

Community Engagement Report

State Significant Development Application

**Proposed Residential Flat Building with
Affordable Housing, 2 Fishburn Crescent
Castle Hill**

**Prepared for:
Arada**

SEPTEMBER 2025

Sarah George Consulting
Social Planning Consultants

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Executive Summary

Sarah George Consulting has been engaged by Arada to undertake community engagement activities to accompany a State Significant Development Application (SSD – 83112728) to the NSW Department of Planning, Housing and Infrastructure (the Department) for a proposed residential development with affordable housing at 16-20 Carrington Road, 2 Fishburn Crescent, Castle Hill.

As required by the Department, a comprehensive engagement process was undertaken between February and May 2025, which included a letterbox drop to properties in the vicinity of the subject site, a public notice in the Daily Telegraph newspaper, letters sent to key stakeholders, and community information webinar held on 12 May 2025.

Engagement activities focused on the following groups:

- The surrounding community/residents in properties surrounding the premises
- The broader community
- The Hills Shire Council
- NSW Police
- Department of Communities & Justice – Housing
- NSW Health
- State Design Review Panel
- Transport for NSW

The majority of interest and feedback was from immediate neighbours.

The most commonly raised concerns related to the proposed height, overshadowing, traffic congestion, impact on property values, and impact on infrastructure.

1.0 BACKGROUND

Sarah George Consulting has been engaged by Arada (the Applicant) to prepare a Community Engagement Outcomes Report to accompany a State Significant Development Application (SSD – 83112728) to be submitted to the NSW Department of Planning, Housing and Infrastructure (the Department) for a proposed residential flat building development with affordable housing at 2 Fishburn Crescent, Castle Hill.

The subject site is irregular in shape and has frontages to Carrington Road, Middleton Road, Fishburn Crescent and Sexton Avenue. The site has an area of 14,224m². The site is currently vacant, having been cleared of structures.

Figure 1: Subject site



Sarah George Consulting undertook community engagement and consultation on behalf of the Applicant to gather community feedback and input on the subject application.

This report outlines the community engagement strategies used, includes feedback provided by the community and other stakeholders via email, phone or during the community information

webinar. Information provided to the community, the notice inviting comment, written feedback received, and a summary of verbal feedback provided, is included in Appendix A to this report. The presentation used at the Community Information Webinar is included in Appendix C.

2.0 PROPOSED DEVELOPMENT

The subject application being submitted to the Department of Planning, Housing and Infrastructure to be assessed by the Housing Delivery Authority (HDA) tasked with the streamlined assessment of applications for new housing developments to meet State Government targets for new housing.

The subject application seeks consent for:

- Construction of three residential apartment buildings ranging between 12 and 20 storeys and comprising a total of 431 dwellings.
- Inclusion of 5% Gross Floor Area of dedicated Affordable Housing
- Extensive communal open spaces including ground floor landscaped spaces, indoor and outdoor pool, gym and spa, children's play area and communal roof terraces.
- Basement car parking and parking on the lower ground level for approximately 704 cars including 77 visitor spaces.
- Vehicle entry via a single combined ingress/egress driveway off Fishburn Crescent.

Figure 2: Ground floor site plan



3.0 ENGAGEMENT OBJECTIVES AND METHODS

3.1 Consultation and Engagement Objectives

The engagement activities undertaken satisfy the requirement under the SEARs:

Table 1: SEARS Requirement:

SEARS	
<p>4 Engagement</p> <p>Demonstrate that engagement and consultation activities have been undertaken in accordance with the <i>Undertaking Engagement Guidelines for State Significant Projects</i> and identify how issues raised, and feedback received, have been considered in the design of the project.</p> <ul style="list-style-type: none"> If the development would have required an approval or authorisation under another Act but for the application of s4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted. 	<p>This Community Engagement Outcomes Report</p>

The purpose of the consultation and engagement activities undertaken was to consult with the local community to:

- Provide an opportunity, early in the planning process, for interested stakeholders and the community to hear more about the plans and ask questions.
- Undertake engagement with key interest groups.
- Showcase the plans of the proposed development for the site.
- Provide opportunities for the proposal to be amended, where reasonable, based on community feedback.

3.2 Engagement Guidelines for State Significant Projects

The aim of the engagement process was to gain an accurate understanding of issues specific to the community, to identify strategies to respond, where possible, to areas of impact, to ensure the community and other stakeholders had accurate information about what is proposed

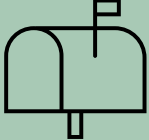


and that there were clear avenues of communication between the community and the project team.





The engagement strategy considered the requirements of the Department of Planning and Environments' *Undertaking Engagement Guidelines for State Significant Projects (March 2024)*, through:

- identification of people or groups who are interested in or likely to be affected by the project
- use appropriate engagement techniques
- ensure the community are provided with safe, respectful and inclusive opportunities to express their views
- involve the community, councils and government agencies early in the development of the proposal, to enable their views to be considered in project planning and design
- be innovative in their engagement approach and tailor engagement activities to suit the:
 - context
 - scale and nature of the project and its impacts
 - level of interest in the project
- provide clear and concise information about what is proposed and the likely impacts for the relevant people or group they are engaging with
- clearly outline how and when the community can be involved in the project
- make it easy for the community to access information and provide feedback
- seek to understand issues of concern for all affected people and groups and respond appropriately to those concerns
- provide feedback about how community and stakeholder views were used to shape the project or considered in making decisions
- be able to demonstrate how the demography of the area affected has been considered and how and what engagement activities have been undertaken.

3.3 Consultation and Engagement Snapshot

A range of community engagement tools are required to be utilised. The engagement tools utilised are included in the following:

Tool/Technique	Description
<p data-bbox="191 298 540 365">Letterbox drop to neighbouring premises</p> 	<p data-bbox="594 298 1287 512">A notice including key information about the project and including an invitation seek out additional information and to register for a community information webinar was distributed to properties in close proximity to the subject site on 13 February 2025.</p> <p data-bbox="594 554 1110 583">In total, 360 notices were distributed.</p> <p data-bbox="594 625 1287 802">The notice included a brief overview of the proposal, contact details of where to seek further information, and inviting people to register for a Community Information Webinar to be held at a later date.</p> <p data-bbox="594 844 1287 953">Those notified were requested to contact the report author if they wished to register for the community information webinar.</p> <p data-bbox="594 995 1287 1054">A map illustrating the extent of the consultation area is included in Chapter 4.1.</p>
<p data-bbox="204 1068 527 1136">Public Notice in local newspaper</p> 	<p data-bbox="594 1068 1287 1245">To provide an opportunity for the broader community to be informed about the proposal and provided with the opportunity to seek out additional information, a public notice was placed in the <i>Daily Telegraph</i> on 19 February 2025</p>
<p data-bbox="185 1369 547 1472">Letters/emails to Community Groups and Government Bodies</p> 	<p data-bbox="594 1369 1287 1472">Letters and emails were sent to a range of local community groups and government departments, including:</p> <ul data-bbox="594 1480 1287 1797" style="list-style-type: none"> <li data-bbox="594 1480 964 1509">• The Hills Shire Council <li data-bbox="594 1539 1094 1568">• The Hills Police Area Command <li data-bbox="594 1598 1287 1686">• Department of Communities and Justice- Housing <li data-bbox="594 1707 818 1736">• NSW Health <li data-bbox="594 1766 1219 1795">• Deerubbin Local Aboriginal Land Council
<p data-bbox="185 1822 547 1885">Community Information Webinar</p>	<p data-bbox="594 1822 1287 1885">A community information webinar was held via Microsoft TEAMS on 10 May, 2024.</p>

	<p>The aim of the webinar was to provide participants with information about the proposal and provide an opportunity for comments and questions to be asked.</p>
<p>Meeting with The Hills Shire Council</p> 	<p>A pre-DA meeting to discuss the proposal was held with The Hills Council on 14 February 2025. The comments on the following matters were raised by Council:</p> <ul style="list-style-type: none"> • Height in the context of the Showground Station Precinct. • Compliance with LEP standards • Engineering matters including stormwater/flooding; earthworks; traffic, access and parking • Traffic and the need for a Traffic Impact Assessment to accompany the application. • Trees and landscaping including the provision of an Arboricultural Impact Assessment Report and Landscaping Plans to accompany the application. • Resource Recovery including the need to prepare a Construction and Demolition Waste Management Plan <p>A copy of the Record of Pre-Lodgement advice is included at Appendix B.</p>
<p>Meetings with the State Design Review Panel</p> 	<p>Meetings were held with the State Design Review Panel to discuss the draft plans and proposal, in March 2025</p>
<p>Consultation with other key stakeholders</p> 	<p>Other key stakeholders engaged through the Environmental Impact Statement preparation included:</p> <ul style="list-style-type: none"> • Transport for NSW • Department of Planning, Housing and Infrastructure

Connecting with Country



A walk on Country with members of Community Elders and Gatekeepers, representatives of Gali Heritage Consultants, Bariyan Cultural Connections, Yulay Cultural Services and members of the project team was undertaken on 25 July 2024. The walk on Country was used to inform the Connecting with Country Report prepared by artefact accompanying the application.

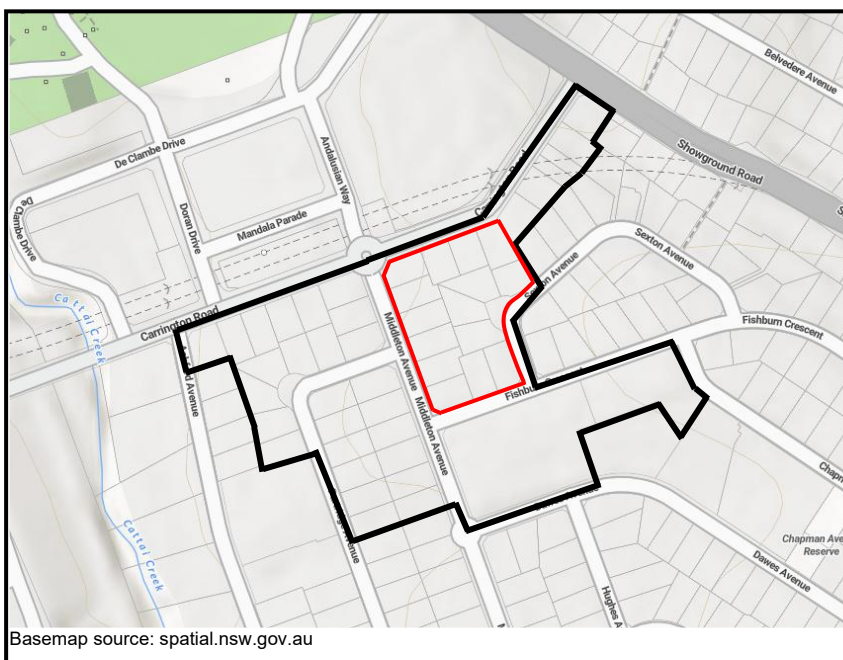
4.0 CONSULTATION OUTCOMES

The detail of each of the consultation strategies outlined above, is included in the following:

4.1 Letterbox Drop

360 notices were distributed to properties within close proximity to the site. The notice included an overview of the proposal, details on who to contact for more information, and inviting recipients to register for a Community Information Webinar. The extent of the letter box drop is illustrated on Figure 1.

