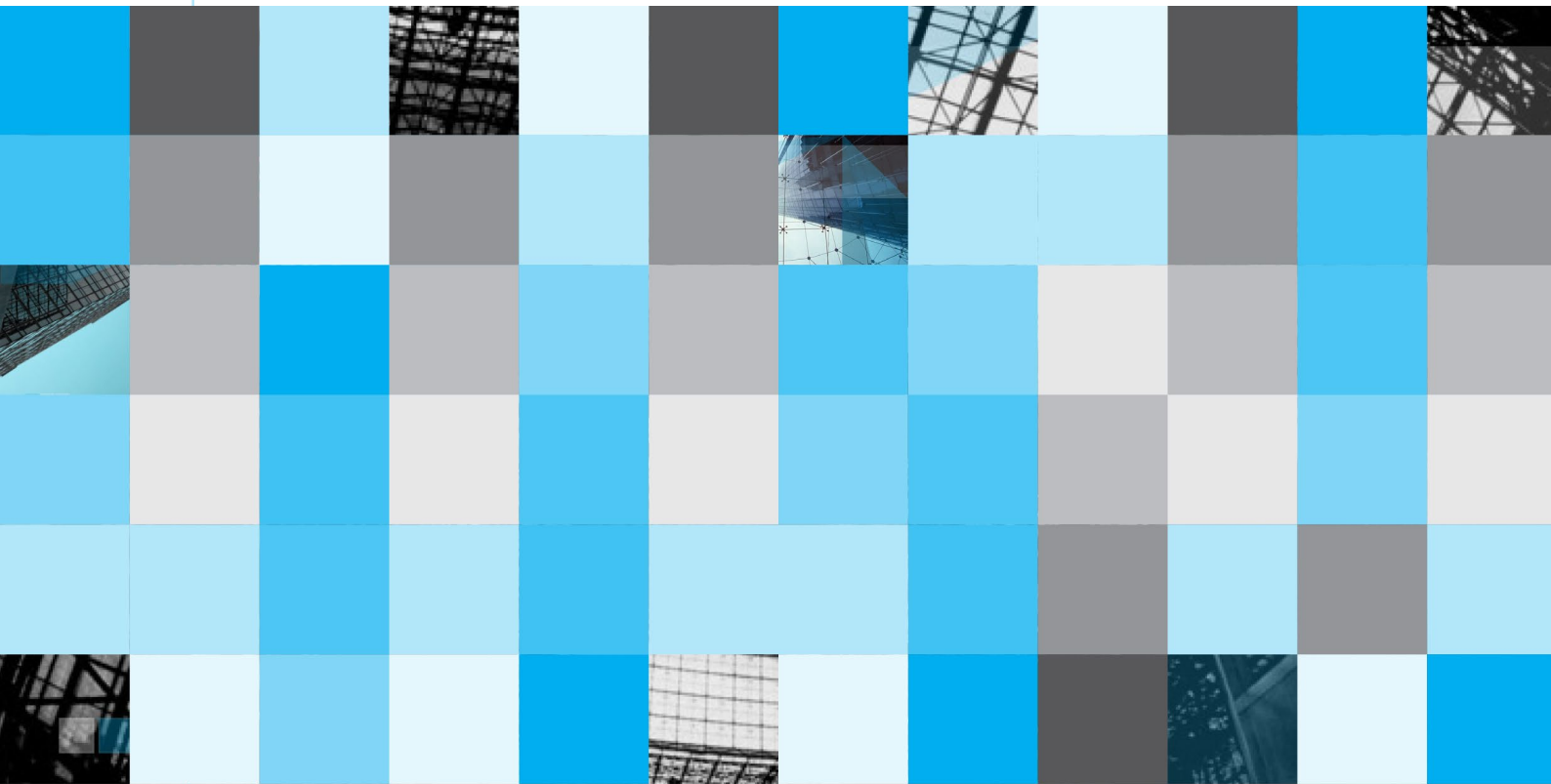




Terminus Street and 5-15 Crane Road, Castle Hill

Scoping Report

Scoping Report

TERMINUS STREET AND 5-15 CRANE ROAD, CASTLE HILL

Demolition of existing structures and construction
of a mixed use development comprising
commercial premises and a residential flat
development comprising approximately 152
apartments

