



Environmental Impact and Rezoning Statement

16-20 Old Castle Hill Road, Castle Hill

Submitted to Department of Planning, Housing and Infrastructure
on behalf of UPG Castle Corner

SSD-85238209

Prepared by Colliers Urban Planning

9 February 2026 | 2240250



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.



'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

Contact		Andrew Duggan Director, Planning	Andrew.duggan@colliers.com
This document has been prepared by		This document has been reviewed by	
			
Zenas Lister / Bethany Curl		Ella Coleman / Andrew Duggan	
9 February 2026		9 February 2026	
Version No.	Date of issue	Prepared by	Approved by
A (DRAFT)	17/12/2025	ZL/BC	EC
B (DRAFT)	19/12/2025	EC	AD
C (FINAL)	06/02/2026	EC	EC

Reproduction of this document or any part thereof is not permitted without written permission of Colliers International Urban Planning Pty Ltd. Colliers Urban Planning operates under a Quality Management System. This report has been prepared and reviewed in accordance with that system. If the report is not signed, it is a preliminary draft.

Contents

Signed Declaration	9
Summary.....	10
1.0 Introduction	16
1.1 The Applicant	16
1.2 Overview of Proposed Rezoning and Development	17
1.3 Objectives of the Rezoning and Development	17
1.4 Background	17
2.0 Strategic and Statutory Context.....	19
2.1 Site Location and Context	19
2.2 Key Features of Site and Surrounds.....	20
2.3 Strategic Planning Context.....	26
2.4 Cumulative Impacts	28
2.5 Analysis of Alternatives.....	30
3.0 Project Description.....	32
3.1 Project Overview	32
3.2 Key Project Information.....	34
3.3 Design Principles	35
3.4 Designing with Country	35
3.5 Uses and Activity	36
3.6 Layout and Built Form	37
3.7 Affordable Housing	39
3.8 Façade and Materiality	39
3.9 Site Access.....	41
3.10 Landscaping.....	42
3.11 ESD Infrastructure.....	43
3.12 Stormwater Management	43
3.13 Staging and Delivery	44
3.14 Construction Management	44
4.0 Proposed Rezoning Amendments.....	45
4.1 Objectives and intended outcomes	45

4.2	Explanation of provisions.....	45
5.0	Justification of Strategic and Site-specific Merit	46
5.1	Strategic merit	46
5.2	Site-specific merit	51
6.0	Statutory Assessment.....	53
6.1	Power to Grant Approval.....	53
6.2	Permissibility.....	53
6.3	Other Approvals	54
6.4	Pre-Conditions to Exercising the Power to Grant Consent	55
6.5	Mandatory Matters for Consideration.....	56
7.0	Stakeholder Engagement	63
7.1	Engagement Carried Out.....	63
7.2	Consultation Outcomes and Stakeholder Views	65
7.3	Engagement to be Carried Out.....	65
8.0	Assessment of Impacts	66
8.1	Built Form and Urban Design	66
8.2	Environmental Amenity	71
8.3	Residential Amenity	75
8.4	Trees and Landscaping.....	77
8.5	Traffic and Transport	78
8.6	Social Impact.....	79
8.7	Noise and Vibration	80
8.8	Assessment of other Impacts	83
9.0	Project Justification.....	85
9.1	Design of the Proposed Development	85
9.2	Consistency with the Strategic Context	85
9.3	Consistency with the Statutory Requirements	86
9.4	Likely Impacts of Development	87
9.5	Suitability of the Site	88
9.6	Public Interest.....	88
10.0	Conclusion.....	89

Figures

Figure 1	Locational Context Map of the site	11
Figure 2	Render of the proposed development	12
Figure 3	Site Location and Context Map.....	19
Figure 4	Site Aerial Map.....	20
Figure 5	20 Old Castle Hill Road and shared driveway to 18 Old Castle Hill Road	21
Figure 6	18 Old Castle Hill Road as viewed from McMullen Avenue.....	21
Figure 7	16 Old Castle Hill Road and steep slope upwards.....	21
Figure 8	8-18 Garthowen Crescent, looking north-east.....	22
Figure 9	8 McMullen Avenue adjoining the site to the east	22
Figure 10	Castle Hill Metro Station and Arthur Whitling Reserve.....	22
Figure 11	Dwelling mix south of Old Northern Road	22
Figure 12	Intersection of Old Castle Hill Road, McMullen Avenue and Pennant Street; Castle Towers car-park to the right 23	
Figure 13	New residential flat buildings at 51-55 Old Castle Hill Road and 9 Gay Street, north-west of the site.....	23
Figure 14	Welcome Entry Plaza, viewed from the corner of Old Castle Hill Road and McMullen Avenue	32
Figure 15	Proposed development viewed from the corner of Old Castle Hill Road and McMullen Avenue	33
Figure 16	Proposed development viewed from McMullen Road	33
Figure 17	Proposed design principles informing the connecting with Country strategy	36
Figure 18	Height diagram.....	38
Figure 19	Articulation on the corner of Old Castle Hill Road and McMullen Avenue	38
Figure 20	Two tower form	38
Figure 21	Vertical and horizontal articulation.....	38
Figure 22	Materiality Palette	39
Figure 23	McMullen Street Frontage materiality	40
Figure 24	Old Castle Hill Road materiality.....	40
Figure 25	Photomontage of the Welcome Entry Plaza	41
Figure 26	Vehicular access is provided via Garthowen Crescent	42
Figure 27	Landscape Masterplan	43
Figure 28	Podium scale (left) and tiered tower height to maximise solar access to Arthur Whitling Park (right)	67
Figure 29	Existing and future development precincts	68
Figure 30	Proposed massing from Old Castle Hill Road.....	68
Figure 31	Key moves to articulate and breakdown proposed massing	69
Figure 32	Photomontage of the Welcome Entry Plaza	69

Figure 33	Façade articulation approach	70
Figure 34	Overshadowing analysis – winter solstice.....	71
Figure 35	Photomontage of the proposed development from Castle Street	72
Figure 36	Photomontage of the proposed development in the context of the Castle Hill Centre from Old Northern Road 73	
Figure 37	ADG Solar Compliance.....	76
Figure 38	ADG Solar Compliance – floorplan extracts.....	76
Figure 39	Site and receiver locations	81

Tables

Table 1	Applicant Details.....	16
Table 2	Site Description	20
Table 3	Surrounding Future Development	23
Table 4	Surrounding Heritage Items	25
Table 5	Surrounding Future Development	28
Table 6	Key Project Details	34
Table 7	Level by Level Use	36
Table 8	Consistency with GSRP directions	47
Table 9	Power to Grant Consent.....	53
Table 10	Permissibility.....	53
Table 11	Other Approvals	54
Table 12	Pre-Conditions to Exercising the Power to Grant Consent	55
Table 13	Mandatory Matter for Consideration	56
Table 14	Assessment against the Housing SEPP.....	59
Table 15	Consultation Methods	64
Table 16	Stakeholder Views	65
Table 17	Other matters	83

Appendices

Appendix	Author
A. SEARs Compliance Table	Colliers Urban Planning
B. Architectural Plans	Studio SC
C. Statutory Compliance Table	Colliers Urban Planning
D. Community Engagement Report	Sarah George Consulting
E. Mitigation Measures Table	Colliers Urban Planning
F. Survey Plan	SDG
G. Architectural Design Report	Studio SC
H. Landscape Plans	Arcadia
I. Landscape Design Report	Arcadia
J. Arboricultural Report	Arbor Express
K. Connecting with Country Report	WSP
L. Community Housing Provider Letter of Support	MyLife Community Housing
M. ESD Report	E-Lab Consulting
N. BDAR Waiver	Department of Planning, Housing and Infrastructure
O. Transport Impact Assessment	Stantec
P. Preliminary Site Investigation	Foundation Earth Sciences
Q. Detailed Site Investigation	Foundation Earth Sciences
R. Remediation Action Plan	Foundation Earth Sciences
S. BASIX Certificate and Stamped Plans	E-Lab Consulting
T. BCA Report	Jensen Hughes
U. Accessibility Report	Access Link Consulting
V. Integrated Stormwater Management Report	BG&E
W. Visual Impact Assessment	Urbaine
X. Pedestrian Wind Study	RWDI
Y. Reflectivity Report	RWDI
Z. Social Impact Assessment	Sarah George Consulting
AA. Noise and Vibration Impact Assessment	RWDI
BB. Geotechnical Investigation	Douglas Partners
CC. Groundwater Impact Assessment	Douglas Partners
DD. Preliminary Acid Sulfate Soil Assessment	Foundation Earth Sciences
EE. Operational Waste Management Plan	Elephants Foot Consulting
FF. Construction and Demolition Waste Management Plan	Elephants Foot Consulting
GG. Flood Impact and Risk Assessment	BG&E

HH. Aboriginal Cultural Heritage Assessment Report	Regal Heritage
II. Construction Environmental Management Plan	Foundation Earth Sciences
JJ. Structural Statement	Urban Property Group

Signed Declaration

Project Details		
Project Name	16-20 Old Castle Hill Road, Castle Hill	
Application Number	SSD-85238209	
Land to be Developed	Lot 10, DP 881332, Lot 11, DP 881332, Lot 20, DP 222257, Lot 1, DP 204335	
Applicant Details		
Applicant Name	Urban Property Group	
Applicant Address	Suite 110, Level 1, 180-186 Burwood Road, Burwood	
Prepared By		
Name	Ella Coleman	Andrew Duggan
Qualifications	BPlan	BA, MURP, LLB, MPIA, GAICD
Address	Level 4, 180 George Street, Sydney NSW 2000	
Declaration		
Name	Michael Oliver	
Qualifications	Bachelor of Planning (Hon1), Master of Environmental Law, Registered Planner	
Registration Number	40820	
Organisation Registered With	Planning Institute of Australia	
	The undersigned declares that this EIS: • has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021; • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • does not contain information that is false or misleading; • addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • contains a consolidated description of the project in a single chapter of the EIS; • contains an accurate summary of the findings of any community engagement; and • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.	
Signature		
Date	06 February 2026	

Summary

Overview

This Environmental Impact Statement and concurrent Rezoning Report (EIS) has been prepared on behalf of UPG Castle Corner Pty Ltd (the Applicant) in support of a State Significant Development Application and Concurrent Rezoning (SSDA) identified as SSD-85238209. This application responds to the proposal being identified for accelerated and state significant assessment by the Housing Delivery Authority. The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) for a proposed residential development including affordable housing on land at 16-20 Old Castle Hill Road, Castle Hill.