Figure 2 – Notification area



A number of sites in proximity to the subject site were construction sites on the date notices were delivered, including the site immediately to the west of the subject site on Fishburn Crescent, and to the north of the site on Andalusian Way. Recently construction properties at 17-19 Partridge Street had no visible/accessible letterboxes.

In response to the letterbox drop, a total of 10 emails and phone calls were received seeking additional information and registering for the Community Information Webinar. Those seeking

additional information were emailed a copy of the draft plans and were advised that details of the Community Information Webinar would be sent once confirmed.

4.2 Newspaper Notice

A public notice appeared in the 19 February 2025 edition of the Daily Telegraph:

Wednesday February 19, 2025 | The Daily Telegraph

Public Notices

Public Notice

Arada is pleased to announce plans for a residential development at 16-20 Carrington Road, 2-12 Middleton Avenue, 4-6 Fishburn Crescent and 25-31 Sexton Avenue, Castle Hill.

The proposed development seeks consent for the development of the site as a residential development, including affordable rental units, with the following characteristics: residential apartments over 3 buildings ranging in height from 11 to 16 storeys and with approximately 350 units; 2.5 levels of basement car parking and lower ground parking for 617 vehicles, communal open spaces and site landscaping.

In the lead up to the lodgement of plans for this State Significant Development, and as part of the preparation of a Community Engagement Outcomes Report to accompany the application, we invite you to comment on the proposed development. If you would like additional information, or to comment on the proposal please email sgeorgeconsulting@gmail.com by 28 February, 2025

INSPIRING & REMARKABLE

Read stories about the celebrities, notable peo and local heroes.

Star's son rises

It's a name synonymous with surf lifesaving, but this next generation athlete is hoping it's also on an Olympic start list by the Brisbane 2032 Games – or even LA in 2028.

Will Riddington – son of famous ironman Craig Riddington and grandson of multiple Australian champion Max – is making his own way in sport.

A talented ski paddler in surf lifesaving, the 17-year-old from Sydney's northern beaches has decided to give kayaking a serious tilt.

And the teen turned plenty of heads at the Paddle Australia canoe sprint GP II regatta at Penrith on the weekend, getting onto the podium in the UB K1 1000 and also the K2 race.

"I did nationals last year, it was my first regatta and I didn't win anything, but I really liked it," he said. "I love sport and the Olympics has always been a thing I have dreamt of. The goal is to make the Australian junior team and see what happens from there."

Amanda Latham

Hammer it home

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It is unclear if any community members sought out additional information or registered for the webinar in response to the public notice.

4.3 Community Information Webinar

A Community Information Webinar was held on 2 May 2025 to provide updated information about the proposal, and to provide community members with the opportunity to ask questions of the project team.

There was a protracted delay between the initial notification and the webinar while the design and characteristics of the proposal were amended based on preliminary feedback from the State Design Review Panel.

The webinar was hosted by:

Hosts	Organisation
Sarah George	Sarah George Consulting
Claire Mallin - Architect	Turners
Aaron Sutherland -Town Planner	Sutherland and Associates Town Planning
Robert Varga & Matthew Nghiem – Traffic Engineers	Varga Traffic Planning.

A total of 11 registrations were received, with 10 participants attending the webinar.

The webinar used a PowerPoint presentation (included at Appendix C) to present participants with information about:

- the applicant;
- the subject site and its context;
- information on the broader planning context in respect of the NSW housing crisis and lack of affordable housing;
- information on what affordable housing is and isn't and why the subject site is suitable for this type of housing;
- an outline of the objectives of the proposal;
- discussion on design considerations that informed the subject application;
- question and answer session at the end of the presentation; and
- provision of information on the next steps and avenues for the provision of feedback.

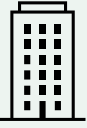
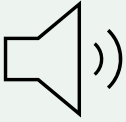

The webinar ran for approximately 40 minutes, with participants asking questions and comments verbally.


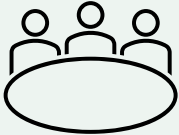

Participants were also advised they could email comments after the webinar, if preferred, up to the 31 May 2025.


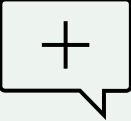
5.0 FEEDBACK AND OTHER MATTERS RAISED

5.1 Summary of Direct feedback

There were a number of matters raised by local residents by phone and email:

Issue raised	Comments from the community	Response from applicant
 <p>Height</p>	<ul style="list-style-type: none"> • How is the proposed height permissible with the LEP has an 8 storey (27m) height limit? • Too tall – overlook properties to the south – privacy impacts. • Impacts on light, shadow, and winter sun. • Impact on airflow to properties to the south. 	<ul style="list-style-type: none"> • Height permissible with height and FSR as permitted with the uplift under the HDA. • Buildings set back from the street to minimise overshadowing and to increase setbacks. •
 <p>Noise Impacts</p>	<ul style="list-style-type: none"> • Impact of construction noise particularly for those who work shift work. 	<ul style="list-style-type: none"> • An <i>Noise and Vibration Impact Assessment</i> prepared by Pulse White Noise has been prepared to accompany the application. • The local community will be kept notified of activity on the site including activities that may generate the most noise (e.g. excavation) • Adjoining neighbours to be provided with the contact details for the site manager.
 <p>Traffic & Parking</p>	<ul style="list-style-type: none"> • Increased traffic congestion as a result of proposal. • Increased traffic delays at intersection with Mann Street. • Narrow streets and on-street parking on Middleton Road – increased traffic and congestion here will impact safety for drivers and pedestrians. 	<ul style="list-style-type: none"> • A comprehensive <i>Traffic Impact Assessment</i> has been prepared to accompany the application. • Three levels of basement car parking are proposed with a total estimated number of 771 parking spaces provided, including: <ul style="list-style-type: none"> ○ 701 resident ○ 77 visitor

Issue raised	Comments from the community	Response from applicant
	<ul style="list-style-type: none"> • The need for significant off-street parking to reduced the demand for on-street parking. • The need for sufficient visitor parking within the site. • The need for suitable pull in areas for delivery drivers. • Cumulative traffic impacts associated with other existing and proposed residential developments. 	<ul style="list-style-type: none"> • A pull-in bay adjacent to the access to the basement car parking area can be safety utilised for pick-up/drop off/deliveries. • Land dedication to Council provided creating on-street car parking spaces on Fishburn Crescent and Sexton Avenue. • Single access point to loading and parking area increases on-street parking.
 <p>Affordable Housing</p>	<ul style="list-style-type: none"> • What is affordable housing? • Concerns that the creation of a mixed residential areas where crime, mental health, graffiti, needles in parks and people on drugs are around. • The affordable housing component should be more than 15%. 	<ul style="list-style-type: none"> • Explanation of affordable housing was provided during the Community Information Webinar noting the type of resident and the management of Affordable Housing by Community Housing Providers. • No evidence to suggest that affordable housing tenants are more likely to engage in crime and anti-social behaviour. • Noted.
 <p>Council controls</p>	<ul style="list-style-type: none"> • Proposal not in line with Council's height controls. • Proposal should comply with the zoning of the site, and Council's planning controls. 	<ul style="list-style-type: none"> • Proposal permissible with HDA and Housing SEPP uplifts. • Explanation of uplift and relationship with Council policies included in Community Information Webinar. • Council controls complied with including DCP requirements, as required.
	<ul style="list-style-type: none"> • No fenced playground for children. • No off-leash area for dogs. 	<ul style="list-style-type: none"> • The proposal includes over 3,000m² of landscaped space representing 23% of the total site area.

Issue raised	Comments from the community	Response from applicant
<p style="text-align: center;">Amenity</p>		<ul style="list-style-type: none"> Communal open spaces include an indoor pool, outdoor pool, seating areas, BBQ areas, children's play areas, wellness area.
<div style="text-align: center;">  <p>Infrastructure</p> </div>	<ul style="list-style-type: none"> Impact on local schools and limited capacity to accommodate additional demand. 	<ul style="list-style-type: none"> Ability of existing infrastructure to accommodate additional demand and location of existing schools and other infrastructure included in Social Impact Assessment.
<div style="text-align: center;">  <p>Other</p> </div>	<ul style="list-style-type: none"> Impact on property values Criticism of consultation process including delays in providing information. 	<ul style="list-style-type: none"> Concern regarding impact on property values of existing residents noted. Noted delays in providing additional information due to the Applicant's desire to present a more resolved proposal to the community resulting in delays in providing additional information.

Full details and copies of correspondence received is included in Appendix A to this report.

5.2 Statutory bodies and other Community groups

Letters and emails were sent to a range of local community groups and government departments, including:

- The Hills Shire Council
- NSW Police – The Hills Police Area Command
- Department of Communities and Justice - Housing
- Deerubbin Local Aboriginal Land Council
- NSW Health
- Department of Communities and Justice (Housing)

5.2.1 The Hills Shire Council

The Applicant and their representatives met with The Hills Shire Council on 14 February 2025.

A summary of the *Pre-lodgement Meeting Notes* provided by Council is included in the following:

Planning:

- Height in the context of the Showground Station Precinct, with taller building elements to be focussed around the Metro station.
- Compliance with LEP standards in respect of the split FSR and height limits across the site.

Engineering:

- The requirement for a detailed survey plan to be prepared.
- Proposal to be designed in accordance with Council's design guidelines subdivision/developments dated Sept 2011 and relevant Council DCPs including stormwater, traffic and access.
- Requirement for Land Title Search document to be provided for each property with particular attention to any Interallotment Drainage Easements affecting any of the sites and if so, how these will be managed within the development.

Stormwater/Flooding:

- Requirement for a Stormwater Management Plan to be prepared demonstrating that the site can drain to a legal discharge point.
- On-site Detention (OSD) is required.
- Water Sensitive Urban Design (WSUD) elements to be integrated in to the design with a copy of the MUSIC model submitted for assessment.

Earthworks:

- Consideration of groundwater investigations and setting up borehole monitoring.
- Basement appears to extend beyond property boundary, however this depends on the proposed strategy regarding the cul-de-sac.

Traffic, Access, and Parking:

- Road dedications in accordance with the Showgrounds Precinct DCP.

- Off Street Car Parking in accordance with relevant Australian Standards.
- Demonstrate that the largest proposed vehicle will enter the development and exit in a forward direction.

Traffic:

- Traffic Impact Assessment to accompany the application to demonstrate that the anticipated traffic generation will not adversely impact on the surrounding roads and intersections.
- TIA to include sight distance assessment for both pedestrians and vehicles at all driveway access points with distances shown on the plans to demonstrate compliance with Australian Standards and Austroads Guide.
- TIA to include swept path analysis demonstrating simultaneous movements of the largest vehicles and aB99 vehicle entering and exiting the car park access, without interfering with any existing or future on-street parking spaces or encroaching on the road centrelines.
- Adequate on-site parking spaces shall be provided for all intended uses and comply with DCP requirements.
- A 2.0m wide land dedication is required from the existing property boundary along Sexton Avenue and Fishburn Crescent, as per Figure 10 of the Showground DCP, at no cost to Council, to facilitate the intended parking on one side of the street.
- Applicant to consider acquiring the redundant cul-de-sac area from Council.
- Kerm alignment in option 3 of the Sexton Avenue Public Domain proposal is the preference.

-

Trees and Landscaping:

Trees:

- Provision of an Arboricultural Impact Assessment Report that addresses trees on site, and on neighbouring sites in vicinity of the site boundaries. The Arborist to include recommendations to reduce impacts on this existing vegetation.