September 2025

Prepared by

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1.0	INTRODUCTION	5
1.1	Overview	5
1.2	Applicant Details	5
1.3	Project Objectives	5
1.4	Site Description	6
1.5	Project Description and Rezoning	9
1.5.1	State Significant Development	9
1.5.2	Proposed Amendments to THLEP 2019	9
1.6	Estimated Capital Investment Value	9
1.7	Numerical Summary	9
2.0	STRATEGIC MERIT	10
2.1	Project Justification	10
2.1.1	Housing Delivery Authority and National Housing Accord	10
2.1.2	NSW State Premier's Priorities	10
2.1.3	Greater Sydney Regional Plan 2018	10
2.1.4	Central City District Plan	11
2.1.5	Housing 2041 – NSW Housing Strategy	12
2.1.6	Future Transport Strategy 2056	12
2.1.7	NSW Planning Guidelines for Walking and Cycling	12
2.1.8	Hills Future 2036 Local Strategic Planning Statement	13
2.1.9	The Hills Housing Strategy	13
3.0	STATUTORY CONTEXT	15
4.0	ENGAGEMENT	19
4.1	Engagement carried out	19
4.2	Engagement to be carried out	19
5.0	ASSESSMENT OF IMPACTS	20
5.1	Access	20
5.2	Amenity	20
5.3	Biodiversity	20
5.4	Built environment	20
5.5	Economic	20
5.6	Hazards and risks	21
5.6.1	Contamination	21

5.6.2	Flooding	21
5.6.3	Waste	21
5.7	Heritage	21
5.8	Land (Geotechnical Assessment)	21
5.9	Infrastructure and servicing	21
5.10	Social	21
5.11	Water	21
5.12	Other Matters	22

6.0 CONCLUSION 23

1.0 INTRODUCTION

1.1 Overview

This Scoping Report has been prepared by Sutherland & Associates Planning on behalf of Castle Diamond Pty Ltd for a proposal for demolition of existing structures and construction of a mixed use development comprising commercial premises and a residential flat development comprising approximately 152 apartments at Terminus Street and 5-13 Crane Road, Castle Hill.

On 28 April 2025, the proposed development of the site as specified in Expression of Interest (EOI) application 239110 to the Housing Delivery Authority (HDA) was declared State Significant Development by the Minister for Planning and Public Spaces pursuant to State Significant Development Declaration Order (No. 6) 2025.

In accordance with the Housing Delivery Authority (HDA) program, the SSDA will be accompanied by a concurrent planning proposal to add an additional permitted use of “commercial premises” to the subject site in Schedule 1 of The Hills Local Environmental Plan 2019 (THLEP). The planning proposal will also amend the existing maximum height of building development standard to approximately 75 metres.

This report will:

- describe the site
- describe the project
- discuss alternatives
- provide a strategic and statutory overview
- provide an overview of consultation to date and identify what future engagement will be carried
- identify the key matters requiring further assessment in the EIS

1.2 Applicant Details

The details of the applicant, Castle Diamond Pty Ltd, are outlined in the table below:

Applicant	Castle Diamond Pty Ltd
ABN	81 660 414 184
Address	Unit 5/244-254 Horsley Rd MILPERRA NSW 2214
Contact	Aaron Sutherland
Contact Details	aaron@sutherlandplanning.com.au

1.3 Project Objectives

The proposed redevelopment of the site is intended to achieve the following objectives:

- Deliver a significant number of affordable housing dwellings on the site to assist in relieving the shortfall of affordable dwellings in the local government area.
- Deliver a vibrant, high density residential and mixed use development immediately opposite the Castle Hill centre and Metro Station.
- Provide a high-density development which demonstrates best practice transit-oriented development as the close proximity of the site to the Castle Hill Metro Station will encourage the use of public transport and reduce the demand for private car use.

- Maximise the supply and diversity of higher density housing within proximity to Castle Hill centre and provide a unit mix that reflects the needs of the local community.
- Achieve design excellence with a high-quality built form outcome that will contribute positively to the emerging character of the precinct and maximise the amenity for residents.

1.4 Site Description

The site is extremely well located being only 100 metres to the south of the Castle Hill metro station, a similar distance from Castle Towers, and diagonally opposite Castle Mall. The site immediately to the north has been developed with buildings of a similar scale to that which is proposed.

The site is a regular shaped allotment with an area of 4,792 square metres

The site is comprised of 5 sites and is legally known as Lot 4, DP 1028642, Lot 1, DP 533763, Lot 1, DP 25337, SP 64141 and Lot 4, DP 25337. The proponent has control of all 5 sites. The current built form comprises 1- and 2-storey dwellings.