The site was declared State Significant Development (SSD) pursuant to State Significant Declaration Order 2025 (No 7) (the Order) issued on 13 May 2025. The Order establishes specified development on specific land to be declared SSD for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act). The Order declares development specified in EOI application 240857 dated 23 February 2025, including development for the purpose of residential flat building with provision of affordable housing at 16-20 Old Castle Hill Road as identified in Schedule (1)(d), is declared to be SSD.

On 10 June 2025, DPHI issued industry-specific SEARs and concurrent rezoning requirements for the project (SSD-85238209), described as:

'construction of a new residential apartment building development comprising approximately 330 apartments over 40 storeys (including 15% affordable housing).'

Consistent with Section 3.33 of the EP&A Act, the *Local Environmental Plan Making Guideline*, and the *Guidance for Concurrent Rezoning Report: SSD Housing* issued 05 March 2025, this concurrent Rezoning Report includes:

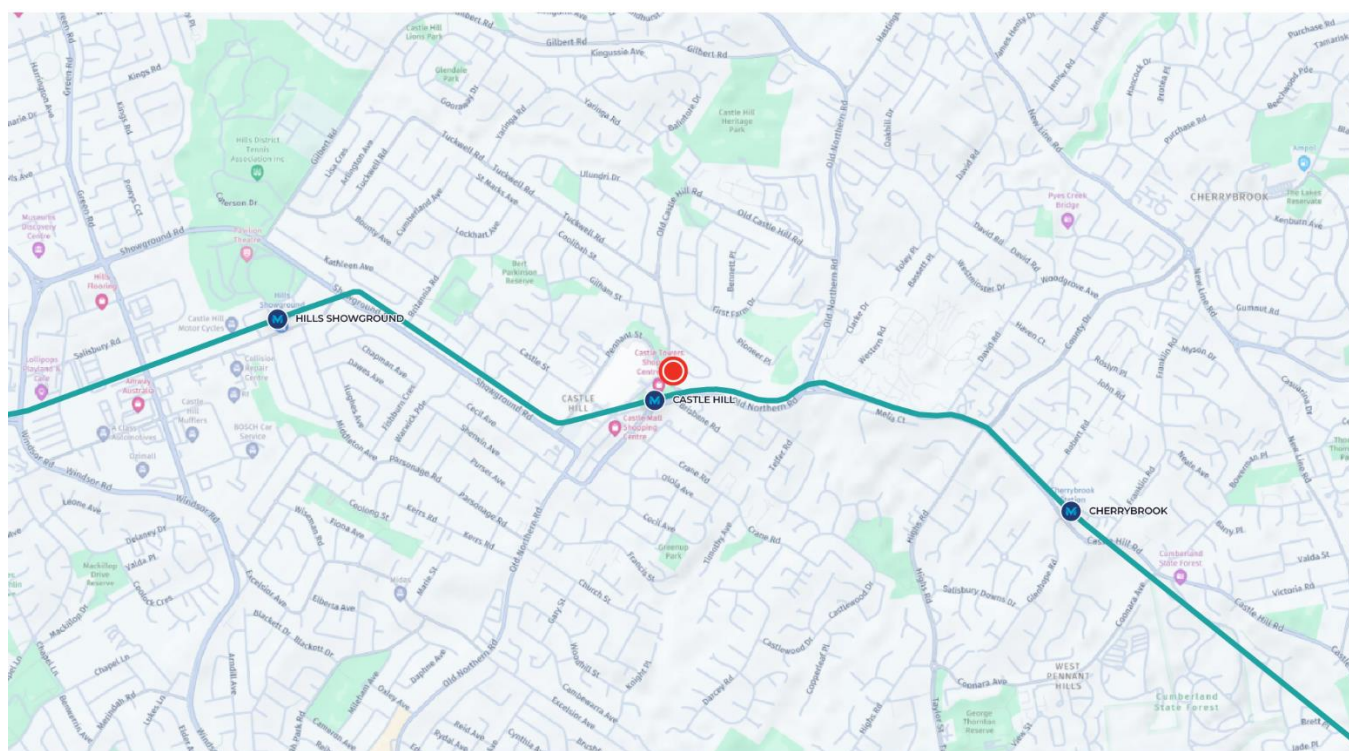
- a description of the site, local context and the proposed development;
- a statement of the objectives or intended outcomes of the proposed instrument;
- an explanation of the proposed amendments that are to be included in the proposed instrument;
- the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will comply with relevant directions under Section 9.1 of the EP&A Act);
- a description of the relevant issues of the site; and
- maps containing sufficient detail to indicate the substantive effect of the proposed amendments.

This concurrent Rezoning Report describes the site, the proposed amendments to The Hills Local Environmental Plan 2019 (The Hills LEP), the strategic and site-specific merit of the rezoning and provides an environmental assessment of the proposed reference design. The report should be read in conjunction with the concurrent Environmental Impact Statements for both early works and detailed design, and specialist consultant reports appended to this proposal.

Site and Context

The site is located at 16-20 Old Castle Hill Road, within The Hills Local Government Area (LGA). The site comprises four allotments and has a total combined site area of 3,180.4m².

A locational context map is provided in **Figure 1** below.



The Site



NOT TO SCALE

Figure 1 *Locational Context Map of the site*

Source: Google Maps, Ethos Urban

Proposal Overview

Early Works

Concurrently with this application, a separate application for Early Works on the site (SSD-86460458) has been prepared and lodged. Throughout this report, where relevant, this is referred to as the Early Works SSDA. The SSDA seeks consent for the following Early Works that will facilitate the future mixed-use development. Specifically, the SSDA seeks approval for:

- Site establishment;
- Establishment works and construction activities;
- Bulk excavation and remediation;
- Infrastructure services coordination and deviation;
- Erosion and sediment control; and
- Removal of trees.

Those matters assessed under the Early Works SSDA are not assessed under this application. In order for the development proposed in this application to be carried out, it is necessary for the scope of works proposed in the Early Works SSDA to first be approved and carried out.

Main Works

The rezoning seeks to amend the maximum floor space ratio permitted on the site to 12.31:1. The rezoning only applies to the R1 General Residential zoned portion of the site, and not to the SP2 Infrastructure zoned land.

The SSDA seeks approval for:

- The construction of a 40-storey building, comprising:

- 371 apartment dwellings, including 42 affordable housing dwellings managed by a community housing provider for 15 years;
- Communal open spaces;
- One (1) Ground Floor retail tenancy;
- The construction of six (6) levels of basement carparking, including the provision of:
 - 387 car parking spaces; and
 - 160 bicycle parking spaces;
- Public domain improvements and landscaping works, including:
 - The creation of a welcome entry plaza located on the corner of Old Castle Hill Road and McMullen Avenue;
 - Planting across the site; and
 - The creation an internal footpath network; and
- The augmentation and servicing of infrastructure as required.

The proposal will be undertaken in accordance with the Architectural Drawings prepared by Studio SC at **Appendix B**. A render of the proposed development is provided in **Figure 2** below.



Figure 2 *Render of the proposed development*

Source: Studio SC

Strategic Context and Site-Specific Merit

The project will deliver a range of housing solutions, including affordable housing, complemented by communal open space and improved public domain areas. The design is underpinned by Connection to Country and environmentally sustainable design principles. The proposed development will facilitate the redevelopment of a large, underutilised parcel of land immediately adjacent to the new Castle Hill Metro Station for the delivery of housing, including affordable housing. This will assist in alleviating and reducing the pressure of the current housing affordability crisis in NSW, which is a common goal and objective across several State and Federal government initiatives, including the following:

- National Housing Accord 2022
- NSW State and Premier's Priorities
- Greater Sydney Region Plan – A Metropolis of Three Cities
- Draft Sydney Region Plan – The Sydney Plan
- Central City District Plan
- Housing 2041 – NSW Housing Strategy
- The Hills Local Strategic Planning Statement (LSPS)
- Castle Hill Precinct Plan
- Future Transport Strategy
- Better Placed
- NSW Connecting with Country Framework.

Section 2.3 of this EIS outlines the relevant strategic framework. The proposal aligns with this framework for the following key reasons:

- The proposal responds to the Greater Sydney Region Plan by positioning housing in an accessible location.
- The proposal supports the vision of the Central City District Plan by delivering significant additional housing in proximity to a new transport hub, being Castle Hill Metro Station. The proposal promotes place-based planning through establishing area for new pedestrian thoroughfares and a well-integrated public domain and pedestrian street network.
- The proposed development provides a well-designed development that contributes positively to its setting, including active ground-floor uses and landscaped spaces that enhance the public domain.

Statutory Context

Development consent is sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(3) of the EP&A Act states that:

(3) The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.

The HDA order establishes the HDA as a panel under section 2.3(2) of the EP&A Act in which they have the delegated authority from the Independent Planning Commission to recommend the declaration of projects which meet the specific requirements for the HDA assessment pathway as SSD.

The site was declared SSD pursuant to State Significant Declaration Order 2025 (the Order) issued on 13 May 2025. The Order establishes specified development on specific land to be declared SSD for the purposes of the EP&A Act. The Order states development specified in EOI application 240857 dated 23 February 2025, including development for the purpose of residential flat building with provision of affordable housing at 16-20 Old Castle Hill Road as identified in Schedule (1)(d), is declared to be SSD.

The proposed development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, except where proposed to be amended, including:

- The objects of the EP&A Act.
- The Hills Local Environmental Plan 2019
- State Environmental Planning Policy (Housing) 2021, including provisions for affordable housing under Chapter 2, Part 2.
- State Environmental Planning Policy (Transport and Infrastructure) 2021
- State Environmental Planning Policy (Biodiversity and Conservation) 2021.
- State Environmental Planning Policy (Industry and Employment) 2021.
- State Environmental Planning Policy (Sustainable Buildings) 2022.