Landscaping:

- Provision of Landscaping Plans for the landscaping of the site.
- Landscaping standards and plant species lists in the DCP to be included.

- Provide screen planting to boundaries – minimum 2m wide to side boundaries and to full depth of the setbacks to the front and rear.
- Location of stormwater to be coordinated with landscaping design to reduce conflicts with existing and proposed plantings.
- Provide details of heights and materials of any proposed fencing.
- Front fencing to be consistent with the height, scale and style of existing fencing in the street. 50% of landscaped area is to be achieved excluding driveways and parking to site.
- All setback and car parking areas are to be regenerated and maintained to a high standard using endemic species.
- Provision of a public pedestrian link through the development.

Resource Recovery:

- Resource Recovery including the need to prepare a Construction and Demolition Waste Management Plan
- An Operational Waste Management Plan is to be submitted.
- Onsite waste collection is to be proposed.

General:

- Any dewatering will require a Water Supply Works Approval from Water NSW.

The full *Record of Pre-Lodgement Meeting Notes* from The Hills Shire Council is included in Appendix B.

The requirements noted by Council, and the matters raised by local residents have been addressed in the documents and reports accompanying the application including:

- Plans of the proposal prepared by Turner
- Environmental Impact Statement prepared by Sutherland and Associates
- Traffic Impact Assessment prepared by Varga Traffic Planning
- Noise and Vibration Impact Assessment prepared by Pulse White Noise
- Social Impact Assessment prepared by Hadron Group
- Landscape Plans prepared by Arcadia
- Arborists Report prepared by Range Free Consulting

- Waste Management Plan prepared by Dickens Solutions

No other comments were received from statutory bodies or groups notified of the proposal.

6.0 OUTCOMES & NEXT STEPS

This Community Engagement Outcomes Report provides a detailed overview of the community engagement strategies undertaken prior to the lodgement of the SSD application for the proposed residential flat building development with affordable housing at 2 Fishburn Crescent, Castle Hill

In accordance with the SEARs requirements for engagement, the Applicant implemented a strategy to inform and engage with local residents, landowners, businesses and agencies about the proposal. This has ensured the community has r information about what is proposed and has provided the opportunity to gather feedback prior to the lodgement of the application.

The concerns raised by the community largely related to height, in the context of Council's regulations and in terms of privacy and overlooking/overshadowing, traffic and on-street parking impacts, amenity, infrastructure and impacts on properties, including property values.

As a result of feedback from the community engagement activities, the following changes/additions to the proposal were made:

- Additional off-street car parking proposed increasing the car parking to approximately 771 vehicles.
- Increased setbacks on streets and single vehicular entry to maximise on-street car parking, and to increase separation between buildings on the site and those to the south.
- Taller building elements along Carrington Road frontage.

The SSD application will be placed on Public Exhibition by the Department of Planning, Housing and Infrastructure providing an additional opportunity for interested stakeholders to provide further feedback through the formal submissions process. Any matters raised during that process will be addressed by the Applicant.

APPENDIX A

COMMUNITY NOTICE & WRITTEN RESPONSES

Sarah George Consulting
Social Planning Consultants

13 February 2025

The Hills Shire Council
PO Box 7064
Norwest NSW 2153

To Whom It May Concern,

Social Impact Assessment of the Proposed new Residential Development, 16-20 Carrington Road, 2-12 Middleton Avenue, 4-6 Fishburn Crescent & 25-31 Sexton Avenue

Sarah George Consulting has been engaged by Arada to undertake Community Engagement activities and to prepare a Community Engagement Outcomes Report to accompany a State Significant Development Application to be submitted to the Department of Planning, Housing and Infrastructure (the Department) for a proposed new residential development, including affordable rental units, at 16-20 Carrington Road, 2-12 Middletown Avenue, 4-6 Fishburn Crescent & 25-31 Sexton Avenue.

We are writing to advise you of the proposal and to seek any comment or feedback you may have on the development in terms of potential social impacts.

The proposal seeks consent for the development of the site as a residential development with the following characteristics:

- residential apartments over 3 buildings comprising 350 dwellings (one-, two-, three-, and 4-bedroom) in buildings ranging between 11-16 storeys, including 15% affordable rental units
- Communal open spaces, a pool and communal roof terraces
- 2 levels of basement car parking, and parking on the lower ground floor with a total of 617 car parking spaces
- Site landscaping

Feedback from the community and other stakeholders will, in part, inform a Social Impact Assessment that will accompany the application and will also be included in the Community Engagement Outcomes Report.

We would like to invite your comment on the proposal and note any issues you may wish to have addressed in the reports that will accompany the application.

If you wish to comment on the proposed development, or would like additional information, please respond within 21 days of the date of this letter in writing to PO Box 319, Marrickville NSW, 1475; via email (sgeorgeconsulting@gmail.com) or by phone (0418 439 813 - between 9.00am and 5.00pm Monday - Friday).

Regards,



Sarah George
Social Planning Consultant

Who	How/when	Response
Deerubbin Local Aboriginal Land Council, PO Box 2341, North Parramatta NSW 1750	Post 13/02/25	
The Hills Shire Council, PO Box 7064, Norwest NSW 2153	Online enquiry 13/02/25	Pre-lodgement meeting held 14/02/25 (Appendix B)
The Hills Area Command, 16-18 Pennant Street, Castle Hill	By post 13/02/25	
NSW Health Locked Bag 2030 ST LEONARDS NSW 1590	By post 13/02/25	
DCJ – Housing Locked Bag 5000 PARRAMATTA NSW 2124	By post 13/02/25	

	Who/How/When	Comments	Webinar
1	By email 14/02/25	<ul style="list-style-type: none"> I am an owner in XXXX Can you please send me a link to the proposed development, including layout, and vertical elevations, construction timing...and any provision for commercial operations (like coffee shops, childcare etc?) and driveway locations, etc. We look out onto 4-6 Fishburn – so very interested in how high the building is for various buildings. Also, who are the developers and can you send links to any other developments they have completed. 	
2	14/02/25 – by phone/vm	<ul style="list-style-type: none"> Seeking plans/additional information of the proposal Queries re planning pathway Queries re who engaged works Queries re affordable housing and housing mix 	
3	15/02/25 – by email	<ul style="list-style-type: none"> I am responding to a letter I received in the mail on the social impact assessment of the proposed new residential development, 2-12 Middleton Avenue, 16-20 Fishburn Crescent, etc. I sold my home in North Kellyville because I wanted to try apartment living and simply my life. I chose Castle Hill because it is close to a train line, shops and a historical area with the old council building once standing here. I was looking for a place that was upmarket and found Chateau Apartments at Showground. Not only is this a historical area, but a bird and wildlife sanctuary due to the native bottle brush and other native bushes still remaining here. In North Kellyville, most of this wildlife is gone due to overdevelopment and nil thought to the landscape. I wanted to ask what is meant by affordable living. Does it mean low income housing commissions? I work in a very public space attending to people in our community on a daily basis in suburbs across western Sydney and beyond. I do not want this area to become like some of the mixed residential areas I have been 	

	Who/How/When	Comments	Webinar
		<p>to where crime, mental health, graffiti, needles in parks, people on ice and other drugs in the parks and streets like Parramatta that makes what would be a nice area, unsafe and unpleasant to live in.</p> <ul style="list-style-type: none"> • I know the government has a big task on its hands trying to find where to put low income housing. I envisioned where I chose to live to be someday soon a vibrant area of The Hills with parks, areas of interest, shops, restaurants, cultural hubs and relatively safe to walk around the area without worries. So, I am not sure what affordable living means, but whatever is nestled among us on Middleton Avenue and surrounding streets, the apartments should fit in with the style and prestige of the area. Thank-you. 	
4	16/02/25 - by email	<ul style="list-style-type: none"> • I am writing regarding the Social Impact Assessment of the Proposed New Residential Development 16-20 Warrington, 2-12 Middleton Ave, 4-6 Fishburn Crescent and 25-31 Sexton Ave. • We are residents and owners of property within this precinct. • • The Hills Shire council has a well defined strategy for this precinct which limits new housing to 8-9 storeys on this side of Carrington Road. This strategy was developed with deep community consultation and in light of the metro opening. The precinct is already expected to have a swelling of high density living, over the next decade. • Taller buildings are accounted/allowed for in other parts of the Hills Shire including but not limited to the other side of Carrington Road and the Norwest and Bella Vista metro precincts. • Whilst we understand the need for the development of the local area, including residential apartments, the following feedback is submitted as an area of concern for this development: 	

	Who/How/When	Comments	Webinar
		<ul style="list-style-type: none"> • A potential overriding of the local councils planning controls, which are forward thinking and considered in light of the needs of the community and changing use of the land around the metro. • The excessive shadowing that a building, that is far higher than its surrounding buildings, may impose on the community living in the surrounding apartment complexes, for whom there may be a subsequent loss/reduction in liveability. The letter sent provides no detail as to how high the proposed development would be along Fishburn Cres and Sexton Ave - making it difficult to comment on the overshadowing of the existing buildings. • The increase in the density of the area, which has already been planned to increase significantly in the coming decade. • The narrowness of the streets for access. Existing parking on the street (Middleton Ave, and Fishburn Crescent) creates difficulty for 2 cars to pass each other safely. The location of this potential development at the lights adjacent to the main thoroughfare of Carrington Road and Middleton Ave, will increase congestion and reduce safety for both cars and pedestrians alike. • Amenity - there is no fenced playground for children within walking distance of this development. • Amenity for pets - there is no off leash park for dogs within walking distance of this development. • local schools within the precinct are already above capacity with Castle Hill High school one of the largest in the state and Samuel Gilbert and Castle Hill Primary schools already at current capacity, with limited space for expansion. • with a development of this size, will the development have onsite building managers? There are already issues with the management of smaller developments within the precinct that do not have a building manager, leaving some buildings with inexperienced owners managing a complex 	

	Who/How/When	Comments	Webinar
		<p>strata and failing to address issues affecting the liveability of their neighbours.</p> <ul style="list-style-type: none"> • Parcel deliveries need to be accounted for within a development of this size to reduce theft and rubbish. • Car parking ratio - as this is the Hills District, it should be anticipated that most residents will have need of a car or car(s) to undertake local activities not yet connected to public transport, especially for larger units targeting families. The ratio proposed in the letter is less than 2 carspaces per unit and I would suggest is insufficient in this location. (Even if compliant with planning laws) • There is no mention of the number of visitor spaces that would be provided for in the letter and whether this will be sufficient for the community within the development. • Already within this precinct there is a degree of chaos from delivery drivers, struggling to find appropriate parking and/or location of the relevant unit/buildings. • If the council's plan is to be overridden, where is the trade off for the local community to increase the liveability of the precinct? • Will the developer be required to increase street parking for uber deliveries and visitors? Within the existing streets this is already an issue. • Will the developer be required to allocate funding or land to the community to enable more community space that is within walking distance? • Will the community have an opportunity to comment on the actual building plan. • Will the council receive additional funding for the roads within the precinct to increase pedestrian and driver safety? • Will there be a space or drop off point within this development for deliveries/uber etc? • As residents and owners within this precinct, we are committed to participating in a new and vibrant community within the Hills Showground area. The metro provides a fantastic opportunity to allow the Hills to grow to meet the needs of the community - this however will 	