There is one easement: a right of footway of variable width on Lot 4, DP 1028642. This is the footpath to the corner of Terminus Street and Crane Road and it assumed that this easement will need to be retained.

The footpath to the junction of Terminus Road and Mercer Street on Lot 4, DP 25337 also encroaches into the site currently, but without an easement.

The location of the site is illustrated in Figure 1 below.



Figure 1:
Site Location



Figure 2:

806-812 Windsor Road (Source: Six Maps, Department of Lands)

Photograph 1:

View north west along
Crane Road





Photograph 2:

View east along Crane
Road

Photograph 3:

View north east along
Terminus Road



Photograph 4:

View south west along
Mercer Street

1.5 Project Description and Rezoning

1.5.1 State Significant Development

The proposed development is for the following works:

- Demolition of all existing structures and tree removal;
- Construction of a mixed use development comprising ground and first floor commercial tenancies and residential flat development comprising approximately 152 apartments in one 15 storey and one 22 storey building, over basement level car parking

1.5.2 Proposed Amendments to THLEP 2019

To facilitate the proposed built form sought, concurrent amendments are also sought to the THLEP 2019 pursuant to the Concurrent Rezoning process facilitated by the HDA planning pathway. Specifically, consent is sought to:

- Introduce an additional permitted use of “commercial premises” for the site in Schedule 1 of THLEP 2019
- Amend the Height of Buildings Map under Clause 4.3 to increase the building heights from 16 metres to 75 metres

1.6 Estimated Capital Investment Value

The estimated capital investment value (CIV) for the proposed development is approximately \$100 million.

1.7 Numerical Summary

Element	Proposed
Site Area	4,792 square metres
Gross Floor Area	Non-residential: 670 square metres Residential: 18,330 square metre Total: 19,000 square metres
Floor Space Ratio	3.96:1:1
Height	Approximately 75 metres
Storeys	15-22 storeys
Dwellings	Approximately 152 with 24 affordable
Apartment mix	• 14 x 1 bedroom dwellings • 89 x 2 bedroom dwellings • 49 x 3 bedroom dwellings

2.0 STRATEGIC MERIT

2.1 Project Justification

2.1.1 Housing Delivery Authority and National Housing Accord

The NSW State Government has agreed to a National Housing Accord (Accord) with other states and territories, local government, institutional investors and the construction sector. The Accord includes an initial aspirational target agreed by all parties to build 1.2 million new well-located homes over 5 years from mid-2024. NSW has a target to deliver 377,000 new homes over five years by July 2029 under the National Housing Accord.

To accelerate the delivery of much needed homes and help meet NSW's target under the Accord, the NSW Government has established the Housing Delivery Authority (HDA). The HDA offers a clear planning pathway for large residential and mixed-use developments to be assessed as State significant development and State Significant Development with a Concurrent Rezoning. This process aims to improve consistency in planning decisions and speed up assessment, without sacrificing housing quality.

The subject site is well placed to deliver additional uplift to help achieve Accord housing goals, being a large, consolidated land holding under single ownership, with excellent public transport connections.

2.1.2 NSW State Premier's Priorities

The proposed development aligns with the Premier's and State Priorities as it will deliver much needed housing supply, including affordable housing, in an ideal location immediately adjacent to a metro station. The proposal will also deliver on the priority of 'well connected communities with quality local environments' through the provision of quality open space and upgraded public domain surrounding the site.

2.1.3 Greater Sydney Regional Plan 2018

In March 2018 the Greater Sydney Region Plan - A Metropolis of Three Cities was released. The Plan sets a 40-year vision to 2056 and establishes a 20-year plan to manage growth and change for Greater Sydney. The vision for Greater Sydney as a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Plan sets out 10 Directions which set out the aspirations for the region and objectives to support the Directions. The 10 Directions are:

- A city supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well-connected city
- Jobs and skills for the city
- A city in its landscape
- An efficient city
- A resilient city

The Plan provides 38 objectives concerning, Infrastructure and collaboration, Liveability, Productivity and Sustainability which are aimed at achieving the identified Directions.

Castle Hill is identified in the Greater Sydney Regional Plan as a metropolitan centre. Metropolitan centres are the economic focus of Greater Sydney, fundamental to growing its global competitiveness and where government actions and investment, including transport, will be focussed. The intent of these centres is to deliver very high levels of development and amenity.