Engagement

Engagement with the community and stakeholders has been undertaken by Sarah George Consulting in collaboration with the Applicant. The engagement carried out included the following stakeholders:

- The Department of Planning, Housing and Infrastructure; including:
 - The SDRP; and
 - Housing Delivery Authority;
- The Hills Shire Council;
- Transport for NSW;
- NSW Fire and Rescue;
- NSW Police;
- NSW Department of Communities and Justice (Housing);
- Deerubbin Local Aboriginal Land Council;
- Community and surrounding residents and landowners, including:
 - Dwellings and businesses on Garthowen Crescent;
 - Dwellings and business premises fronting Old Castle Hill Road from north of Garthowen Crescent to opposite Castle Towers;
 - Dwellings and businesses on McMullen Avenue;
 - The wider community; and
- Surrounding businesses and groups, including:
 - Castle Towers Management.

The community and stakeholder has help informed the proposed development and are discussed in further detail in **Section 7.0**.

Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the proposal in accordance with the issued SEARs (refer to **Appendix A**), and sets out the undertakings made by the Applicant to manage and minimise potential impacts arising from the development. Key potential environmental impacts of the proposal include:

- Built form and massing;
- Overshadowing of surrounding public domain and private open space;
- Residential amenity;
- Traffic and transport;
- Noise and vibration; and
- Wind impacts.

The proposed development has been assessed in each of these instances by technical experts across a range of disciplines, as guided by the SEARs and industry best practice. These assessments confirm that while there may be potential impacts resulting from the change of the existing site conditions, these impacts are acceptable outright or can be appropriately managed and mitigated. A complete assessment of each issue identified within the issued SEARs is provided in **Section 8.0** and **Appendix A**. A consolidation of mitigation measures proposed is provided at **Appendix E**.

Conclusion and Justification

Having regard to environmental, economic, and social considerations, the carrying out of the proposal is justified for the following reasons:

- The proposed development avoids adverse environmental impacts through appropriate mitigation measures outlined in **Appendix E** and supporting technical appendices.
- The proposal will deliver 371 new dwellings, including 42 affordable housing units, to support the growing population of Greater Sydney and positively contribute to housing supply and affordability.
- The proposal will generate direct employment opportunities during the construction and operational phases, being 870 jobs during construction and 42 jobs during operation (both direct and indirect).
- The development will provide improved amenity by revitalising a currently underutilised site for significant housing supply.
- The development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including the Hills LE P and the Housing SEPP.
- The development is suitable for the site and in the public interest.

1.0 Introduction

This Environmental Impact Statement and concurrent Rezoning Report (EIS) has been prepared on behalf of UPG Castle Corner Pty Ltd (the Applicant) in support of a State Significant Development Application and Concurrent Rezoning (SSDA) identified as SSD-85238209. This application responds to the proposal being identified for accelerated and state significant assessment by the Housing Delivery Authority. The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) for a proposed residential development including affordable housing on land at 16-20 Old Castle Hill Road, Castle Hill.

The site was declared State Significant Development (SSD) pursuant to State Significant Declaration Order 2025 (the Order) issued on 13 May 2025. The Order establishes specified development on specific land to be declared SSD for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act). The Order states development specified in EOI application 240857 dated 23 February 2025, including development for the purpose of residential flat building with provision of affordable housing at 16-20 Old Castle Hill Road as identified in Schedule (1)(d), is declared to be SSD.

This EIS is based on the Architectural Drawings prepared by Studio SC (see **Appendix B**) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, clause 175 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and the issued SEARs. A SEARs Compliance Table provided at **Appendix A** that identifies where the SEARs have been addressed in this EIS. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report. The EIS intends to inform the community and stakeholders about the Proposal, including its social, economic and environmental impacts, mitigation measures and benefits, as well as providing an environmental assessment of the proposal.

Consistent with Section 3.33 of the EP&A Act, the *Local Environmental Plan Making Guideline*, and the *Guidance for Concurrent Rezoning Report: SSD Housing* issued 05 March 2025, this concurrent Rezoning Report includes:

- a description of the site, local context and the proposed development;
- a statement of the objectives or intended outcomes of the proposed instrument;
- an explanation of the proposed amendments that are to be included in the proposed instrument;
- the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will comply with relevant directions under Section 9.1 of the EP&A Act);
- a description of the relevant issues of the site; and
- maps containing sufficient detail to indicate the substantive effect of the proposed amendments.

This concurrent Rezoning Report describes the site, the proposed amendments to The Hills Local Environmental Plan 2019 (The Hills LEP), the strategic and site-specific merit of the rezoning and provides an environmental assessment of the proposed reference design. The report should be read in conjunction with the concurrent Environmental Impact Statements for both early works and detailed design, and specialist consultant reports appended to this proposal.

1.1 The Applicant

The Applicant’s details are presented in **Table 1** below.

Table 1 *Applicant Details*

Applicant:	UPG Castle Corner Pty Ltd
Address:	Suite 110, Level 1, 180-186 Burwood Road, Burwood NSW 2134
ABN:	80 055 722 444

1.2 Overview of Proposed Rezoning and Development

The rezoning seeks to amend the maximum floor space ratio permitted on the site to 12.31:1. The rezoning only applies to the R1 General Residential zoned portion of the site, and not to the SP2 Infrastructure zoned land.

The SSDA seeks approval for:

- The construction of a 40-storey building, comprising:
 - 371 apartment dwellings, including 42 affordable housing dwellings managed by a community housing provider for 15 years;
 - Communal open spaces;
 - One (1) Ground Floor retail tenancy;
- The construction of six (6) levels of basement carparking, including the provision of:
 - 387 car parking spaces; and
 - 160 bicycle parking spaces;
- Public domain improvements and landscaping works, including:
 - The creation of a welcome entry plaza located on the corner of Old Castle Hill Road and McMullen Avenue;
 - Planting across the site; and
 - The creation an internal footpath network; and
- The augmentation and servicing of infrastructure as required.

This EIS provides further description of the proposal in **Section 3.0**. The proposal will be undertaken in accordance with the Architectural Drawings prepared by Studio SC (**Appendix B**).

1.3 Objectives of the Rezoning and Development

The SSDA seeks to respond directly to the NSW Government's dwelling targets under the National Housing Accord and the strategic objectives of the HDA. The objectives of the proposed development are to:

- Deliver additional housing at the site, enabling it to achieve its highest and best use and respond to the aims and objectives of the HDA.
- Provide a diverse mix of residential apartments designed to achieve excellent amenity, leveraging the site's strategic location proximate to Castle Hill Metro Station and services, employment opportunities and retail offerings.
- Establish an envelope with setbacks to respect the local context and capable of achieving acceptable levels of solar access, wind comfort and daylight in adjoining public places.
- Enable the development of a high-performance building in terms of amenity and sustainability.

1.4 Background

1.4.1 Restrictions or Covenants

A Survey Plan is provided at **Appendix F**, identifying the restrictions and covenants that apply to the subject lots. The sole easement on the site relates to an area reserved for acquisition for the purposes of a road upgrade to Old Castle Hill Road and McMullen Avenue. The relevant acquisition authority for this land is The Hills Shire Council.

1.4.2 Housing Delivery Authority and National Housing Accord

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

To accelerate the delivery of much needed homes and help meet NSW's target under the Accord, the NSW Government established the Housing Delivery Authority (HDA).

The HDA offers a clear planning pathway for large residential and mixed-use developments to be assessed as state significant development and state significant development with a concurrent rezoning. This process aims to improve consistency in planning decisions and speed up assessment, without sacrificing housing quality.

This project was nominated as State Significant Development under the HDA, also allowing for a concurrent rezoning to facilitate the intended development.

1.4.3 Early Works Application – SSD-86460458

Concurrently with this application, a separate application for Early Works on the site (SSD-86460458) has been prepared and lodged. Throughout this report, where relevant, this is referred to as the Early Works SSDA. The SSDA seeks consent for the following Early Works that will facilitate the future mixed-use development. Specifically, the SSDA seeks approval for:

- Site establishment;
- Establishment works and construction activities;
- Bulk excavation and remediation;
- Infrastructure services coordination and deviation;
- Erosion and sediment control; and
- Removal of trees.

Those matters assessed under the Early Works SSDA are not assessed under this application. In order for the development proposed in this application to be carried out, it is necessary for the scope of works proposed in the Early Works SSDA to first be approved and carried out.

1.4.4 State Design Review Panel

Prior to the inauguration of the HDA pathway, a related alternative development utilising the infill affordable housing bonus was progressed by the applicant through the preliminary stages (SSD-74239777). The application was withdrawn on 3 July upon SEARs being obtained for the Early and Main Works SSDAs.

As part of this work, two sessions were held with the State Design Review Panel (SDRP), with feedback obtained and incorporated into subsequent variations of the design. Following the second session, the SDRP supported the proposed design. The outcomes of these sessions with the SDRP have informed the development of the revised design for this application – adopting the principals of the design supported by the SDRP and underpinning the design excellence achieved by the proposal. Further details on how the design has responded to the advice of the SDRP is included in the Design Report at **Appendix G**.

2.0 Strategic and Statutory Context

This section identifies key strategic matters relevant to the assessment of the proposal, including the site's features, context, strategic context and other development in the surrounding area. This section also provides an analysis of feasible alternatives that were considered in light of the proposal's objectives.

2.1 Site Location and Context

The site is situated at 16-20 Old Castle Hill Road, Castle Hill, within The Hills Local Government Area (LGA). The traditional owners of the land are the Bidjigal people of the Dharug Nation. It is well located, being approximately 250m from Castle Hill Metro Station which provides services to Rouse Hill, Macquarie Park, Chatswood and the Sydney CBD. It is equally proximate to Castle Towers shopping centre, a major regional retail hub. The site has ready access to public open space being less than 100m from Arthur Whitling Park and Eric Fenton Reserve.

Existing development on the site consists of two detached residential dwellings with a moderate amount of vegetation. This area of Castle Hill is currently undergoing substantial development intensification with the introduction of residential flat buildings and mixed-use developments in replacement of low detached residential dwellings.

A Site Location and Context Map is provided in **Figure 3** below.