	Who/How/When	Comments	Webinar
		<p>only be achieved by strong development, quality builders and a vision for a liveable precinct. The Hills Council has already invested in this vision and in a vision for the Castle Hill Showground and therefore its height restrictions should not be overridden in this case.</p> <ul style="list-style-type: none"> • Please acknowledge receipt of this feedback by replying to the email address. 	
5	18/02/25 – vm left, returned call	<ul style="list-style-type: none"> • Resident of the Chateau development, interested in heights and impacts on overshadowing. • Would like to see some indicative plans when available 	Yes
6	19/02/25 – by email	<p>I am responding to the letter drop . Original Letter is attached Redevelopment of 16-20 Carrington Rd / 2-12 Middleton Ave / 4-6 Fishburn Cres & 25-31 Sexton Ave</p> <p>I oppose this Redevelopment in to High Rise Residential Development . Lets face this has already started long before this Letter was sent out they have been slowly Demolishing that area already Emoji</p> <p>If this Goes ahead then WILD LIFE is going to be Impacted (Possums in the Area) and Other Bird Life will loose their homes Trees</p> <p>The Construction would create so MUCH Extra Noise in the area - VERY LOUD EARTH MOVING TRUCKS that Use Compression Breaking and SPEED AROUND THE Local area Emoji</p> <p>Then there is the Building Construction Noise And they do not follow Noise Restriction Rules - Just like the Ugly Buildings that are near completion next To Showground Metro</p> <p>Increased Heavy Trucks will destroy local Roads / Increased DUST in the AIR for locals means windows will be shut more often - Not good for Physical Health . Plus all the EXTRA NOISE 6 DAYS PER WEEK Emoji</p> <p>All the Extra Noise has an impact on sleeping and being awoken by Construction Noise / Some people work Nights need day time sleep others Day Workers who sleep at night then Woken up by Excessive Construction Noise from Equipment</p>	

	Who/How/When	Comments	Webinar
		<p>This has been going on already with the Current Ugly Building next to Showground Metro Emoji</p> <p>We all know this has already been approved for construction</p> <p>Only 15% Rental Units NO THATS NEEDS TO BE AT LEAST 40%</p> <p>The Development Company Should Re Locate any effected Residents in local Area at No Cost to Residents for the FIRST 12 MONTHS of RENT PAID FOR BY THE DEVELOPMENT COMPANY</p>	
7	<p>20/02/25 – by phone</p> <p>Follow up email received 28/02/25</p>	<p>Phone call comments:</p> <ul style="list-style-type: none"> • Querying what happened to the approved DA on the site • Concerns re height and impact on views, sunlight, privacy and property values • Application process/opportunities to comment. <p>Email 28/02/25: I write in respect of your letter dated 13 February 2025 seeking feedback on the social impact of proposed new residential development at 16-20 Carrington Rd, 2-12 Middleton Ave, 4-6 Fishburn Crescent and 25-31 Sexton Avenue.</p> <p>There is VERY LITTLE information provided in the email as to the proposed development.</p> <p>I purchased a Unit opposite the proposed site in Fishburn Avenue in August last year. It is a top floor unit specifically purchase with Privacy, airflow and views in mind. One of the key considerations was in respect of the size and appearance of current and proposed buildings around the unit complex in which I purchased. My understanding is that the site you have referred to has an existing DA Approval for unit blocks substantially lower than what you have advised in this letter. From what I can ascertain in your limited information, it would appear a developer is now seeking to over-ride the existing DA and apply for a net new approval to dramatically change the use and purpose of the site. Based on this understanding, here are my concerns:</p> <p>1 - Without seeing the design plans, the proposal you have written about will be around double the height, and I expect as a result number of units to the existing DA. This totally changes the proposition to which I have brought into in the area. When I purchased, we understood the height of the development was approved to between 7-9</p>	•

	Who/How/When	Comments	Webinar
		<p>levels only. Increase to the height of the building will have direct impact on Natural light, and most importantly privacy. What is the purpose of having Council DA Approvals if they can simply be wiped out and changes in such an arbitrary manner?</p> <p>2 - The roads surrounding the proposed development site are narrow and have very limited parking. Carrington Road has Zero available parking. Middleton and Fishburn Ave already have limited available parking and Sexton Ave will have very little available parking. I expect the increase in height of the proposed development has allowed an increase in units. Each Unit has the potential of between 1 - 3 additional cars in the area. It is good to see there will be 617 car parks available. These will now be shared over a larger number of units and potentially drivers in the area V's current DA for the block.</p> <p>3 - Aesthetic of proposed building - There has been NO details provided on the setbacks and locations of the buildings on the site or the makeup of the building. Historically, Low income Housing buildings have used low cost (Colour patchwork) facades. Whilst these help the developers keep costs low, they do not at all fit the aesthetic of other unit blocks being built in the area. But given no details are provided it is very difficult to comment on this.</p> <p>So, In summary, there is not sufficient detail to provide any tangible feedback on this proposal. What is clear from the limited information available is that a developer is seeking to totally reject the existing DA and seek a brand new DA that dramatically changes the use of the identified property. This will have a direct impact on residents that have recently purchased completed Units having taken the previous DA approval into account in their purchase. The new proposal will have much larger unit block, which will have impact on privacy, sunlight, traffic, parking and many other aspects of community life. Your sekeing feedback on impact on the community, but none of these can be understood without actual details of the proposed building, which of course are not available part of this "Assessment".</p> <p>It feels like this process is seeking emotional V's factual responses.</p>	
8	By email 3/03/25 – resident of Fishburn Cres	<ul style="list-style-type: none"> • Negative impact on property in terms of light and blocking winter sun. • Area becoming overdeveloped and existing public transport and on-street parking unable to cope with demand. 	•

	Who/How/When	Comments	Webinar
		<ul style="list-style-type: none"> Schools are overcrowded with no plans to build new schools Roads are unable to cope with existing traffic levels Building height should remain the same as existing Neighbourhood degradation due to oversupply and inadequate facilities. 	
9	<p>25/03/-- by email with letter attached on behalf of residents of 16 Middleton Avenue. Letter included below.</p> <p>31/03/25 – email requesting list of people to invite to webinar.</p>	<p>Letter of objection attached outlining objection based on:</p> <ul style="list-style-type: none"> Non-compliance with zoning and planning controls. Unacceptable burden on infrastructure and traffic flow Failure to consider impact of existing large-scale developments. Breach of the Apartment Design Guide Standards on Solar Access, Privacy and Amenity Detrimental impact on property values and liveability Improper use of the State Significant Development Pathway Corruption concerns involving Toplace and The Hills Shire Council Request for immediate rejection of the proposal 	Yes
10	15/05/25 – email post webinar and referencing webinar transcript	<p>Questions relating to traffic, parking and public transport:</p> <ul style="list-style-type: none"> The following is stated on page 3 of the Webinar document (attached): <p>"So this proposal is obviously considered transport oriented development been directly opposite the the new metro station."</p> <p>Could you please elaborate/provide more detail on this statement including any reports in relation thereto?</p> <ul style="list-style-type: none"> The following is stated on page 3 of the Webinar document:- <p>"Waste collection and traffic impact. And the the project team we've also met with the state Design Review panel. In March this year to discuss the project. And and the feedback from that panel has been incorporated into the design evolution to date. "</p>	

	Who/How/When	Comments	Webinar
		<p>Could you please elaborate/provide more detail on this statement including (but not limited to) any reports, meeting notes in relation thereto?</p> <p>Also, could you please provide all “feedback” from the Design Review Panel in relation to waste collection and traffic and what has been currently been “incorporated into the design evolution to date”?</p> <ul style="list-style-type: none"> • The following is stated on page 6 of the Webinar document:- <p>"On off Fishburn as well is a single vehicle entry point for the access to the basement and the service vehicles."</p> <p>In relation to “service vehicles” such as garbage collection vehicles and the like will there be any restrictions when these vehicles can enter and/or exit the building(s) in Fishburn Crescent ?</p> <p>What will be gradient of the car park ramp.?</p> <ul style="list-style-type: none"> • The following is stated on page 7 of the Webinar document:- <p>"We've done analysis of the nearby intersections under the projected additional traffic demands. We've done that assessment in accordance with Transport for NSW guidelines and it shows that all of the nearby intersections will continue to operate at current levels. Current levels of service."</p> <p>Could you please provide full detail and copy of the “analysis” and “assessment” referred to above?</p> <ul style="list-style-type: none"> • The following is also stated on page 7 of the Webinar document:- <p>"We see additional demand with an increase in or a decrease I should say, capacity of maybe 5 or 6% something like that which is neither here nor there in the scheme of things."</p>	

	Who/How/When	Comments	Webinar
		<p>What were the assumptions and calculations in determining this “capacity of maybe 5 or 6%”?</p> <ul style="list-style-type: none"> • I also refer to page 23 of the Presentation document (attached) headed “Traffic & Parking” <p>When will the Traffic Impact Assessment be prepared?</p> <p>Do you have a current view on the impact of "Intersection performance" and “On-street parking demand”?</p> <p>Further in relation to "on-street parking demand" will the proposed parking demand of the neighbouring project by Karimbla Properties (No.68) Pty Ltd (aka the Merition project) and current parking demand by occupants of the Chateau and Astrid developments be taken into consideration?</p> <p>Could you please provide (if any) the Traffic analysis relating to the proposed construction period of the project?</p> <p>At present when the Showground Metro carpark is full, Metro users park their vehicles in Middleton Avenue, Fishburn Crescent and Sexton Avenue. Will the Traffic Impact Assessment take into consideration total “on- street parking demand” of these users ?.</p> <p>Could you please confirm whether there still is 3 tonne load limit restriction in relation to Middleton Avenue and if so will it apply to construction vehicles such as concrete trucks and trucks which haul heavy materials such as pre-fabricated concrete slabs and reinforced steel to this project site?</p> <p>Lastly, in light of the above and increased traffic congestion could you please advise whether of any State or Local government authority have given consideration to the installation of a round-about at the intersection of Middleton Ave and Fishburn Crescent Castle Hill. ?</p> <p>16/05/25:</p>	

	Who/How/When	Comments	Webinar
	16/05/25 – email with additional questions post-webinar	<p>A few more questions.</p> <p>I see that on 24 March 2025 the Housing Delivery Authority met and I draw your attention to EOI 235559 on page 15 of the attached document which is the record of briefing. In this regard, it would be appreciated if you could provide all documents which would be used by the HDA to make their recommendation to "the Minister that this project be declared SSD....."</p> <p>I also note on page 15 under the heading of "Applicant's summary of proposal" it states "Construction of three residential apartment buildings with a total of 442 apartments including an allocation of 22 affordable apartments for 15 years" While I appreciate the 442 is an indicative number I note that page 11 of the presentation file speaks of 387 dwellings including 5% (GFA) affordable housing. In light of the above could you please advise what is the current estimate of total apartments/dwellings and what is the estimate number of (GFA) affordable housing?.</p> <p>Your timely response would be appreciated.</p>	
11	29/05/25 – by email with letter attached on behalf of residents of 16 Middleton Avenue. Letter attached below	Letter noted reserving the right to make further comment once the application is lodged.	
12	01/06/25 – email with letter attached from resident of Middleton Avenue – redacted letter included below	<ul style="list-style-type: none"> • Criticism of consultation process with resident noting the were not aware of the webinar. • Comments made on the transcript of the webinar, • Queries regarding the changes in the number of proposed units on the site. • Proposed height not in keeping with plans for the precinct as envisaged by Council. • Queries whether the increase in parking suggest a further increase in the number of units proposed. 	