Objective 10 of the Plan is 'Greater housing supply'. The Plan supports the provision of new housing in areas that are served by adequate infrastructure, or where infrastructure upgrades are planned. The Plan identifies housing targets for the Central City District of 53,500 dwellings in Years 0-5 and 207,500 dwellings between 2016-2036.

Objective 11 of the Plan is 'Housing is more diverse and affordable'. The proposed development will deliver affordable housing on the site, and will also incorporate a unit mix that includes larger dwellings designed to suit families and larger households. For these reasons the proposed development is consistent with objective 11.

The proposal is consistent with the key directions, objectives and strategies outlined within the Plan. In particular, it will contribute approximately 152 new dwellings to Castle Hill on a site that is opposite the Castle Hill Metro Station. The proposal will therefore deliver housing choice in a highly accessible location and will accordingly contribute to the goal of achieving a 30-minute city and optimising infrastructure use. The development will include a significant number of affordable dwellings to assist in addressing the shortfall of affordable housing in the area.

2.1.4 Central City District Plan

The Central City District Plan was released in March 2018 and sets out a 20-year vision for the Central City District. The Central City District includes the Blacktown, Cumberland, Parramatta and The Hills local government areas.

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level.

The Central City District Plan identifies Castle Hill as a strategic centre. The Plan notes that the Sydney Metro Northwest will facilitate housing and jobs growth around new stations at Castle Hill, Showground, Norwest, Bella Vista, Kellyville and Cudgegong Road.

Consistent with the Greater Sydney Region Plan, the Central City District Plan sets a 5-year housing target for The Hills of 8,550 dwellings. An updated housing target for The Hills has recently been released. The new target is 23,300 completed homes by 2029.

The proposed development is consistent with the planning priorities and actions of the District Plan in that it will provide new housing in a location that is served by existing infrastructure. The significant number of affordable housing dwellings within the development will contribute to the supply of affordable housing. The proposed development contributes to the diversity of housing in the district by providing a range of apartment sizes, livable apartments and affordable housing.

2.1.5 Housing 2041 – NSW Housing Strategy

Housing 2041 represents a 20-year vision for the delivery of housing as established by the NSW Government. Housing 2041 sets the framework for delivering more housing in the right locations, more diverse housing options that suit diverse demographics, as well as high amenity housing. Housing 2041 establishes four pillars to underpin the future of housing. The proposed development will closely align with each of these pillars in the following manner:

- **Supply:** the proposal will facilitate the delivery of a total of 152 apartments, including 24 affordable housing apartments, which is a significant boost to the supply of both rental and market accommodation
- **Diversity:** the proposal provides for a balanced mix between apartments for rent and apartments for sale. Moreover, a range of 1, 2, 3 and 4-bedroom apartments are proposed to appeal to a broad residential market and ensure that all types of households have a place in the development.
- **Affordability:** the proposal will assist in improving affordability in two primary ways, firstly by providing an increased supply of rental apartments at an affordable rate, which provides downward pressure on rents, and secondly by providing increased supply of market apartments which provides downward pressure on apartment prices.
- **Resilience:** ESD principles will be embedded into the buildings design and future operation.

2.1.6 Future Transport Strategy 2056

The Future Transport Strategy outlines the 40-year vision of the State Government in regard to the State's transport network and system. The strategy aims to place NSW at the forefront of the country with a sophisticated transport system which will harness the rapidly advancing transport technology. The strategy outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The proposed development is consistent with the relevant State-wide outcomes of the Future Transport Strategy 2056 as it:

- provides a residential use, in close proximity to Castle Hill Metro Station which will achieve a transformational place making outcome for the region (Outcome 1: Successful Places)
- will encourage business and individual investment in the area by contributing towards a critical mass of residential population within the precinct (Outcome 2: Strong Economy)
- encourages the use of public transport by linking residential uses to a transport node (Outcome 6: Sustainability).

2.1.7 NSW Planning Guidelines for Walking and Cycling

These guidelines function to improve the consideration of walking and cycling and their role in the creation of sustainable neighbourhoods and cities. The proposed development aligns with these guidelines by providing an attractive and interesting pedestrian environment that is highly connected to the surrounding public domain. The design of the pathways surrounding the site will allow for the development to connect with future public domain works.