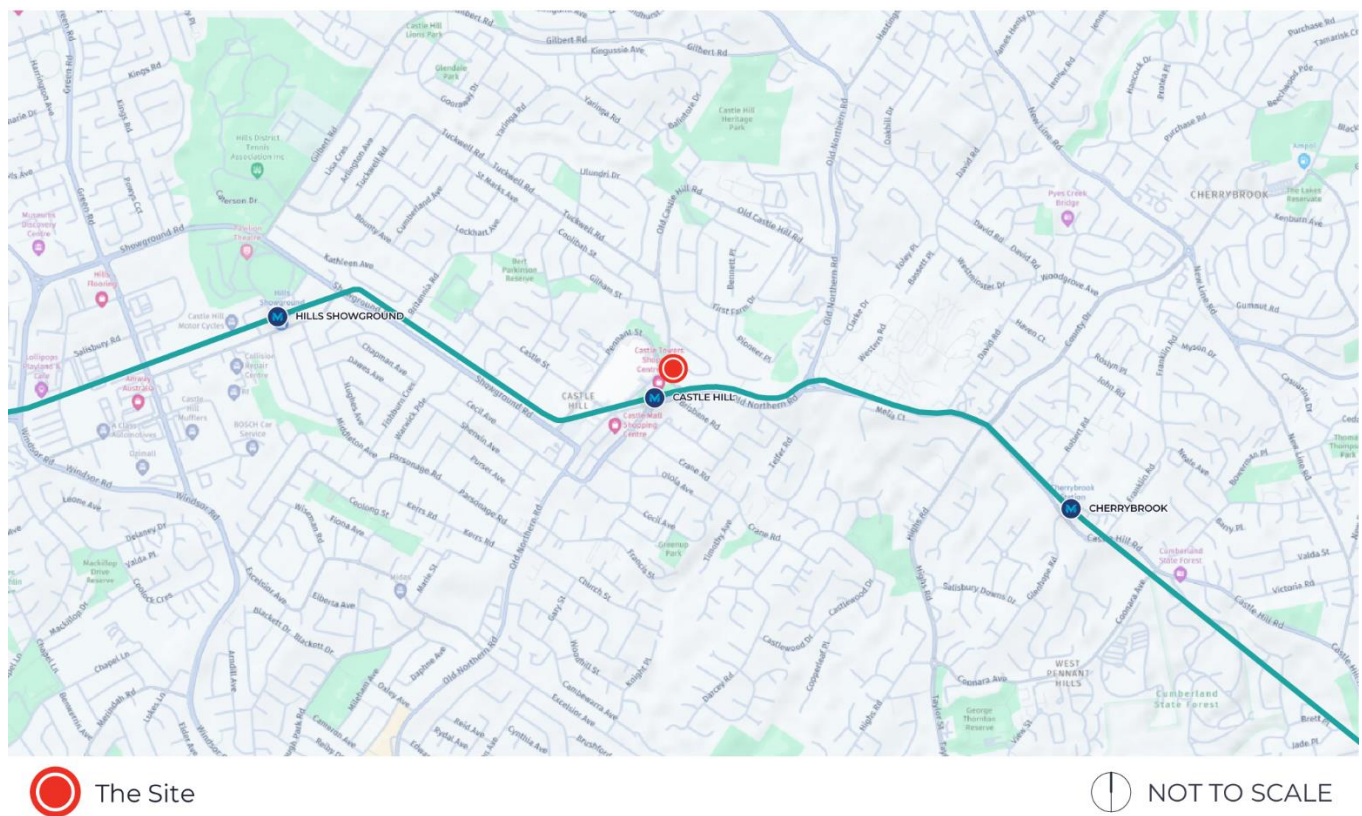


Figure 3 Site Location and Context Map

Source: Nearmap, edits by Colliers Urban Planning

2.2 Key Features of Site and Surrounds

2.2.1 Site Description

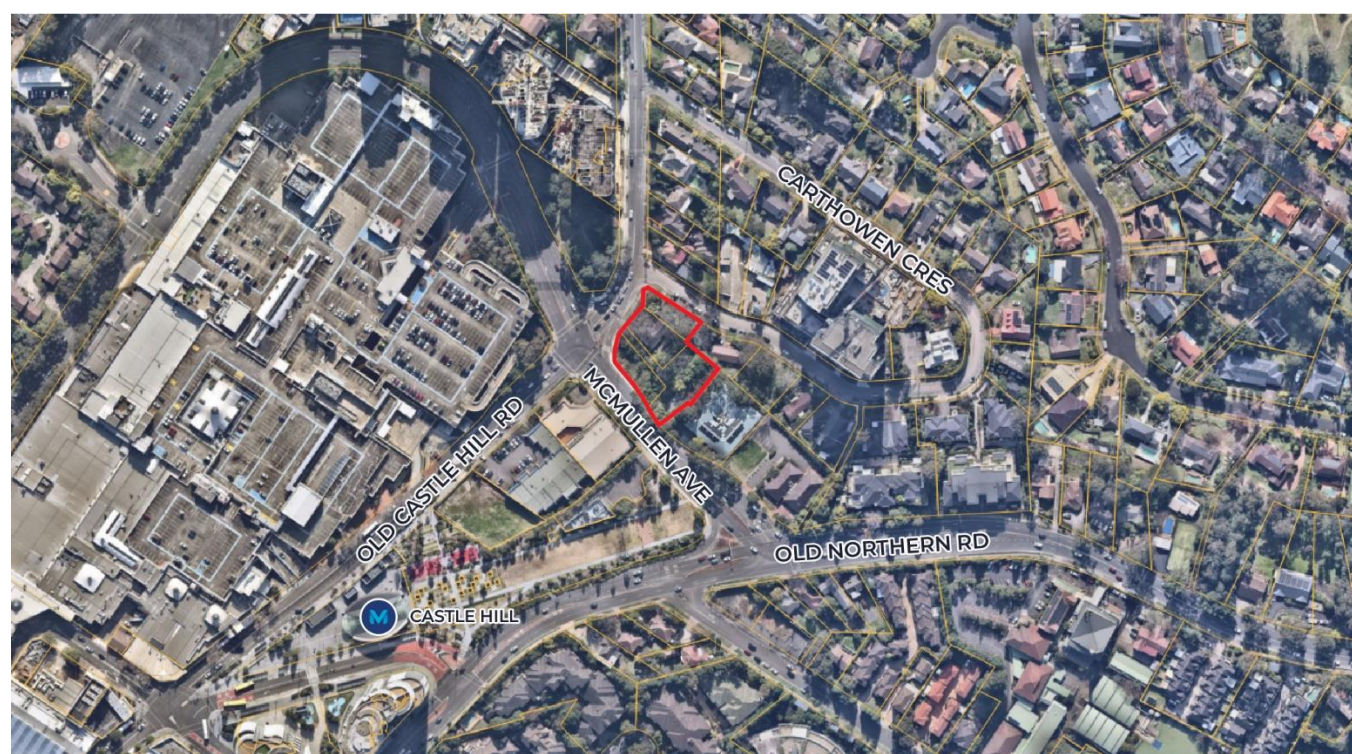
The site is located at the corner of Old Castle Hill Road and McMullen Avenue comprising an area of 3,180.4m². It comprises 4 lots in an irregular configuration. It has an approximate frontage of 50m to McMullen Avenue, 54m to Old Castle Hill Road and 41m to Garthowen Crescent. It is also bounded by adjoining lots at 3 Garthowen Crescent to the north-east and 8 McMullen Avenue to the south-east.

The site area and legal description is recorded in **Table 2** below:

Table 2 Site Description

Legal Description	Address	Area (m ²)
Lot 10 in DP 881332	16 Old Castle Hill Road	610.66
Lot 11 in DP 881332	18 Old Castle Hill Road	1305.73
Lot 20 in DP 222257	20 Old Castle Hill Road	533.87
Lot 1 in DP 204335		736.39
Total Area		3,180.4

A Site Aerial is provided in **Figure 4** below.



 The Site

 NOT TO SCALE

Figure 4 Site Aerial Map

Source: Nearmap, edits by Colliers Urban Planning

2.2.2 Existing Development

The site currently contains development comprising two detached residential dwellings located on 18 and 20 Castle Hill Road. Vehicular and pedestrian access for both dwellings is provided to Old Castle Hill Road by a shared driveway. 20 Old Castle Hill Road has additional vehicular access provided to Garthowen Crescent. There is currently no development on 16 Castle Hill Road. The site as a whole is covered in dense vegetation and has a steep slope upwards from the north-west to the south-east.

Figure 5, Figure 6, and Figure 7 illustrate the existing development on the site.



Figure 5 20 Old Castle Hill Road and shared driveway to 18 Old Castle Hill Road

Source: Google Maps

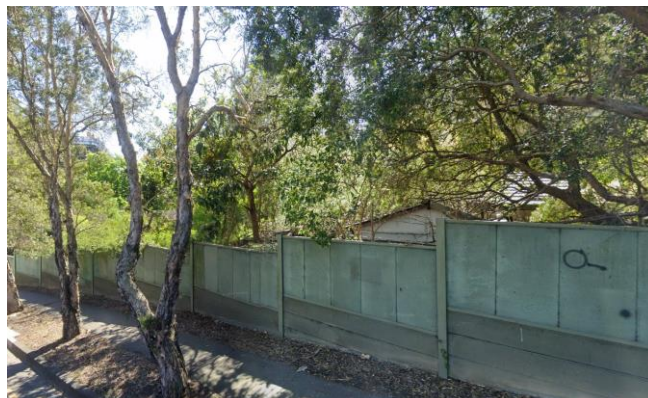


Figure 6 18 Old Castle Hill Road as viewed from McMullen Avenue



Figure 7 16 Old Castle Hill Road and steep slope upwards

Source: Google Maps

2.2.3 Surrounding Development

The site is situated within an area undergoing pronounced change from a low density residential character to a high density transport-oriented community following the opening of Castle Hill Metro Station. The surrounding development is summarised as follows:

- **North:** The site is bounded to the north by Garthowen Crescent. Opposite the site consists of low density detached houses, and a new, high density residential flat building, located at 8-18 Garthowen Crescent. Development to the north is displayed in **Figure 8**.
- **East:** Adjoining the site to the east is a 2 storey commercial building and car park containing tenancies of several businesses. Elsewhere to the east are low density residential dwellings. Development to the east is shown in **Figure 9**.



Figure 8 8-18 Garthowen Crescent, looking north-east



Figure 9 8 McMullen Avenue adjoining the site to the east

Source: Google Maps

- **South:** The site is bounded to the south by McMullen Ave. Castle Hill Metro Station and Arthur Whitling Reserve are approximately 250m to the southwest. Further to the south are a mixture of late 20th century residential flat buildings and older low density residential dwellings. Development to the south is displayed in **Figure 10** and **Figure 11**.
- **West:** The site adjoins Old Castle Hill Rd to the west, at the corner of a medium-sized signalled intersection with McMullen Avenue and Pennant Street. Further to the west is the Castle Towers shopping centre, a five-storey retail complex. Elsewhere to the north-west are contemporary high density residential flat buildings. Development to the west is shown in **Figure 12** and **Figure 13**.