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25 March 2025

Ms Sarah George Consulting
PO Box 319
Marrickville, NSW 1475

Attention: Ms Sarah George
By Email only: sgeorgeconsulting@gmail.com

Dear Ms George,

RE: Formal Objection to Proposed Residential Development at 16-20 Carrington, 2-12 Middleton Ave, 4-6 Fishburn Crescent, and 25-31 Sexton Ave

We write as the Strata Managing Agents of SP 106632 (16 Middleton Avenue, Castle Hill) i.e. "Chateau" on behalf of the Chateau Strata Committee in order to submit this formal objection to the proposed apartment development at the above-mentioned addresses.

The proposal, in its current form, constitutes a material and substantive departure from established zoning regulations, planning controls, and infrastructure capabilities, rendering it wholly unsuitable for approval. Given the significant and irreversible consequences this development would impose on the surrounding community, we demand its immediate rejection. Should this matter proceed without due consideration of our concerns, we reserve all rights to explore further legal recourse.

1. Non-Compliance with Zoning and Planning Controls

The proposed development is fundamentally inconsistent with the objectives set forth in The Hills Shire Local Environmental Plan (LEP). The LEP is the legally binding planning instrument that governs land use in this area, and any deviation from its provisions must be justified by compelling evidence that aligns with the broader public interest. No such justification exists for this proposal. Any approval of a project that so blatantly disregards established zoning principles would constitute an arbitrary and capricious exercise of discretionary power, exposing the Government to legal challenge.



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2. Unacceptable Burden on Infrastructure and Traffic Flow

It is a well-documented fact that the existing road network in the vicinity, particularly around Carrington Road, Middleton Avenue, and Fishburn Crescent, is already operating beyond capacity with only a few development completed and occupied to date. This development would significantly exacerbate congestion, leading to untenable safety risks for motorists and pedestrians alike. Furthermore, the absence of dedicated turning lanes at key intersections increases the likelihood of vehicular collisions, creating liability risks that must not be ignored.

From a legal and procedural standpoint, any approval of this development without an infrastructure enhancement plan would be in direct conflict with the fundamental principles of orderly and sustainable development enshrined in the Environmental Planning and Assessment Act 1979 (NSW). It is the duty of The Hills Shire Council and the NSW Government to ensure that development does not proceed in a manner that would place residents at undue risk. Failure to do so may expose the NSW Government and Council to future claims of negligence.

3. Failure to Consider Impact of Existing Large-Scale Developments

There are multiple large-scale residential developments in the immediate area that have already been approved and are under construction. These projects, once completed, will introduce thousands of new residents and vehicles into the precinct, placing unprecedented strain on local road infrastructure. However, these buildings are not yet occupied, meaning the true impact on traffic congestion, parking, and road safety remains unknown.

It would be reckless and premature to approve additional high-density developments before undertaking a comprehensive traffic impact assessment based on real-world data. Approving another large-scale project without first evaluating the cumulative impact of the existing approved developments would constitute a gross failure of planning oversight. The Council has a duty to ensure that responsible urban planning prevails, and that residents are not subjected to unacceptable living conditions caused by unchecked overdevelopment.

4. Breach of Apartment Design Guide Standards on Solar Access, Privacy, and Amenity

The Apartment Design Guide (ADG), issued pursuant to State Environmental Planning Policy (SEPP) 65, sets mandatory design standards for residential developments. This proposal falls significantly short of those standards in the following ways:



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- **Solar Access Deficiencies:** The ADG requires that a minimum of 70% of apartments receive at least two hours of direct sunlight in mid-winter. Given the excessive height of the proposed development, there is a high probability that overshadowing will severely impact not only future occupants but also adjacent residences, including ours. Without a transparent and independently verified solar access study, this proposal cannot be considered compliant.
- **Privacy Violations:** The ADG stipulates minimum building separation distances to prevent direct overlooking into private residences. The proposed development flagrantly disregards these requirements, allowing for intrusive sightlines that will significantly erode residential privacy. Any approval of this proposal in its current form may constitute a failure to uphold reasonable expectations of residential amenity, potentially opening the door for affected parties to seek injunctive relief.
- **Compromised Amenity and Safety:** The ADG emphasizes the importance of adequate building setbacks, ventilation, and open space to ensure a high standard of livability. This development, in its current iteration, prioritizes density over these essential factors, to the detriment of both future occupants and existing residents. Any deviation from these planning principles must be scrutinized in accordance with the precautionary principle, which requires decision-makers to err on the side of caution when faced with uncertainty regarding potential harm.

5. Detrimental Impact on Property Values and Livability

The Hills Shire has historically been regarded as a desirable place to live, owing in large part to well-regulated urban planning. The rapid and unchecked intensification of high-density development, without commensurate investment in infrastructure, threatens to diminish the appeal of the area, leading to decreased property values. Property owners who experience financial loss as a result of adverse planning decisions may be entitled to seek compensation through legal avenues.

Case Law References:

- **Redland City Council v Kozik:** In this case, the High Court of Australia ruled that the Redland City Council was required to repay approximately \$10 million collected through unlawful special rates from landholders. The council had imposed these rates for nearby construction works, which were later deemed invalid. The court held that allowing the council to retain the funds would undermine the regulatory regime it was supposed to follow. [Wikipedia](#)



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- *Caradi Pty Ltd v Secretary to the Department of Transport*: This Victorian case involved the compulsory acquisition of land by the Department of Transport. The court awarded compensation to the landowner, emphasizing the importance of fair valuation and the impact of the acquisition on the property's value. tfc.com.au
- *Robke v Department of Transport and Main Roads*: In Queensland, cane farmers David and Kerrie Robke were awarded nearly \$1 million in compensation after part of their farm was resumed for a major road project. The court recognized the significant economic loss due to the division of their farm and potential future inundation issues resulting from the project. [Courier Mail](#)

These cases illustrate that property owners adversely affected by government actions, including improper planning decisions or compulsory acquisitions, have legal avenues to seek compensation. Approving developments that negatively impact property values without proper consideration may expose the NSW Government and Council to similar legal challenges.

6. Improper Use of the State Significant Development (SSD) Pathway

It is deeply concerning that the proponent is attempting to circumvent the standard local assessment process by seeking approval through the State Significant Development (SSD) pathway. The SSD pathway is intended for projects that deliver demonstrable public benefits on a regional or state level. This proposal does not meet that threshold. Rather, it is a clear attempt to exploit a loophole to override legitimate local planning controls.

The Environmental Planning and Assessment Act 1979 (NSW) grants local councils the statutory responsibility to assess developments in accordance with their own planning instruments. Any effort to subvert that process is a direct affront to the principles of accountable governance and community consultation. We demand that this proposal be assessed strictly under the purview of The Hills Shire Council, without reliance on the SSD framework.

7. Corruption Concerns Involving Toplace and The Hills Shire Council

Recent investigations have raised significant concerns regarding the integrity of the development approval process within The Hills Shire Council, a department of The NSW State Government particularly involving the developer Toplace and its founder, Jean Nassif.



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Allegations of Corruption and Misconduct

In February 2024, reports emerged that Jean Nassif had allegedly transferred substantial sums of money to overseas accounts in Lebanon and Nigeria, actions perceived by administrators as potential fraud. These developments have intensified scrutiny over Toplace's business practices and their interactions with local councils (ABC News, 2024). Furthermore, a New South Wales parliamentary inquiry in 2023 investigated allegations of impropriety involving agents of The Hills Shire Council and property developers. The inquiry faced challenges in summoning key witnesses, including Jean Nassif, leading to recommendations that the influence of property developers in the region be referred to the Independent Commission Against Corruption (ICAC) (NSW Parliament, 2023).

Political Accusations and ICAC Referrals

In June 2022, NSW Liberal MP Ray Williams utilized parliamentary privilege to accuse senior members of his own party of accepting significant funds from a developer, purportedly to install new councillors onto The Hills Shire Council who would be favourable to their development applications. While the developer was not named in the parliamentary session, the allegations underscored potential corrupt practices aimed at manipulating council decisions to benefit specific development interests (The Guardian, 2022).

Implications for the Proposed Development

The aforementioned allegations cast a shadow over the legitimacy of development approvals within The Hills Shire. The potential for compromised decision-making processes raises concerns about the integrity of the proposed development at 16-20 Carrington, 2-12 Middleton Ave, 4-6 Fishburn Crescent, and 25-31 Sexton Ave. It is imperative that The NSW Government and The Hills Shire Council ensures that all development applications are assessed transparently and free from undue influence to maintain public trust and uphold the principles of good governance.

Given these serious allegations, we urge The NSW Government and Council to conduct a thorough review of the proposed development's approval process, ensuring that all decisions are made in the best interest of the community and in adherence to ethical standards.



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References

ABC News. (2024). *Toplace founder Jean Nassif under scrutiny for alleged fraud*. Retrieved from <https://www.abc.net.au/news/2024-02-03/toplace-jean-nassif-potential-fraud-more-criminal-charges/103423464>

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The Guardian. (2022). *NSW Liberal MP uses parliamentary privilege to accuse party members of corruption*. Retrieved from <https://www.theguardian.com/australia-news/2022/jun/24/nsw-liberal-mp-uses-parliamentary-privilege-to-accuse-party-members-of-corruption>

Conclusion: Immediate Rejection Required

The Chateau Strata Committee asserts in the strongest possible terms that this proposed development is inappropriate, non-compliant, and contrary to the interests of the community. Proceeding with this application would not only set a dangerous precedent but may also expose the approving authorities to legal challenges on the grounds of regulatory non-compliance, procedural unfairness, and potential negligence.

We formally request written confirmation regarding the extension of the consultation period, as referenced in prior correspondence. We also insist on being provided with timely updates regarding this application's status and further opportunities for community input once the full proposal is publicly exhibited.

Failure to give due weight to these concerns will leave us with no alternative but to explore all legal remedies available to protect the interests of our residents.

Should you wish to discuss any of the Strata Committee's concerns further, please contact the undersigned on either (02) 9137 2320 or peter@thestratacollective.com.au.

Kind Regards,

The Strata Collective Pty Limited

Peter Domazetovski
Senior Strata Manager



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ABC News. (2024). *Toplace founder Jean Nassif under scrutiny for alleged fraud*. Retrieved from <https://www.abc.net.au/news/2024-02-03/toplace-jean-nassif-potential-fraud-more-criminal-charges/103423464>

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We formally request written confirmation regarding the extension of the consultation period, as referenced in prior correspondence. We also insist on being provided with timely updates regarding this application's status and further opportunities for community input once the full proposal is publicly exhibited.

Failure to give due weight to these concerns will leave us with no alternative but to explore all legal remedies available to protect the interests of our residents.

Should you wish to discuss any of the Strata Committee's concerns further, please contact the undersigned on either (02) 9137 2320 or peter@thestratacollective.com.au.

Kind Regards,

The Strata Collective Pty Limited

Peter Domazetovski
Senior Strata Manager

31st May 2025

Sarah George Consulting
 Social Planning Consultants
 PO Box 319
 Marrickville NSW 1475

**Ref: 16-20 Carrington Road, 2-12 Middleton Avenue,
 4- 6 Fishburn & 25-31 Sexton Avenue, Castle Hill**

Dear Sarah

I refer to the recent Community Information Webinar of which I unfortunately was only recently made aware. For a development that has a value noted at \$380 million, the notice given to affected parties is insufficient, I understand that two days' notice was given to a select few area residents. Planning for such a project is a lengthy procedure that adequate time would have been available. I question why such time was not afforded to the residents of the area following your notification by letter box drop of the Social Impact Assessment.