The proposal provides a high density residential development immediately opposite the Castle Hill centre and Metro Station, which means that residents will be able to walk to the station which provides connectivity to greater Sydney. In addition, the development is immediately opposite convenience

retailing, which will mean that residents within the development will be able to walk to the shops and cafes, rather than driving to access these amenities.

2.1.8 Hills Future 2036 Local Strategic Planning Statement

The Hills Local Strategic Planning Statement provides a land use vision for The Hills Shire to 2036.

The LSPS Planning Priorities related to housing are:

- Plan for new housing to support Greater Sydney's growing population.
- Plan for new housing in the right locations.
- Plan for a diversity of housing.
- Renew and create great places.
- Provide social infrastructure and retail services to meet residents' needs.

The LSPS acknowledges the need for affordable housing and notes that Council will encourage affordable housing in areas serviced by infrastructure.

The proposed development is entirely consistent with the vision and relevant targets of the LSPS. Specifically:

- The development provides 15% of the floor space within the development for affordable housing for 15 years.
- The proposed housing is in the right location, as it is supported by existing infrastructure. The site is located in an area that has been identified as an urban renewal area as it is opposite the Castle Hill centre
- The site is in close proximity to Castle Towers shopping centre and other retail areas.

The site is located within close proximity of the strategic centres of Norwest and Castle Hill which provide local employment opportunities.

2.1.9 The Hills Housing Strategy

The Hills Shire Council Housing Strategy was adopted by Council on 22 October 2019.

The Strategy notes that the population of The Hills Shire is set to increase from approximately 162,500 people in 2016 to 290,900 people in 2036, which is an 80% increase in population. The Housing Strategy establishes the basis for strategic planning of the residential component of the Shire's urban lands to 2036.

The Housing Strategy is based on five planning priorities which are to:

- Plan for new housing to support Greater Sydney's growing population.
- Plan for new housing in the right locations.
- Plan for a diversity of housing.
- Renew and create great places.
- Provide social infrastructure and retail services to meet residents' needs.

The strategy seeks to match growth with infrastructure and notes that higher density housing must be provided in areas connected to, or with reach or, transport and other urban services.

The Housing Strategy notes that the provision of affordable housing is an issue across Greater Sydney. The Strategy states:

Approximately 6% of households in The Hills suffer rental stress and may be in need of affordable housing options. Most of these households fall within the very low, low and moderate income brackets. Within this group of renters, there is a higher degree of rental stress, as a significant proportion of the properties that are leased at rates suitable for these income brackets are occupied by those who fall within higher income brackets.

This forces residents who need to occupy these properties into rental stress, as they must seek properties that are beyond the 30 per cent threshold of their income.

As detailed above, the proposed development contributes to the supply of housing, within a significant centre that is supported by an existing rail network. The development will also contribute to the supply of affordable housing.

3.0 STATUTORY CONTEXT

The relevant statutory context includes the following Acts, Regulations, environmental planning instruments and draft environmental planning instruments:

- Environmental Planning and Assessment Act 1979
- Environmental Planning and Assessment Regulation 2021
- Biodiversity Conservation Act 2016
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Housing) 2021 – Chapter 4 – Design Quality of Residential Apartment Development and the Apartment Design Guide
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Sustainable Buildings) 2022
- The Hills Local Environmental Plan 2019

In accordance with the *State significant development guidelines – preparing an environmental impact assessment* this section includes the following:

- Power to grant approval
- Permissibility
- Other approvals
- Preconditions table
- Mandatory considerations table

Matter	Description
Power to grant consent	Environmental Planning and Assessment Act 1979 (EP&A Act) Division 4.7 of the EP&A Act establishes a specific system to consider projects classed as State Significant Development (SSD). SSD is development deemed to be of State significance and includes projects of a certain value that are being completed on sites regarded as important to the NSW Government Section 4.36(3) of the EP&A Act states that: <i>The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development.</i> On 28 April 2025, the proposed development of the site as specified in Expression of Interest (EOI) application 239110 to the Housing Delivery Authority (HDA) was declared State Significant Development by the Minister for Planning and Public Spaces pursuant to State Significant Development Declaration Order (No. 6) 2025.
Permissibility	The Hills Local Environmental Plan 2019 The site is zoned R4 High Density Residential zone pursuant to The Hills Local Environmental Plan 2019 (THLEP). The application seeks to introduce “commercial premises” as an additional permitted use for the site in Schedule 1 of THLEP. Subject to this amendment, the proposed mixed use development is permissible with consent.
Other approvals	There are no other approvals that are required under the EP&A Act for the project.