Figure 10 Castle Hill Metro Station and Arthur Whitling Reserve



Figure 11 Dwelling mix south of Old Northern Road



Figure 12 Intersection of Old Castle Hill Road, McMullen Avenue and Pennant Street; Castle Towers car-park to the right



Figure 13 New residential flat buildings at 51-55 Old Castle Hill Road and 9 Gay Street, north-west of the site

Source: Google Maps

2.2.4 Surrounding Future Development

A recent emergence of high-density residential and mixed-use built form typologies within the Castle Hill Town Centre has been facilitated by the introduction of the North West Rail Link (NWRL), also known as the Sydney Metro in 2019. Key surrounding future potential developments and developments under construction are listed in **Table 3** below.

Table 3 Surrounding Future Development

Development	Description	Status
325-329 Old Northern Road, Castle Hill SSD-86785964 Approximately 200m to the south of the site.	Shop top housing development including 162 apartments comprising a 6-storey mixed use (commercial and residential) podium and a 19-storey residential tower.	Prepare EIS
93-107 Cecil Avenue and 9-10 Roger Avenue, Castle Hill SSD-78156221 Approximately 750m to the south of the site	Mixed-use development with in-fill affordable housing comprising four buildings ranging from 5 to 25 storeys with 615 residential apartments (including 169 affordable apartments) and ground level retail/commercial uses, and 979 car spaces in two basement levels and three above ground car parking levels.	Response to Submissions
6-14 Castle Street, Castle Hill - Castle Towers Shopping Centre DA 1431/2023/JP Approx 300m from the site to the south-west	Alterations and additions to Castle Towers Shopping Centre including a new office tower and hotel tower	Approved
Kentwell Avenue Precinct, Castle Hill Approx 600m from the site to the west	Planning Proposal PP-2022-3644 by QIC for the amendment of The Hills LEP to enable a mixed-use residential precinct with a central park, comprising approximately 1,400 dwellings.	Gateway Determination
16-30 Dawes Avenue, 4-8 Hughes Avenue and 2-10 Cadman Crescent, Castle Hill: SSD-80229956	Demolition of existing structures and construction of 360 units in four (4) residential flat buildings eight (8) storeys in height. The application will modify DA672/2023/JP to incorporate additional levels and make amendments to the basements to facilitate the re-configuration of the basement layout to provide parking for additional units.	Approved

Development	Description	Status
Approximately 1.5km from the site to the south-east		
8-18 Garthowen Crescent, Castle Hill 1611/2020/JF	Construction of a 13 storey and an 18 storey residential flat building comprising together 196 apartment units over four levels of basement car parking containing 236 car parking spaces.	Approved and under construction
51-55 Old Castle Hill Road and 9 Gay Street, Castle Hill 1946/2016/JF	Demolition of existing structures and construction of five residential flat buildings comprising 962 units, a swimming pool and community facility over basement parking.	Approved and under construction (partially completed)
4-22 Showground Road, Castle Hill 693/2025/ZA PP-2022-3644	DA: seeks consent to consolidate 38 existing lots to nine (9) lots and construct new roads and associated civil works. PP: seeks to amend the site's planning controls under The Hills LEP 2019 to facilitate the site's transformation into a vibrant mixed-use precinct organised around an integrated centrally located park, with approximately 1,410 apartments and employment floorspace for over 1,000 jobs.	DA and PP: Under Assessment

2.2.5 Topography

The topography of the site is characterised by a moderately steep upwards slope from west to east. The site has an elevation difference of 7.71m from a low point of 129.56RL in the west to a high point of 137.27RL in the east. This is depicted in the detailed Survey Plan included at **Appendix F**.

2.2.6 Vegetation

As identified in the Aboricultural Report (refer to **Appendix J**) there are 99 trees on or adjoining the site. The vegetation on the site consists of a range of exotic and native species including Box-elder Maple, Chinese Elm, Broad-leaved Paperbark, Blackbutt and Jacaranda, ranging from juvenile to mature.

2.2.7 Public Transport

The site is in a desirable location for proximity to public transport services. The following services are within walking distance of the site.

Metro

Castle Hill Station is a key station on the Sydney Metro network. Services run approximately every 5 minutes towards either Tallawong to the west or Sydenham via Sydney CBD to the east. The site is approximately 330m walking distance from the station entrance.

Bus

The site is approximately 330m walking distance from the Castle Hill Station bus interchange. It services a range of high and low frequency bus routes that service the Sydney CBD and other suburban centres including Parramatta and Pennant Hills. There is also a bus stop immediately out the front of the site on Old Castle Hill Road, which is serviced by the 604, 632, 633 and 662 buses, which provide access to Pennant Hills Station and other local points of interest.

2.2.8 Surrounding Road and Bicycle Network

Surrounding Road Network

The site is directly adjacent to the intersection of Old Castle Hill Road, McMullen Avenue and Pennant Street. Old Castle Hill Road is subject to a proposed road widening which encroaches on the subject site and is discussed further in this report. These roads can be characterised as collector roads carrying a moderate-high flow of traffic with no street-parking available. Further south, McMullen Avenue connects to Old Northern Road, an arterial road that extends from Wisemans Ferry to the north to Windsor Road (Baulkham Hills) to the south.

The site is bordered to the north by Garthowen Crescent, a narrow local street with low traffic flow and one-directional street parking.

Pedestrian Connectivity

Footpaths are provided on McMullen Avenue and Old Castle Hill Road, but not on Garthowen Crescent. A signalised pedestrian crossing of McMullen Avenue provides safe pedestrian access to Castle Hill Station and interchange for public transport services.

It is noted that a northern portion of the site along Garthowen Crescent is identified for footpath widening, as there is no footpath currently located on the southern side of the street.

Council's s7.11 Contributions Plan identifies a future pedestrian bridge from Eric Felton Reserve (corner of Pennant Street and Old Castle Hill Road) across Pennant Street, with the existing at-grade crossing being removed. It is assumed the at-grade crossing of Old Castle Hill Road will remain.

2.2.9 Heritage Items

The site is not in immediate proximity to any heritage items or heritage conservation areas of local significance outlined in The Hills Local Environmental Plan 2019. The heritage items in the broader Castle Hill town centre are summarised in **Table 4** below.

Table 4 Surrounding Heritage Items

Address	Description	Item No. <i>As reflected in Schedule 5</i>	Distance from site
14 Garthowen Crescent, Castle Hill	"Garthowen"	I51	190m south-west
264-266 Old Northern Road, Castle Hill	Castle Hill Public School	I63	570m south-east
	Former police station	I64	570m south-east
340 Old Northern Road, Castle Hill	House	I65	730m east

2.3 Strategic Planning Context

This section demonstrates how the vision and intended outcomes for the site are consistent with a range of strategic planning objectives established by both The Hills Council and the NSW State Government. Specifically, the proposed development supports the strategic planning framework relating to the following themes:



2.3.1 Housing Supply and Affordability

Sydney is experiencing a significant shortfall in housing supply and affordability. To meet the needs of a growing population, there is a critical need for more diverse and accessible housing options. This SSDA will facilitate a high density residential development that will deliver an increased number of dwellings in a well-established and connected area.

The National Housing Accord (2022) and NSW Housing Strategy (2023) sets an ambitious target for NSW to deliver 377,000 new homes by July 2029, equating to an additional 25,000 new dwellings per year. The proposed development will facilitate development that contributes to that target through the delivery of 371 residential apartments, including 42 affordable, in a highly accessible and well-serviced location, supporting both housing diversity and affordability through increased supply.

The *Greater Sydney Region Plan – A Metropolis of Three Cities* (Region Plan) (Objectives 10 and 11) and the North District Plan (District Plan) emphasise the importance of increasing housing supply in a sustainable manner. Priority N5 of the District Plan identifies the need for diverse and affordable housing close to jobs, services and public transport. In the context of the Castle Hill Strategic Centre, the District Plan supports urban renewal and infill development to accommodate population growth while ensuring accessibility and high amenity. This proposal aligns with those priorities by facilitating the delivery of affordable housing proximate to Castle Hill Metro Station.

2.3.2 Integrated Transport and Connectivity

The site is strategically located within an area of strong transport connectivity. In addition to being located within 250m of Castle Hill Metro Station, the site is in close proximity to high-frequency bus services. The site is therefore capable of delivering residential and retail land uses with excellent public transport connections to the Sydney CBD and other employment centres areas.

The Region Plan and the District Plan highlight the importance of integrated land use and transport planning to support the '30-minute city' concept, ensuring residents can access jobs, services and amenities within a short travel time. Specifically, Priority N12 of the District Plan supports higher-density development in areas with strong public transport connectivity. The proposed development delivers on this objective by contributing to a mixed-use neighbourhood centre within walking distance of existing transport, reducing the need for private vehicle use and enhancing overall accessibility.

2.3.3 Social and Community Vibrancy

The proposed works establishes the framework necessary to accommodate future community uses, gathering places and activation opportunities that foster a sense of local identity and belonging. The configuration of the site, including the provision of deep soil zones, landscaped setbacks, an activated corner and public transport access, has been designed to support inclusive movement and a public realm that invites passive recreation and social participation consistent with high density residential development objectives. These elements align with Planning Priority N4 of the District Plan, which seeks to foster healthy, creative, culturally rich and socially connected communities through place-based planning and high-quality public spaces.

2.3.4 Environmental Sustainability and Resilience

Environmental sustainability and resilience are critical considerations in the shaping of residential developments, ensuring that the outcome responds to ecological values, climate adaptation, and long-term resource efficiency. The proposed development supports these objectives by embedding sustainability principles throughout the design, including the retention of deep soil zones to support canopy planting, contributing to improved urban cooling, biodiversity, and urban amenity. These outcomes directly support Objective 33 of the Region Plan and Planning Priority N19 of the District Plan, which seek to increase urban tree canopy cover and deliver Green Grid connections to promote liveability and urban cooling.

The built form has been carefully configured to maximise solar access, facilitate cross-ventilation, and protect the amenity of surrounding public and private domains, consistent with Objectives 34 and 35 of the Region Plan, which promote energy and water efficiency in buildings.