The transcript of the meeting seems to indicate that the presenters of the webinar were either not clear on the requirements of the Hills Local Environmental Plan (LEP) for the area or were not willing to disclose the reasons for increasing the number of storeys of the buildings over the last few months.

I have prepared the following table to try to clarify the issues raised and address the situation as I understand it based on the information available to me noted at the end of this letter. The information is summarised in the table below.

	Hills LEP 2019	Social Impact Assessment 13 Feb 2025	Project Dvlpmnt Application 29 Apr 2025	Webinar 12 May 2025
Building 1 Storeys (Height)	12 ¹ (40 m)	16	22 ¹ (71.8 m)	20
Building 2 Storeys (Height)		14		16
Building 3 Storeys (Height)	8 ¹ (27 m)	11	12 ¹ (40.6 m)	12
Floors incl ground		44		51
No of Dwellings		350		387
No of Residents				980
Affordable rental units				25
Car parking spaces		617		771

Note: 1. Inferred number of storeys based on 3.2 m per storey rounded down.

The Hills LEP of 2019 referred to in the table, provides for the development of residential units designed "to be an attractive and well-connected neighbourhood that achieves housing targets, creates vibrant, safe and desirable places, reinforces the garden shire character and lifestyle",

per the Information Webinar, Reference 4. Arada was clearly aware of this when the Showground Station Precinct was rezoned in 2017. The Meriton building under construction meets the requirements of the LEP based on a maximum building height corresponding to 12 storeys. My question is why Arada is wanting to change the character and lifestyle of the area noted in your recent webinar?

The table notes an increase in the number of storeys almost monthly from the Social Impact Assessment received on 13 February when it appeared that an assessment was being made to increase the maximum number of storeys from 12 to 16. If one was alert, one would have noted that two months later an application was made to increase the building height from 40 m to 71.8 m, i.e., from 12 storeys to 22 storeys.

What is concerning is that at the time of the Information Webinar, the developers were aware that the application for a 22-storey building had been made, while the webinar discussed an increase to 20 storeys. A further concern is the increase in parking spaces by 25% to 771 spaces, is this a precursor to an increase in the number of dwellings by 25%? What is the planned number of storeys for the buildings or does continue to remain fluid?

The provision of affordable rental units is a recent requirement. The 5% quota requires a further 25 units as noted in the table. This can be accommodated by an additional floor in each of the three buildings.

I understand that the date for feedback has been revised to 31 May, the date of this letter. I would be pleased if this letter can be included as comments and as matters to be addressed. I would also be pleased if the developers could respond to me regarding the points raised. Of particular concern is the deviation from the 12-storey maximum for buildings on Carrington Road which is intended to maintain the character of area.

Kind regards

Reference Documents

1. Hills Shire Local Environmental Plan, 2019.
2. Sarah George Consulting, Social Impact Assessment, 13 Feb 2025.
3. State Significant Development No SSD-83112728 Carrington Road, Castle Hill, 29 Apr 2025.
4. Sarah George Consulting, Community Information Webinar (overheads), 12 May 2025.

APPENDIX B

PRE-LODGEEMENT MEETING NOTES – THE HILLS SHIRE COUNCIL



THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL
3 Columbia Court, Norwest NSW 2153
PO Box 7064, Norwest 2153
ABN 25 034 494 656 | DX 9966 Norwest

DEVELOPMENT ASSESSMENT

PRE-LODGEMENT MEETING NOTES

14 February 2025 - 79/2025/PRE

APPLICANT:	Arada
PROPERTY:	Lots 1 and 2 DP 253774, Lots 20-24, 26-32 DP 247890, and Lot 2 DP 1257535. No's 25, 27, 29 and 31 Sexton Avenue, 16, 18 and 20 Carrington Road, 2, 4, 6, 8, 10 and 12 Middleton Avenue, and 4 and 6 Fishburn Crescent, Castle Hill.
ZONING:	R4 High Density Residential and SP2 Infrastructure
SITE AREA:	14217m ² approx. Area A (North) 8,573m ² Area B (South) 5,651m ²
SUBJECT:	The proposed development includes approximately 345 apartments in three buildings with 15% of the gross floor area of the development being for affordable housing. The project will be in excess of \$75M and identified as State Significant Development pursuant to Schedule 1, Section 26A of the State Environmental Planning Policy (Planning Systems) 2021 'in-fill affordable housing'.
OFFICERS IN ATTENDANCE:	Paul Osborne (Manager Development Assessment) Cynthia Dugan (Principal Coordinator Development Assessment) Brendan MacGillicuddy (Principal Coordinator Traffic & Roads Management) Edward Santos (Coordinator Resource Recovery Operations) Christian Webb (Senior Resource Recovery Planning Officer) Brendon Savell (Landscape Assessment Officer) Madison Morris (Senior Town Planner)

PROPOSAL

- The proposal is for construction of three buildings, ranging between 4-16 storeys with 50,500m² of gross floor area (GFA).
- Approximately 345 apartments are proposed with 15% of the (GFA) nominated for use as affordable housing pursuant to SEPP (Housing) 2021.

PLANNING

- In accordance with SEPP (Planning Systems) 2021, if the estimated development cost for infill-affordable housing to which Chapter 2 Part 2 Division 1 of SEPP (Housing) 2021 applies is more than \$75 million and the development does not involve development prohibited under an environmental planning instrument

applying to the land, the application can be considered State Significant Development.

- The subject application proposes 15% of the GFA to be used as affordable housing pursuant to SEPP (Housing) 2021. The proposal is seeking to utilise the additional FSR pursuant to Clause 16 of SEPP (Housing) 2021 which permits a 30% bonus of maximum permissible FSR for the land under the relevant environmental planning instrument. The maximum permissible incentive FSR under Clause 9.7 of the LEP is 3.1:1 for the northern lots and 2.7 for the southern lots, subject to all provisions including unit mix, unit sizes and car parking requirements are met. If the provisions under Clause 9.7 cannot be met, the maximum permissible FSR is 2.1:1 for the northern lots and 1.9:1 for the southern lots under Clause 4.4 of the LEP. It is noted that Clause 9.7 cannot be varied under Clause 4.6(8)(cb) of the LEP. Subclause 3 of Clause 16 of the SEPP limits the additional height to the same percentage as the additional floor space ratio permitted under subclause 1.
- The application seeks to utilise Clause 4.6 to vary the maximum height permitted for lift overruns and mechanical plant equipment. Council staff are of the view that Subclause 3 of Clause 16 of the SEPP cannot be varied under Clause 4.6. You are requested to seek legal advice if you do not agree with this view.
- The Showground Station Precinct planning was based on transit oriented development principals and envisaged the tallest buildings around the metro station, with building heights stepping down further away from the metro station. The concept plans indicate that the proposal would be taller than the approved building on the Showground Station Metro site which appears to be contrary to the desired planning intent. You are requested to address this conflict which may be considered by the State Design Review Panel.
- A split FSR and height limit applies to the site under The Hills Local Environmental Plan 2019. The northern lots comprise a maximum height of buildings of 40m and floor space ratio of 2.1:1(base) and 3,1 (incentive). The southern lots comprise a maximum height of buildings of 21m and floor space ratio of 1.9:1 (base) and 2.7 (incentive). Compliance with the relevant LEP 2019 standards should be demonstrated as per the mapped areas under separate heights and floor space ratios.
- The development is to exhibit design excellence in accordance with Clause 9.5 of LEP 2019. If the building height exceeds 21m, Clause (5)(a) requires that development consent must not be granted unless a design review panel reviews the development, and the consent authority considers the findings of the design excellence panel. If the Development Application meets the criteria for State Significant development, the findings of the State Design Review Panel are to be taken into consideration and

addressed in the submission.

- The proposal is to ensure full compliance with Chapter 4 Design of residential apartment development of SEPP (Housing) 2021 and the Apartment Design Guide (ADG). Building separation, privacy, solar access, cross ventilation, communal open space, private open space requirements are required to comply with the ADG.
- CPTED principles to be considered and addressed as part of the design, and CPTED report required.
- Whilst Clause 2.10 of SEPP (Planning Systems) 2021 prescribes that development control plans do not apply to State Significant development, a merit-based assessment should be made under the relevant sections of The Hills DCP 2012. Part D Section 19 which provides guidance on the desired future character of the site within the Showground Station Precinct. An appropriate interface and sufficient amenity and solar access is to be provided to the surrounding properties, particularly to the south east and south west with regard to the overshadowing impacts.
- Please contact Councils Property Team (Isabella Miles: ibarkho@thehills.nsw.gov.au) with regard to potential road closure of the redundant cul-de-sac on Sexton Avenue.
- Any Development Application is to be accompanied by owners consent from all property owners.
- Section 7.11 Contributions apply to the development. The development will be levied in accordance with Contributions Plan 19 Showground Precinct.
- Housing Productivity Contributions may be required if strata subdivision is proposed as part of the Development Application.

ENGINEERING

General

- A detailed survey plan providing 0.5m contours, spot levels, stormwater easements, and drainage structures is required with the application. Survey details must be extended outside the development sites. The survey levels must be based on Australian Height Datum (AHD) prepared by a registered surveyor.
- The whole development will need to be design in accordance Council's design guidelines subdivision/developments dated Sep 2011, and relevant Council's DCP with respect to stormwater, traffic, and access.
- Subdivision Plan is required for the consolidation of the lots and land dedication.
- Land Title Search document for each property must be provided; in particular any Interallotment Drainage Easements affecting any of the sites; if so, how they will be managed in the future within the development.

Stormwater/Flooding

- A stormwater management plan is required demonstrating the site can drain to a

legal discharge point.

- On-site Detention (OSD) is required. The site drains to Cattai Creek and shall use the amended parameters for the Hawksbury River Catchment.
- Water Sensitive Urban Design (WSUD) elements shall be integrated into the design with a copy of the MUSIC model submitted for assessment.

Earthworks

- The applicant should consider groundwater investigations and setting up borehole monitoring with the DPIE's document "Minimum requirements for building site groundwater investigations and reporting".
- Basement seems to extend beyond the property boundary, however this depends on the proposed strategy regarding the cul-de-sac.

Traffic, Access, and Parking

- Road dedications in accordance with the following Showground Precinct DCP:
 - Carrington Road – Figure 14
 - Middleton Avenue – Figure 17
 - Middleton Avenue & Fishburn Avenue – Future Roundabout. Liaise with Council's Traffic Team (Nathan Wu: nwu@thehills.nsw.gov.au) for more information.
 - Fishburn Crescent & Sexton Avenue – Figure 13
- Off Street Car Parking in accordance with AS2890.1, AS2890.2 & AS2890.6
- Demonstrate that the largest proposed vehicle will enter the development and exit in a forward direction whilst passing a B99 vehicle.

TRAFFIC

- A traffic impact assessment (TIA) report is required to demonstrate that the anticipated traffic generation will not adversely impact on the surrounding roads and intersections.
- The TIA shall include sight distance assessment for both pedestrians and vehicles at all driveway access points with distances shown on the plans to demonstrate compliance with Australian Standards and Austroads Guide. Any proposed vegetation e.g. street tree, garden bed etc must not impede pedestrian and vehicle sight distances.
- The TIA shall include swept path analysis demonstrating simultaneous movements of the largest service vehicle and a B99 vehicle entering and exiting the car park access, without interfering with any existing or future on-street parking spaces or encroaching on the road centrelines.
- Adequate on-site parking spaces shall be provided for all intended uses and comply with DCP requirements.