Matter	Description
Approvals required if the project was not an SSDA	Water Management Act 2000 During the preparation of the EIS an assessment of potential impacts to surface or groundwater will be undertaken. Consistent with section 4.41 of the EP&A Act, SSD does not require an approval for water use (section 89), a water management work (section 90) or an activity (section 91) of the Water Management Act 2000.
Pre-conditions to granting consent	Biodiversity Conservation Act 2016 – Clause 7.9 Section 7.9 applies to an application for development consent under Part 4 of the EP&A Act for SSD. In accordance with clause 7.9(2) any such application is to be accompanied by a BDAR or BDAR waiver under the Planning Agency Head and Environment Agency Head determine that the proposed development is not likely have any significant impact on biodiversity values.
	State Environmental Planning Policy (Transport and Infrastructure) 2021 - Clause 2.119 In accordance with clause 2.199 of State Environmental Planning Policy (Transport and Infrastructure) 2021, the consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that— (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of— (i) the design of the vehicular access to the land, or (ii) the emission of smoke or dust from the development, or (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and The proposed development does provide a direct connection to Windsor Road, however, this is consistent with the Indicative Layout Plan and Blacktown City Council requirements.
	State Environmental Planning Policy (Transport and Infrastructure) 2021 - Clause 2.120 Clause 2.120 applies to residential development adjacent to the road corridor with an annual average daily traffic volume of more than 20,000 vehicles and requires a consent authority to consider the impacts of road noise and vibration on residential development. This section specifically requires: (3) If the development is for the purposes of residential accommodation, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following Lae1 levels are not exceeded— (a) In any bedroom in the residential accommodation—35dB(A) at any time between 10pm and 7am, (b) Anywhere else in the residential accommodation (other than a garage, kitchen, bathroom or hallway)—40dB(A) at any time.

Matter	Description
	State Environmental Planning Policy (Resilience and Hazards) 2021 State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose. The EIS will be accompanied by a PSI which confirms that the site is suitable for the proposed development.
	State Environmental Planning Policy (Housing) 2021 <i>Clause 147 Determination of development applications and modification applications for residential apartment development</i> (1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following— (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide, (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.
	The Hills LEP 2019 – Clause 7.7 Clause 7.7(3) of The Hills LEP 2019 states that Development consent must not be granted to development involving the erection of a new building over 25 metres unless the consent authority considers that the development exhibits design excellence.
Mandatory matters for consideration	EP&A Act The relevant objects of the Act under section 1.3 must be considered. Section 4.15 of the EP&A Act outlines the matters that a consent authority must take into consideration when determining development applications. These matters are summarised as: • provisions of environmental planning instruments (including draft instruments) • planning agreements • the EP&A Regulation • the environmental, social and economic impacts of the development • the suitability of the site • any submissions • the public interest, including the objects of the EP&A Act and the encouragement of ecologically sustainable development (ESD). These requirements will be addressed and detailed in the EIS.
	The Hills LEP 2019

Matter	Description
	• Clause 2.3(2) - Zone objectives • Clause 4.3 - Height of Buildings • Clause 7.2 Earthworks
	SEPP Housing - Chapter 4 Design of Residential Apartment Development
	<i>147 Determination of development applications and modification applications for residential apartment development</i>
(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following— (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide, (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.	The proposal is consistent with the design principles in Schedule 9 and achieves full compliance with the ADG. Compliance with the ADG will be demonstrated in the EIS and supporting documentation.
	State Environmental Planning Policy (Sustainable Buildings) 2022 Compliance with the applicable provisions of the Sustainable Buildings SEPP will be demonstrated at lodgement, and a BASIX Certificate will be provided in relation to the residential component of the proposed development

4.0 ENGAGEMENT

4.1 Engagement carried out

The applicant has undertaken extensive engagement with Council over two to three years in relation to the development opportunities for the subject site.

4.2 Engagement to be carried out

A comprehensive programme of communication and engagement will occur during the preparation of the EIS with relevant stakeholders which will include the relevant State and Local authorities, service and utility providers and surrounding landowners, as follows:

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

5.0 ASSESSMENT OF IMPACTS

Based on this preliminary environmental assessment, the following are the key issues that will need to be considered as part of the EIS:

5.1 Access

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

- Car and bicycle requirements for residents 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).

5.2 Amenity

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.