2.3.5 Design Excellence and Placemaking

Design excellence and placemaking are fundamental to delivering a high-quality urban environment that integrates built form with landscape, accessibility, and long-term environmental performance. The proposed development advances these principles through the implementation of a range of architectural buildings that exhibit design excellence. This approach facilitates the incorporation of deep soil zones critical to supporting urban tree canopy, enhancing biodiversity, and promoting urban cooling. This approach is consistent with the District Plan (Priority N19).

The proposed buildings have been informed by iterative design review and collaboration with the SDRP, ensuring the built form and communal open space responds meaningfully to site conditions and placemaking objectives, including:

- Engagement with Aboriginal knowledge holders and integration of cultural input into landscape design.
- Clear articulation of the tower into two distinct forms.
- Improved family-friendly apartment layouts and communal spaces.

Collectively, these initiatives enable the establishment of a landmark tower that adopts design excellence to deliver exceptional built form and landscapes.

2.3.6 Employment and Productivity

Employment and productivity relate to supporting economic vitality through the strategic provision of employment generating retail activities. The proposed development facilitates the delivery of future retail tenancies at ground level. This activation will complement the existing strong retail provision in the centre, within easy access of future residents.

This approach is aligned with the Region Plan, which encourages the creation of 30-minute cities where most people can access jobs and services within 30 minutes of where they live. In particular, Objective 23 of the Region Plan and Priority N12 of the District Plan seeks to integrate land use and transport planning.

The proposed development is also aligned with the LSPS, which promotes economic growth through the renewal and activation of underutilised land which will be delivered as part of the future development, especially in areas along the Metro corridor. It supports mixed-use precincts that combine living, working, and leisure in walkable and vibrant neighbourhoods. The proposed development will generate 870 construction jobs and 42 operational jobs.

2.4 Cumulative Impacts

The nearby relevant future proposals that have the potential to result in cumulative impacts are identified in **Table 5** below. This has previously been discussed in **Section 2.2.4** for surrounding future development.

Table 5 *Surrounding Future Development*

Development	Description	Timing / Status
325-329 Old Northern Road, Castle Hill SSD-86785964 Approximately 200m to the south of the site.	Shop top housing development including 162 apartments comprising a 6-storey mixed use (commercial and residential) podium and a 19-storey residential tower.	This application is currently in the 'Prepare EIS' phase, meaning that no documentation or application has been formally lodged yet. Given that the planning phase of this project is less progressed than 16-20 Old Castle Hill Road, it is anticipated that the construction of this development will occur following any works on the site. Coordination may be required prior to the commencement of construction for this application (subject to approval) with respect to construction traffic management. This would occur through submission and approval of the final Construction Traffic and Pedestrian Management Plan with the relevant project delivery office within Transport for NSW.
93-107 Cecil Avenue and 9-10 Roger Avenue, Castle Hill SSD-78156221 Approximately 750m to the south of the site	Mixed-use development with in-fill affordable housing comprising four buildings ranging from 5 to 25 storeys with 615 residential apartments (including 169 affordable apartments) and ground level retail/commercial uses, and 979 car spaces in two basement levels and three above ground car parking levels.	This application is currently in the 'Response to Submissions' phase of the development, meaning that the application is more progressed than 16-20 Old Castle Hill Road. Given that the planning phase of this project is more progressed than 16-20 Old Castle Hill Road, it is anticipated that the construction of this development may occur prior to any works commencing on the site. It should be noted that 93-107 Cecil Avenue is 750m from the site, and accordingly there are unlikely to be any significant cumulative impacts during the construction phase, should these coincide. Nevertheless, coordination may be required prior to the commencement of construction for this application with respect to construction traffic.
6-14 Castle Street, Castle Hill - Castle Towers Shopping Centre DA 1431/2023/JP Approx 300m from the site to the south-west	Alterations and additions to Castle Towers Shopping Centre including a new office tower and hotel tower	Development consent was granted for this project in August 2024. Given the planning phase of the project is recently complete and construction is anticipated to begin soon, it is anticipated that the construction of this development will overlap with the construction of 16-20 Old Castle Hill Road (subject to approval). Coordination may be required prior to the commencement of construction for this application (subject to approval) with respect to construction traffic management. This would occur through submission and approval of the final Construction Traffic and Pedestrian Management Plan with the relevant project delivery office within Transport for NSW.
Kentwell Avenue Precinct, Castle Hill	Planning Proposal PP-2022-3644 by QIC for the amendment of The Hills LEP to enable a mixed-use residential	The Planning Proposal received Gateway Determination in December 2025. No Development Application for the carrying out of mixed-use development contemplated

Development	Description	Timing / Status
Approx 600m from the site to the west	precinct with a central park, comprising approximately 1,400 dwellings.	by the Planning Proposal has been lodged or approved by Council. Given that the planning phase of this project is less progressed than 16-20 Old Castle Hill Road, it is anticipated that the construction of this development will occur following any works on the site. Any future applications as a result of the planning proposal will be subject to further assessment, which will require consideration of cumulative impact.
16-30 Dawes Avenue, 4-8 Hughes Avenue and 2-10 Cadman Crescent, Castle Hill: SSD-80229956 Approximately 1.5km from the site to the south-east	Demolition of existing structures and construction of 360 units in four (4) residential flat buildings eight (8) storeys in height. The application will modify DA672/2023/JP to incorporate additional levels and make amendments to the basements to facilitate the re-configuration of the basement layout to provide parking for additional units.	This application is currently in the 'Response to Submissions' phase of the development, meaning that the application is more progressed than 16-20 Old Castle Hill Road. Given that the planning phase of this project is more progressed than 16-20 Old Castle Hill Road, it is anticipated that the construction of this development may occur prior to any works commencing on the site. Furthermore, 16-30 Dawson Avenue is approximately 1.5km from the site, and therefore, there are unlikely to be any significant cumulative impacts during the construction phase.
8-18 Garthowen Crescent, Castle Hill 1611/2020/JP	Construction of a 13 storey and an 18 storey residential flat building comprising together 196 apartment units over four levels of basement car parking containing 236 car parking spaces.	This application has been approved and is currently under construction, with one of the approved buildings fairly progressed. Given the progression of the construction, it is anticipated that the major phases of construction will occur prior to the commencement of construction for 16-20 Old Castle Hill Road (subject to approval). Coordination may be required prior to the commencement of construction for this application (subject to approval) with respect to construction traffic management. This would occur through submission and approval of the final Construction Traffic and Pedestrian Management Plan with the relevant project delivery office within Transport for NSW.
51-55 Old Castle Hill Road and 9 Gay Street, Castle Hill 1946/2016/JP	Demolition of existing structures and construction of five residential flat buildings comprising 962 units, a swimming pool and community facility over basement parking.	This application has been approved and is currently under construction, with the majority of works progressed. Given the progression of the construction, it is anticipated that the major phases of construction will occur prior to the commencement of construction for 16-20 Old Castle Hill Road (subject to approval). Should any construction still be underway when construction proceeds at 16-20 Old Castle Hill Road, coordination may be required prior to the commencement of construction for this application (subject to approval) with respect to construction traffic management. This would occur through submission and approval of the final Construction Traffic and Pedestrian Management Plan with the relevant project delivery office within Transport for NSW.

Development	Description	Timing / Status
4-22 Showground Road, Castle Hill 693/2025/ZA PP-2022-3644	DA: seeks consent to consolidate 38 existing lots to nine (9) lots and construct new roads and associated civil works. PP: seeks to amend the site's planning controls under The Hills LEP 2019 to facilitate the site's transformation into a vibrant mixed-use precinct organised around an integrated centrally located park, with approximately 1,410 apartments and employment floorspace for over 1,000 jobs.	The DA component of this development is currently under assessment, whilst the planning proposal component is awaiting gateway approval. The planning proposal element is much further behind in the planning process, and therefore it is not relevant with consideration of cumulative impact. The DA is for subdivision and minor civil works only, and therefore, it is not anticipated there will be any cumulative impacts resulting from this application. Any future applications as a result of the planning proposal will be subject to further assessment, which will require consideration of cumulative impact.

An assessment of the cumulative impacts associated with these proposals are considered under the relevant issue in **Section 8.0**.

2.5 Analysis of Alternatives

Alternative options have been considered by the Applicant in response to the strategic need and objectives for the development of the site. This includes not undertaking any works on the site ('do nothing'), proceeding without additional affordable housing, consideration of alternative designs, and proceeding with the redevelopment as proposed.

2.5.1 Option 1 – Do Nothing

The 'Do Nothing' scenario would result in the site remaining underutilised when compared to the strategic merit of a new residential flat building development.

This option does not provide a desirable outcome as it fails to adequately plan to provide for future growth and opportunities to provide housing and affordable housing within Castle Hill. This option is not consistent with the applicable statutory or strategic planning framework, which envisage redevelopment of the site to supply more housing close to new transport infrastructure. With the current housing crisis prevalent across Sydney, to leave the site in its current state would be a lost opportunity to supply housing. Moreover, as the site is not subject to significant constraints such as bushfire, contamination, flooding, and biodiversity impacts, it is well-positioned to provide well-located housing within close proximity of public transport.

Therefore, it is evident that the 'Do Nothing' scenario is wholly inconsistent with the site's key features and strategic context presented in **Section 2.3**, by not providing additional housing in Castle Hill.

2.5.2 Option 2 – Use of the site for an alternative purpose

As the site is currently zoned for General Residential (R1) purposes, the site can be developed for a range of residential accommodation purposes, not incorporating retail or commercial uses beyond shop top housing. Furthermore, redevelopment under the existing controls would deliver a residential flat building development; however, it would not fully realise the site's strategic potential. The current controls do not permit the uplift necessary to support the quantum of housing, in particular the inclusion of affordable housing that is now proposed. Proceeding under the existing controls would therefore represent a missed opportunity to deliver a high-performing, integrated town centre outcome aligned with Government housing priorities.

2.5.3 Option 3A – The Proposed Development

Following the highest and best use analysis of the site, it was determined that a mixed use development including affordable housing, with supporting ground floor commercial premises, was the most appropriate outcome for the site. This option responds to strategic drivers (refer to **Section 5.0**) and results in an effective and efficient use of the site.