- A 2.0m wide land dedication is required from the existing property boundary along Sexton Avenue and Fishburn Crescent, as per Figure 10 of The Showground DCP, at no cost to Council, to facilitate the intended parking on one side of the street as shown in 'Profile 1 - Local Street' of the Showground DCP.
- The applicant should consider acquiring the redundant cul-de-sac area from Council.
- Irrespective of acquisition, the kerb alignment in option 3 of the Sexton Avenue Public Domain proposals is the preference (with the continuation of the indented parking lane along the site frontage). Any of the beautification that would remain in the road reserve needs to be scaled back significantly to something that Council could reasonably maintain.

TREES AND LANDSCAPING

Trees

- Provide an Arboricultural Impact Assessment Report that addresses trees on site, and on neighbouring sites in vicinity of the site boundaries. The Arborist is to provide recommendations to reduce impacts on this existing vegetation. A suitably qualified Australian Qualification Framework Level 5 Arborist is to prepare this report. Refer clause 3.2 Protection of Trees and Understorey of The Hills Development Control Plan 2012- Part C Section 3 for further information. Review options to retain as many trees as possible especially significant trees on site and within road verge.
- An Arboricultural Impact Assessment (Arborist Report) is to be prepared by a suitably qualified Australian Qualification Framework Level 5 Arborist in accordance with Australian Standard 4970-2009 Protection of Trees on Development Sites. The report should contain the following information:
 - Identify all existing trees (within the area of proposed works) /on site, and on neighbouring sites in vicinity of the site boundaries. including species, condition, height and spread.
 - Identify whether trees are to be removed or retained; and
 - Details of how those trees are to be retained will be protected during construction.

Landscaping

- Provide fully detailed Landscape Plans (to scale) for the landscaping of the site prepared by a suitably qualified landscape architect or horticulturalist, providing high quality landscaping and indicating
 - trees to be retained and removed.
 - Surface finishes, levels and retaining wall heights
 - Indicate line of basement under
 - a detailed Planting Plan indicating species location on plan and in planting

- schedule including name, size and quantities
- Use of a mix of trees, shrub and groundcovers. Allow for extensive tree planting where possible. The use of predominantly endemic and native plant species.
- Allow for well landscaped areas to street frontages and pedestrian/vehicular entries. Provide landscaping beside driveways.
- Provide privacy between public and private areas with landscape screening and separation
- Show extent of basement and sectional drawings to indicate soil depths over basement or over slab plantings including rooftop Gardens and planter boxes.
- For all planting on slab and planter boxes allow the following minimum soil depths: A soil depth plan is a useful way to illustrate proposed depths
 - 1.2m for large trees or 800mm for small trees.
 - 650mm for shrubs.
 - 300-450mm for groundcover; and
 - 200mm for turf.
 - Note: this is the soil depth alone and not the overall depth of the planter.
- Refer to DCP Part C section 3 Landscaping for additional standards and plant species lists.
- Provide screen planting to boundaries. – minimum 2m wide to side boundaries and to full depth of setbacks to rear and front
- Location of Stormwater to be coordinated with landscape designs to reduce conflicts with existing and proposed plantings.
- Provide details of heights and materials of any proposed fencing. Any fencing in the front setback over 1.2m high to be setback minimum 500mm from boundary to allow for landscaping and be of an open style (greater setback for solid fencing if suitable)
- Front fencing to be consistent with the height, scale and style of existing fencing in the street.
- Landscape Area: Whilst the DCP does not apply to State Significant Developments, the controls under the site specific DCP provide a guide to the desired future character of the Precinct. To ensure consistency with the envisaged character of the area, 50% of landscape area is to be achieved excluding driveways and parking to site. Landscaped areas to be minimum 2m wide to be included within calculations. Landscaped area is defined as an area of open space on the lot, at ground level, that is permeable and consists of soft landscaping, turf or planted areas and the like.
- All setback and car parking areas are to be regenerated and maintained to a high

standard utilising endemic species.

- Indicate Street Tree Planting 7-10m spacing, and in accordance with DCP, Part C Section 3, Landscaping, 3.4. and Showground Precinct tree Masterplan and Standard Street Tree Detail SD-50
- Street Trees species are to be in accordance with the Public Domain Plan Street Tree Plan.
- To ensure consistency with the envisaged character of the area, provide deep soil calculations demonstrating a minimum 15% of the site. This is consistent with the ADG requirement for site's greater than 1500m².
- The deep soil over basement although may provide adequate depth for tree planting does not fulfil the intent of deep soil and therefore should also be excluded from the deep soil calculations. Deep soil is to be provided not only for soil depth for new tree growth but also infiltration of water and reduction of stormwater runoff plus protection of existing mature trees.
- Provide public pedestrian link through development as per Public Domain Plan
- Indented parking to Middleton Avenue and Sexton Avenue is to be in accordance with Showground Precinct, Verge Treatment Indented Parking Detail Layout Plan, and in consultation with Project Arborist.

RESOURCE RECOVERY

- A Construction and Demolition Waste Management Plan must be submitted.
- An Operational Waste Management Plan must be submitted.
- Onsite waste collection must be proposed.
- Vehicular access and loading facilities must be provided and designed in accordance with AS2890.2 for the standard 12.5m long Heavy Rigid Vehicle.
- A minimum clear vertical clearance of 4.5m must be provided.
- Turning space must be provided to allow one reverse manoeuvre entry into the loading bay. Turntables will not be supported.
- Waste collection vehicles must enter and exit the site in a forward direction.
- A central bin collection room and a separate room or caged area for unwanted bulky goods must be provided to open directly onto the loading bay.
- The central bin collection room must be adequately sized to store the total number of bins required for the development (347 units):
 - 19 x 1100L garbage bins – Collected weekly (based on garbage compaction at 2:1 ratio)
 - 19 x 1100L recycling bins – Collected weekly
 - 62 x 140L FOGO bins – Collected weekly
- The bin layout must be shown on architectural plans with bins drawn to scale. Bins

must not be stacked more than 2 rows deep. All internal walkways of the bin room must have a clear floor width of 1.5m. The waste servicing doors must also have clear floor width of 1.5m.

- Bin dimensions:
 - 1100L: 1245mm deep, 1370mm wide and 1470mm high
 - 140L: 540mm deep, 500mm wide and 1065mm high
- The bulky waste storage area must be sized to provide 4m² per 50 apartments. Rounded up to the nearest 50 apartments for best operational outcome.
- Dual waste chutes must be proposed for the disposal of garbage and recycling.
- A separate bin must be provided next to chute openings on every residential level for items not suitable for chute disposal.
- Chutes must terminate in basement waste chute termination rooms.
- Chute termination rooms must have adequate waste infrastructure (e.g linear tracks or bin carousel systems) to store at least 2 days' worth of waste. This includes incorporating a ceiling mounted compaction unit that compacts garbage at 2:1 ratio. No compaction for recycling.
- Separate Food Organics Garden Organics (FOGO) bin holding rooms must be provided adjacent to residential lift cores in the basement
- All chute termination rooms and FOGO bin holding rooms must be located on the same basement level as the central bin collection room and loading bay.
- If demonstrated more practicable that chute termination rooms are to be located on separate levels, a dedicated in-shaft goods personnel hoist (AS1418.8) must be provided to safely transport bins between levels. Transporting bins over vehicle ramps will not be supported.
 - Minimum hoist dimensions: platform of 3m x 2.4m (approx. 3m x 3m shaft)

GENERAL

- The Development Application is to indicate if dewatering is required for basement excavation. Any dewatering will require a Water Supply Works Approval from Water NSW under Section 90(2) of the Water Management Act 2000. Where the groundwater is to be used for irrigation, a Water Use Approval will be required under Section 89 of the Water Management Act 2000. If these approvals are required, the development will be considered integrated development under Section 4.46 of the Environmental Planning and Assessment Act 1979.
- Applicants are advised to make early contact with all service providers to ensure that the development/site can be serviced and appropriate arrangements made with the relevant authority
- With respect to the provision of telecommunication infrastructure, the applicant is

required to investigate whether the subject site falls within the National Broadband Network's fibred area/ make an online application via the NBN website: www.nbnco.com.au

Prelodgement fee of \$854 has been paid (receipt number 7734388).

FURTHER MEETING REQUIRED: YES; once further plans are development for detailed technical comments.

Finally, it should be acknowledged that the above advice is preliminary only and is based on the information provided to date and limited research into the site history and constraints. Any application submitted would be subject to a more thorough assessment that could potentially add to or amend the above advice. This advice does not bind Council to a decision should an application be received.

PRELODGE



**PRINCIPAL COORDINATOR DEVELOPMENT ASSESSMENT DEVELOPMENT
ASSESSMENT**
(10/03/2025)

DOCUMENTATION REQUIRED FOR DEVELOPMENT APPLICATION LODGEMENT

REQUIRED (Yes √ /No -)	DOCUMENTATION
√	Owner's Consent (If a Company, then written consent must be under Company Seal indicating the capacity of the signatory. Strata Consent may be required if works relate to common property within a Strata scheme)
√	Quantity Surveyors Report Required for all proposals with an estimated development cost (EDC) of \$3 million or greater.
-	Cost Summary Report / Detailed Cost Report Required for all proposals affected by The Hills Shire Council Shire Wide Section 7.12 Contribution Plan with an estimated development cost (EDC) in excess of \$100,000.00. <i>The template forms are contained within the Section 7.12 Contribution Plan with a Cost Summary Report required for an estimated development cost (EDC) less than \$500,000.00 and a Detailed Cost Report required for an estimated development cost (EDC) of \$500,000.00 or greater.</i>
√	Integrated Development – Requires Additional Fees Integrated Development Consent relates to development where consent is required from Council and from one or more other approval bodies referred to in s4.46 of the EPAA.
-	Advertised Development – Requires Additional Fees
√	Required Plans (1:100 or 1:200) <ul style="list-style-type: none"> • Survey Plan • Site Plan • Site Analysis Plan • Floor Plans • Elevation Drawings • Section Drawings (including Longitudinal Sections of the Driveway / Parking Areas) • Roof Plans • Landscape Plans and Landscape Sections including Fencing and Retaining Wall (including Top of Wall and Bottom of Wall) Details • Shadow Diagrams • Concept Stormwater Drainage Plans with Associated Hydraulic Calculations • Subdivision Plans (if subdivision is included) • Indication of BASIX Certificate Commitments • Public Domain Plan • Detailed Compliance Tables <p>Note: Site plans, landscape plans, drainage/civil plans etc are not to include internal floor layout plans for any form of residential development.</p>
√	Required Property Searches <ul style="list-style-type: none"> • Title Search • Deposited Plan • 88B Instrument • Dealings <p>Note: if the above documents are not provided, an additional fee may be required for Council to order these documents.</p>
√	SEE Requirements / Considerations

	<ul style="list-style-type: none"> • Section 4.15 of the EP&A Act, 1979 • SEPP (Biodiversity and Conservation) 2021 • SEPP (Resilience and Hazards) 2021 • SEPP (Sustainable Buildings) 2022 • SEPP (Housing) 2021 • SEPP (Transport and Infrastructure) 2021 • SEPP (Planning Systems) 2021 • Apartment Design Guide • THLEP 2019 • DCP 2012 - Detailed Table of Compliance • 88B Instrument and Deposited Plan <p>Note: all SEEs are to be in accordance with the following:</p> <p>Application requirements – March 2022 (nsw.gov.au)</p> <p>Development referrals guide (nsw.gov.au)</p>
√	<p>Speciality Consultant Reports</p> <ul style="list-style-type: none"> • Acoustic Report • Access and Adaptability Report • Geotechnical Report • Arborist Report • Stormwater Report / Model • BCA / NCC Compliance Report • Residential Apartment Development Design Statement (Cl. 29(1) of the EP&A Regulation 2021) • Contamination Assessment Report • Traffic and Parking Assessment Report • BASIX Certificate / Thermal Assessment • Waste Management Plan • Hydrogeological assessment (for any basement excavation requiring dewatering. The assessment is to indicate both permanent and temporary groundwater table position)
√	Coloured Perspectives / Photomontage
√	Schedule of Colours and Finishes

NOTE: APPLICATIONS WILL NOT BE ACCEPTED UNLESS ALL THE REQUIRED INFORMATION REQUESTED ABOVE IS SUBMITTED.