This will include but not be limited to a detailed assessment against the provisions of Chapter 4 of SEPP Housing and ADG.

5.3 Biodiversity

The subject site does contain some existing vegetation, however, this does not constitute threatened species communities.

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.

5.4 Built environment

The EIS will include an assessment of the proposed building design and will outline how the proposed building achieves an appropriate built form, noting the existing approval on the site. The application will also include an urban design report.

A detailed assessment against the provisions of Chapter 4 of SEPP Housing and ADG will also be undertaken, with a Design Verification Statement prepared by the architect to be submitted as part of the SSDA documentation.

5.5 Economic

The EIS will consider the potential economic benefits of the proposal including additional resident population which will contribute to demand for local services and therefore support broader economic growth in the region.

5.6 Hazards and risks

5.6.1 Contamination

The EIS will be accompanied by the Preliminary Site Investigation.

5.6.2 Flooding

The SSDA Site is not subject to flooding.

5.6.3 Waste

The EIS will detail likely waste that will be generated during construction and outline proposed measures to dispose of the waste offsite in accordance with relevant legislation and guidelines. All construction and operational waste will be reused or recycled where possible.

5.7 Heritage

An Aboriginal Cultural Heritage Report (ACHAR) will also be prepared and will document the process of investigation, Aboriginal community consultation and assessment with regards to Aboriginal cultural heritage and Aboriginal archaeology.

5.8 Land (Geotechnical Assessment)

Geotechnical assessment for the suitability of this development will be provided with the EIS to demonstrate that the development is safe and sustainable.

5.9 Infrastructure and servicing

The EIS will assess the impact the proposal will have on existing utility services and service provider assets surrounding the site. The infrastructure requirements and augmentation needed (on and off site) to support the development will be outlined and assessed. This includes with regards to water, sewerage, electricity, telecommunications infrastructure.

5.10 Social

The social impacts resulting from the proposal are expected to be positive and will likely include improved housing supply and diversity, and built form that exhibits design excellence. A social impact assessment will also be prepared in accordance with the Department's Social Impact Assessment Guideline.

5.11 Water

The proposed development will involve an increase in impervious and semi impervious areas within the site. This increase of impervious area will increase stormwater runoff within the local system. The introduction of additional vehicles will further add to the stormwater treatment requirements.

The site has extensive permeable areas that will remain to attenuate and treat flows, with a stormwater management scheme proposed to further treat and manage flow rates.

The EIS will be accompanied by an Integrated Water Management Strategy including suitable modelling to address the potential for increased impact on downstream receptors as part of the environmental assessment. It will focus on varied water quality and quantity resulting from the development. Suitable mitigation measures and development measures will be recommended as part of the assessment.

5.12 Other Matters

The EIS will also address:

- ECD
- Building Code of Australia compliance
- Accessibility
- Tree removal
- Sustainability
- Connecting to Country
- Visual Impact
- Landscape Design
- Crime Prevention Through Environmental Design
- Site suitability and the public interest

6.0 CONCLUSION

The purpose of this report is to request project-specific SEARs for the preparation of an EIS to support the proposal for demolition of existing structures and construction of a mixed use development comprising commercial premises and a residential flat development comprising approximately 152 apartments at Terminus Street and 5-13 Crane Road, Castle Hill.

On 28 April 2025, the proposed development of the site as specified in Expression of Interest (EOI) application 239110 to the Housing Delivery Authority (HDA) was declared State Significant Development by the Minister for Planning and Public Spaces pursuant to State Significant Development Declaration Order (No. 6) 2025.

In accordance with the Housing Delivery Authority (HDA) program, the SSDA will be accompanied by a concurrent planning proposal to add an additional permitted use of “commercial premises” to the subject site in Schedule 1 of The Hills Local Environmental Plan 2019 (THLEP). The planning proposal will also amend the existing maximum height of building development standard to approximately 75 metres.

This SEARs request outlines the approval pathway for the application, the legislative framework, and the key matters for consideration in the assessment of the application. The EIS will demonstrate how the proposal is suitable for the site and that potential environmental impacts can be appropriately mitigated, minimised, or managed to avoid any unacceptable impacts.

Consultation with government agencies and the surrounding community throughout the following stages and development of the proposal will ensure the most favourable outcomes.

The receipt of SEARs will enable the proposed development to move to the EIS stage where specialist studies as identified above will be commissioned and more detailed investigations undertaken.