2.5.4 Option 3B – Residential Development without 15% Affordable Housing

This scenario would be to provide a residential development, in the form of residential flat buildings, that only provided build-to-sell housing with no provision for additional affordable housing. This option would provide housing in a location that is close to transport and jobs, however, would not provide substantial additional affordable housing. This would be a viable development option, however, does not respond to or address the strategic context and demand for affordable housing in Castle Hill.

3.0 Project Description

3.1 Project Overview

The Applicant seeks development consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for a 40-storey residential flat building, including the provision of affordable housing.

Specifically, this SSDA seeks approval for:

- The construction and use of a 40-storey building, comprising:
 - 371 apartment dwellings, including 42 affordable housing dwellings managed by a community housing provider for 15 years;
 - Communal open spaces;
 - One (1) Ground Floor retail tenancy;
- The construction and use of six (6) levels of basement carparking, including the provision of:
 - 387 car parking spaces; and
 - 160 bicycle parking spaces;
- Public domain improvements and landscaping works, including:
 - The creation of a welcome entry plaza located on the corner of Old Castle Hill Road and McMullen Avenue;
 - Planting across the site; and
 - The creation an internal footpath network; and
- The augmentation and servicing of infrastructure as required.

The proposed development is discussed further in the following subsections and detailed on the Architectural Drawings prepared by Studio SC and included at **Appendix B** as well as the Landscape Drawings prepared by Arcadia and included at **Appendix H**.

Photomontages of the proposed development are provided in **Figure 14**, **Figure 15** and **Figure 16** below.



Figure 14 Welcome Entry Plaza, viewed from the corner of Old Castle Hill Road and McMullen Avenue

Source: Studio SC



Figure 15 *Proposed development viewed from the corner of Old Castle Hill Road and McMullen Avenue*

Source: SC Studio



Figure 16 *Proposed development viewed from McMullen Road*

Source: SC Studio

3.2 Key Project Information

The key project details regard the proposal are outlined in **Table 6** below.

Table 6 Key Project Details

Component	Description				
Proposed Land Use	- Residential flat building - Retail premises				
Legal Description	Legal Description			Address	
	Lot 10 in DP 881332			16 Old Castle Hill Road	
	Lot 11 in DP 881332			18 Old Castle Hill Road	
	Lot 20 in DP 222257			20 Old Castle Hill Road	
Site Area	3,180.4m ² (2,985.52m ² excluding road reserve area)				
GFA	Use		GFA		
	Retail		140m ²		
	Residential		36,632m ²		
	Total		36,772m ²		
FSR	12.31:1 (excluding road reserve area). It is noted that per Clause 4.5 of The Hills LEP 2019, land on which the proposed development is prohibited is excluded from site area and an FSR cannot be attributed to such land. Accordingly, the proposed FSR has been calculated with a site area that <u>excludes</u> the road reserve as residential uses are not permitted in this area. The FSR would otherwise be 11.56:1.				
Maximum Height	RL 261.5m (131.1m)				
Setbacks to site boundary	Level	North (Garthowen Crescent)	East (3 Garthowen Crescent and 8 McMullen Avenue)	South (McMullen Avenue)	West (Old Castle Hill Road)
	Ground Floor	2.75m	1.215m	4.2m	0m-3m
	Level 2	2.75m	8.675m	3m	0.7m
	Level 6	5m	12m	6.5m	3m
	Level 31	5m	5m	6m	3m
Dwelling Mix	Unit Type		Count	Mix Percentage	
	1 Bedroom		90 (including 8 affordable)	24%	
	2 Bedroom		194 (including 7 affordable)	52%	
	3 Bedroom		83 (including 27 affordable)	22%	
	4 Bedroom		4	1%	
	Total		371 (including 42 affordable units)	100%	
Car spaces	387 spaces				

Component	Description
Bicycle Spaces	160 spaces
Communal Open Space	1,310m ²
Landscaped Area	1,955m ²
Deep Soil Area	475m ² (14.9%)
Construction Hours	Monday to Friday: 7:00am-6:00pm Saturday: 7:00am-1:00pm Sunday and Public Holidays: No works
Operational Hours	Hours of the retail tenancy are subject to a future application.
Construction Jobs	870 jobs
Operational Jobs	42 jobs

3.3 Design Principles

The design principles have been formulated by Studio SC to ensure that the overall vision and objectives for the site are achieved, as outlined in the Architectural Design Report at **Appendix G**. The four key design principles are as follows:

- **Design with Country:** respecting and highlighting local heritage and cultural significance by engaging Indigenous communities in the planning and design process and celebrating cultural diversity to create a sense of belonging within the precinct.
- **Community Amenity:** Enhance areas of open space to support population growth and promote walkability by strengthening urban tree canopy and prioritising natural and ecological systems to foster a biophilic environment that is resilient and climate responsive.
- **Gateway:** improve transportation networks with pedestrian-friendly pathways that enhance pedestrian safety and security within well-connected transportation hubs and facilities.
- **Identity and Density:** Balance density around open spaces with high amenity, emphasising arrival experience and gateway moments to promote local character and identity.

3.4 Designing with Country

WSP have been engaged to prepare a Connecting to Country Aboriginal Design Principles framework to guide the design of the proposed development. This document is provided at **Appendix K**. Through a series of co-designed workshops, the project team has worked closely with WSP and relevant Aboriginal Elders and Knowledge Holders to create a meaningful response to Country throughout the proposed design.

Through this process, the following key issues were identified when considering the project's connection to Country:

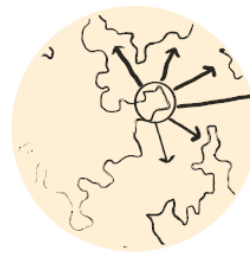
- Utilise the site's topography and existing ecologies to create dynamic and engaging spaces that support the regeneration of local, ecological groups.
- Create spaces for moments of solitude and collaboration, including landscaped spaces at ground and podium levels that create diverse offerings.
- Connect with Darug Country, by celebrating and acknowledging the Bidjigal people of the Darug Nation, with a landscape response that integrates the stories that have been shared about the site and surrounds.
- Establish a legible public domain that reflects the local area's garden landscape, and connects back to our site through strong visual and physical connections.



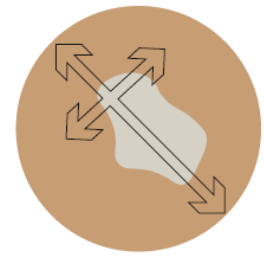
**UTILISE SITE
TOPOGRAPHY AND
EXISTING ECOLOGIES**



**CREATE SPACES
FOR MOMENTS FOR
SOLITUDE AND
COLLABORATION**



**CONNECT WITH DARUG
COUNTRY**



**ACCESSIBILITY AND
MOVEMENT**

Figure 17 *Proposed design principles informing the connecting with Country strategy*

Source: Arcadia and Studio SC

3.5 Uses and Activity

A breakdown of the proposed uses for each level of the development is summarised in **Table 7** below.

Table 7 *Level by Level Use*

Level	Use
Basement Level 6	• 16x bicycle parking spaces • 66x car parking spaces
Basement Levels 5-2	• 36x bicycle parking spaces • 64x car parking spaces
Basement Level 1	• OSD room • Cold water pump room • 63x car parking spaces
Ground Floor	• 1x 137m² retail tenancy • Loading and back of house dock • Main switch room • Substation • Waste room • Residential lobby • 2x apartment dwellings
Mezzanine	• Services and storage rooms
Level 1	• Outdoor communal open space • Indoor communal space • 9x apartment dwellings
Level 2	• 12x apartment dwellings
Level 3	• 11x apartment dwellings
Level 4	• 10x apartment dwellings
Level 5	• 10x apartment dwellings
Levels 6-8	• 10x apartment dwellings
Levels 9-16 and Levels 18-28	• 11x apartment dwellings
Level 17	• 9x apartment dwellings • Hot water pump room

	• Cold water pump room
Level 29	• 8x apartment dwellings • Plant
Level 30	• 5x apartment dwellings • Indoor communal space • Outdoor communal open space, featuring a pool.
Levels 31-37	• 7x apartment dwellings
Levels 38-39	• 6x apartment dwellings
Roof Level 40	• Hot water plant • Solar energy system

3.6 Layout and Built Form

The proposed development comprises a podium and a tower structure with a single core, but a varied shape that mirrors the corner location of the site. The tower portion of the development is characterised by two components: a northern and southern portion, where both towers share the same podium and are conjoined together, but vary in height which creates the impression of two distinct components. The height of the tower steps down from the north to south, where the northern tower is 40-stories, and the southern tower component is 29-stories, as shown in **Figure 18** below.

3.6.1 Basement

Six levels of basement are proposed beneath the site, containing 387 car parking spaces and 160 bicycle parking spaces. Vehicular access is provided via Garthowen Crescent, as discussed at **Section 3.9**.

Loading facilities are provided on the ground floor of the development accessible from Garthowen Crescent. The loading dock is located next to the building's waste collection area and can accommodate vehicles up to and including heavy rigid vehicles (HRVs). In addition, two car parking spaces are provided on the ground level to be used for moving vans for residents moving in/out.

3.6.2 Ground Floor and Podium

The podium consists of the Ground Floor to Level 5 along the western frontage, and Level 4 on the McMullen Street frontage due to the slope of the site. The podium is set back between eight and nine metres to the eastern boundary, approximately four metres from the McMullen Street boundary, and approximately 2.75m on the Garthowen Crescent boundary. In the south-western portion of the site, located at the corner of McMullen Avenue and Old Castle Hill Road, is the Welcome Entry Plaza, which the built form has avoided towering over, therefore creating a varied shape along this frontage and responding to the prominence of the corner through architectural articulation, as shown in **Figure 19** below.

The Ground Level of the podium also contains a large portion of communal open space (discussed further at **Section 3.10**).

3.6.3 Tower

From Level 7, the built form is setback beyond the podium form, creating a two-tower form, shown in **Figure 20**. The tower form is set back 12 metres from the boundary on McMullen Avenue, between three and six metres from the boundary on Old Castle Hill Road, and five metres from the Garthowen Crescent boundary.

The height of the two-tower form is part 40 storeys, part 29 storeys, stepping down to the south, in order to protect solar access to Arthur Whitling Park and the residential to the south-east. The towers are then articulated through the use of curves and vertical and horizontal, fine grain articulation and fenestration (see **Figure 21**).