APPENDIX C

COMMUNITY INFORMATION WEBINAR POWERPOINT

Community Information Webinar - 12 May 2025

16-20 Carrington Road, 2-12 Middleton Avenue, 4-6 Fishburn & 25-31 Sexton Avenue, Castle Hill

Acknowledgement of Country



Image Source: Sarah George - Mount Grenfell NSW

We would like to acknowledge the Traditional Custodians of the lands on which we work, play and gather. We acknowledge the Elders past, present and emerging and pay our respects to any Aboriginal and/or Torres Strait Islander peoples joining us today.

Purpose of Webinar

The purpose of this webinar is to:

- Provide information about the planning process for the site
- Share key information on the proposal
- Provide an opportunity to ask questions

Webinar etiquette:



Please respect other people's time and contributions



Please type in questions in the chat so we can keep an accurate record. Questions will be addressed in Q&A at the end.

Agenda:

- ▶ Introductions
- ▶ Planning pathway
- ▶ Proposal
- ▶ Q & A
- ▶ Timeline & next steps

Webinar presenters

- ▶ Facilitator - Sarah George - Community Engagement
- ▶ Town Planner - Aaron Sutherland - Sutherland and Associates
- ▶ Traffic Engineers - Robert Varga & Matthew Nghiem - Varga Traffic Planning
- ▶ Project Architect - Claire Mallin - Turner Studio

Applicant - Arada

- ▶ Arada is the largest master developer in the Northern Emirates, and one of the fastest-growing companies in the UAE. Since inception, Arada has been led by Australian-born Group Chief Executive Officer, Ahmed Alkoshaihi.
- ▶ In Australia, Arada have committed to continuing the delivery of high-quality, diverse housing options that offer innovative facilities and amenities, green spaces, and retail outlets. This is the standard Arada have set and maintained in international markets, and one that makes Arada a trusted developer in Australia.
- ▶ At the heart of Arada's developments lie people; those working to set new benchmarks in design, functionality and delivery of new precincts, and those who will thrive within them.
- ▶ Arada is committed to working with local and state authorities, innovating and optimizing solutions to lessen the pressure on first home buyers by supporting affordable housing targets and offering a diverse range of apartment options to suit the growing needs of our communities.

Planning Context

- ▶ The site is within the Castle Hill Showgrounds Precinct. The Showground Station Precinct was rezoned in 2017 to transform the area around the Sydney Metro Showground Station into an urban centre which includes 2 hectares of parks and open space, community facilities, recreation areas and a mix of housing. It is anticipated the Precinct will provide up to 9,000 additional dwellings and 2,300 additional jobs by 2036.
- ▶ The Showground Station precinct has been designed to be an attractive and well-connected neighbourhood that achieves housing targets, creates vibrant, safe and desirable places, reinforces the garden shire character and lifestyle, and is supported by necessary infrastructure.

Planning pathway

- ▶ Application is assessed by the Housing Delivery Authority (HDA). The State Government established the HDA to accelerate the delivery of homes to meet the target to deliver 377,000 new homes by July 2029.
- ▶ HDA includes a requirement that a minimum of 5% Gross Floor Area be dedicated affordable housing.
- ▶ Uplift in height and GFA provided when affordable housing is included.
- ▶ The proposal is also considered to be a Transport Oriented Development (TOD) due to its proximity to public transport.
- ▶ Council have been involved in the planning process to date and will continue to be involved as the project progresses.
- ▶ Project team have met with the State Design Review Panel (March 2025) to discuss the proposal and feedback from the Panel is being addressed/incorporated into the design.

Affordable Housing

- ▶ Affordable rental housing is housing designed for people on low to moderate incomes, with rents set at a level that allows them to also afford other essential living costs such as food, clothing, transport, healthcare, and education.
- ▶ Affordable housing can include a range of housing types and sizes and is best located in areas close to shops, services and public transport.
- ▶ Affordable housing can provide housing in a location that is attractive to key workers such as teachers, healthcare workers, police etc so that they can live close to work.
- ▶ Affordable housing component will be managed by an accredited, external Community Housing Provider.

Proposed development

The proposal seeks consent for:

- Residential apartments over 3 buildings comprising 387 dwellings (one-, two-, three-, and 4-bedroom) in buildings ranging between 12-20 storeys, including 5% (GFA) affordable housing.
- Communal open spaces, including extensive ground floor landscaped spaces, indoor and outdoor pool, gym and spa, kids play area, and communal roof terraces.
- Basement car parking, and parking on the lower ground floor with a total of approximately 771 car parking spaces, including 77 visitor spaces.



A New Connected Community

The vision for the site is to create a development that harmoniously connects with and preserves the natural landscape, thoughtfully integrating nature into the built environment.

The goal is to foster a new, connected community that is locally grounded, authentically designed, and responsive to the area's evolving character—enhancing the surroundings and contributing meaningfully to its identity.



Connected

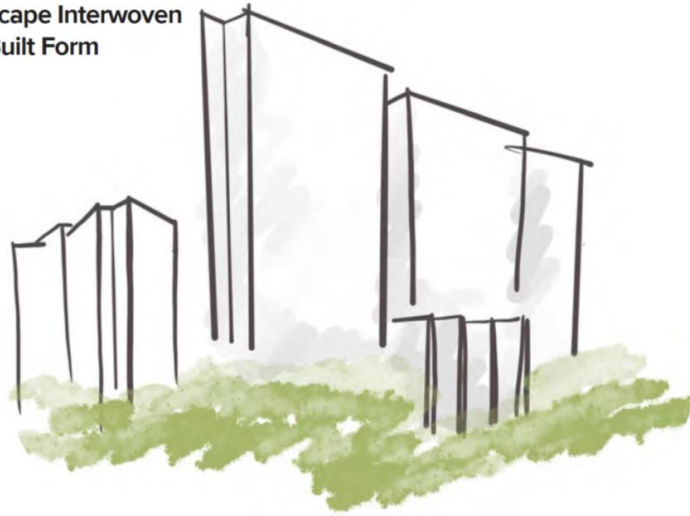


Local & Authentic



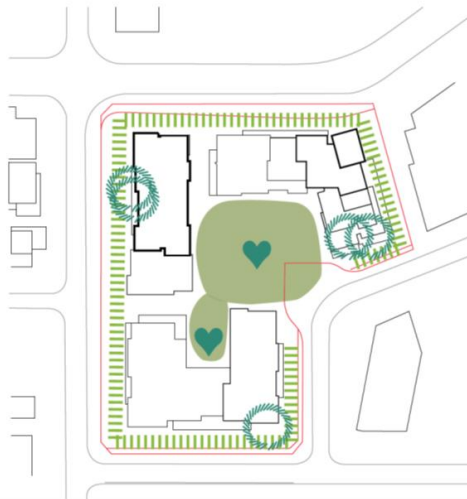
Integrated with the Landscape

**Landscape Interwoven
with Built Form**



Open Space & Site Arrangement

- The development features three buildings arranged around a large central courtyard.
- Over 3,000 sqm of open space is provided at the heart of the scheme, representing 23% of the total site area.
- Generous landscape setbacks help establish a strong natural ground plane and visual buffer.
- Key significant trees are retained to preserve the site's existing character and ecological value.



Landscape approach

- Enhancing the journey and experience for residents and the neighbouring community.
- Inspired by the natural features of Cattai Creek and the lush Australian Landscape

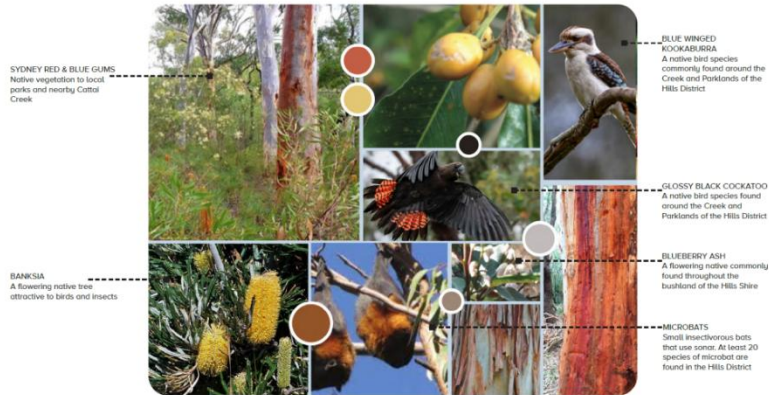


A Native Interface



Building Character - Materiality

Materiality informed by the characteristics of the local area and the values and principles established in the Connecting with Country report.



Building Character - Castle Hill Vernacular

Influenced by the existing Castle Hill vernacular and inspired by the Sydney School's philosophy, the design integrates architecture with the landscape embracing natural materials and prioritising structural honesty.

It is an urban response grounded in the character of the area, drawing thoughtfully on local traditions and forms.



Sitting within the landscape



Material Honesty



Reinterpretation of traditional materials

Creating a Fine Grain Streetscape

Individual street-level entries to ground-floor apartments enhance street activation, provide a clear sense of address, and reinforce a pedestrian-friendly environment.



Approach from the Metro



Fishburn Avenue



Carrington Road



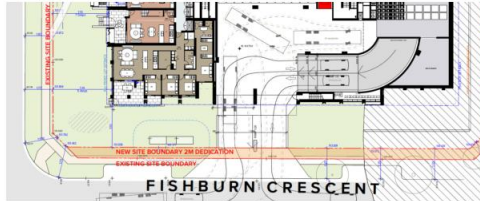
Traffic & Parking

Vehicular Access & Traffic

- **Considerations**
Vehicular access to the site is provided via a combined ingress/egress driveway off Fishburn Crescent.

Key traffic considerations include:

- Intersection performance
- On-street parking demand
- A Traffic Impact Assessment will be submitted as part of the development application.



Questions/Comments

Next steps

- ▶ Feedback, comments for inclusion, matters to be addressed can be forwarded to Sarah by 23/05/25.
- ▶ Application will be lodged with the Department of Planning, Housing and Infrastructure within the coming months.
- ▶ Once accepted, the application will be exhibited and notified, with all supporting documentation available on the NSW Planning Portal.
- ▶ Submissions on the proposal can be made via the Portal.

Thank you!

Feel free to get in touch post-webinar:

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