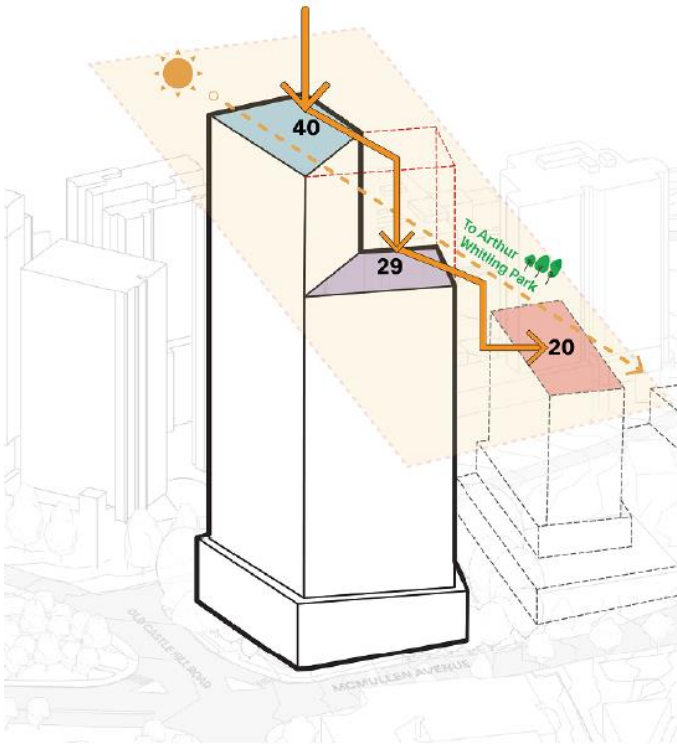


Figure 18 Height diagram

Source: SC Studio

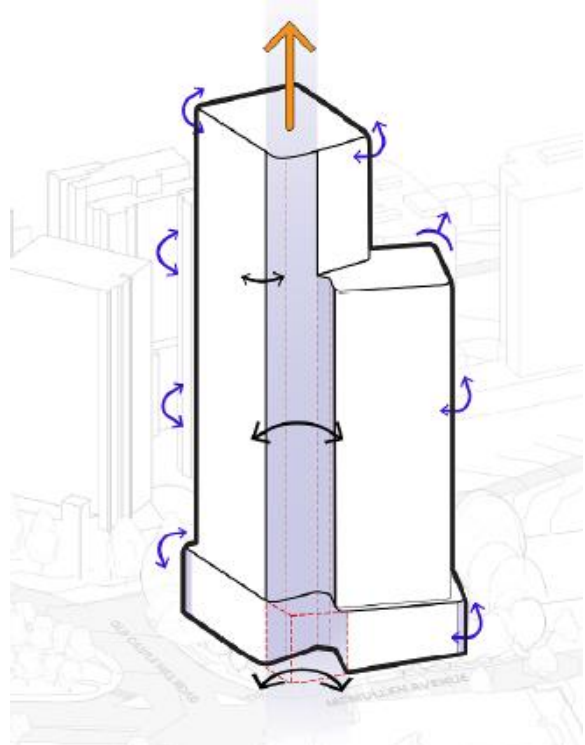


Figure 19 Articulation on the corner of Old Castle Hill Road and McMullen Avenue

Source: SC Studio

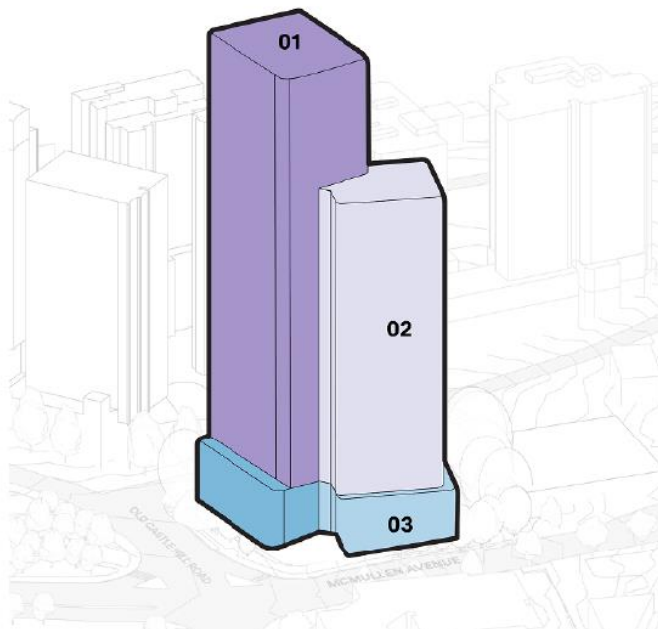


Figure 20 Two tower form

Source: SC Studio

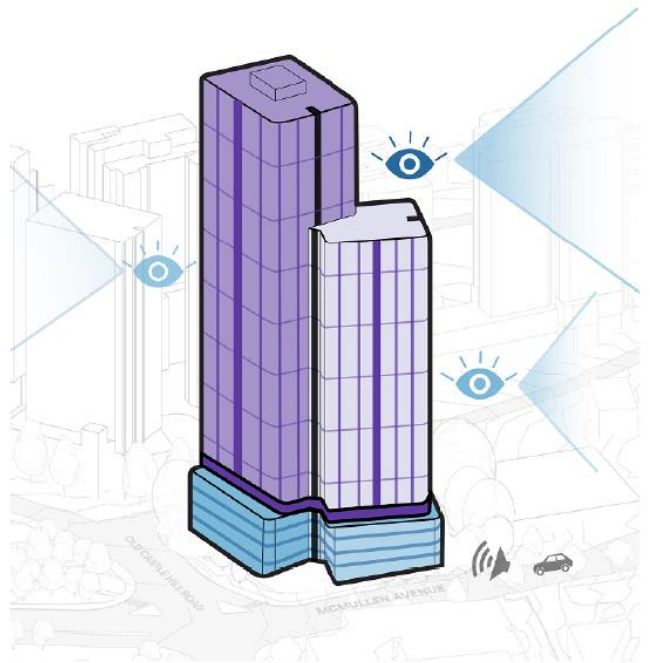


Figure 21 Vertical and horizontal articulation

Source: SC Studio

3.7 Affordable Housing

The proposal includes 42 dwellings to be provided as affordable housing for 15 years, managed by a registered Community Housing Provider (**Appendix L**). The affordable housing will operate as per any of the other apartments, having the same access and right to facilities as the at-market dwellings.

The 42 units will be provided in accordance with the following dwelling mix:

- 8 x 1-bedroom apartments
- 7 x 2-bedroom apartments
- 27 x 3-bedroom apartments

The 42 affordable dwellings are to be made affordable for a period of 15 years, equivalent to 15% of total gross floor area of the development.

3.8 Façade and Materiality

The materiality of the proposed development is varied, as demonstrated in the Material Palette shown in **Figure 22** below. The proposed materials have been selected as they are commensurate with the surrounding and wider built context in Castel Hill, with the podium and the tower portions being characterised by different materials.

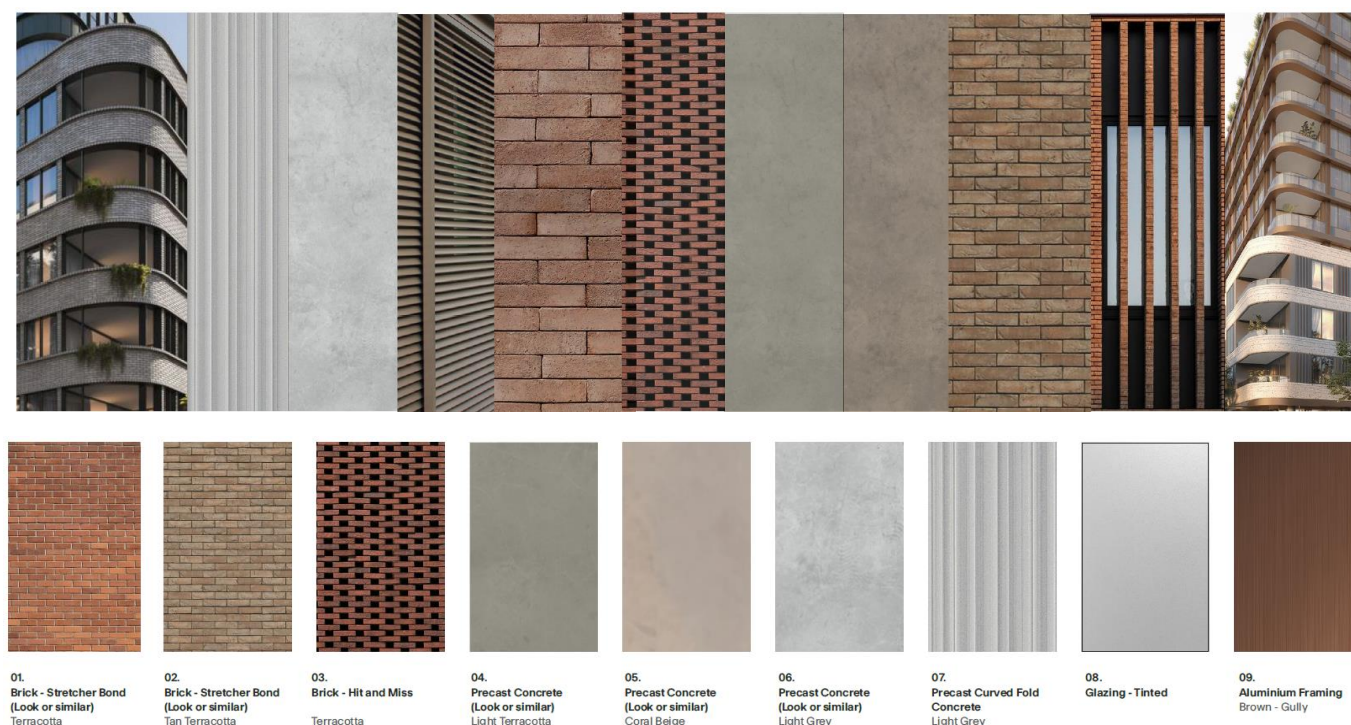


Figure 22 Materiality Palette

Source: SC Studio

The podium and tower facades fronting McMullen Avenue and Old Castle Hill Road are characterised by two different materiality palettes, contributing to the articulation of the podium and differentiating between the two different tower facades. The McMullen frontage podium and tower materiality is shown in **Figure 23**, whilst the Old Castle Hill Road podium frontage is shown in **Figure 24**.

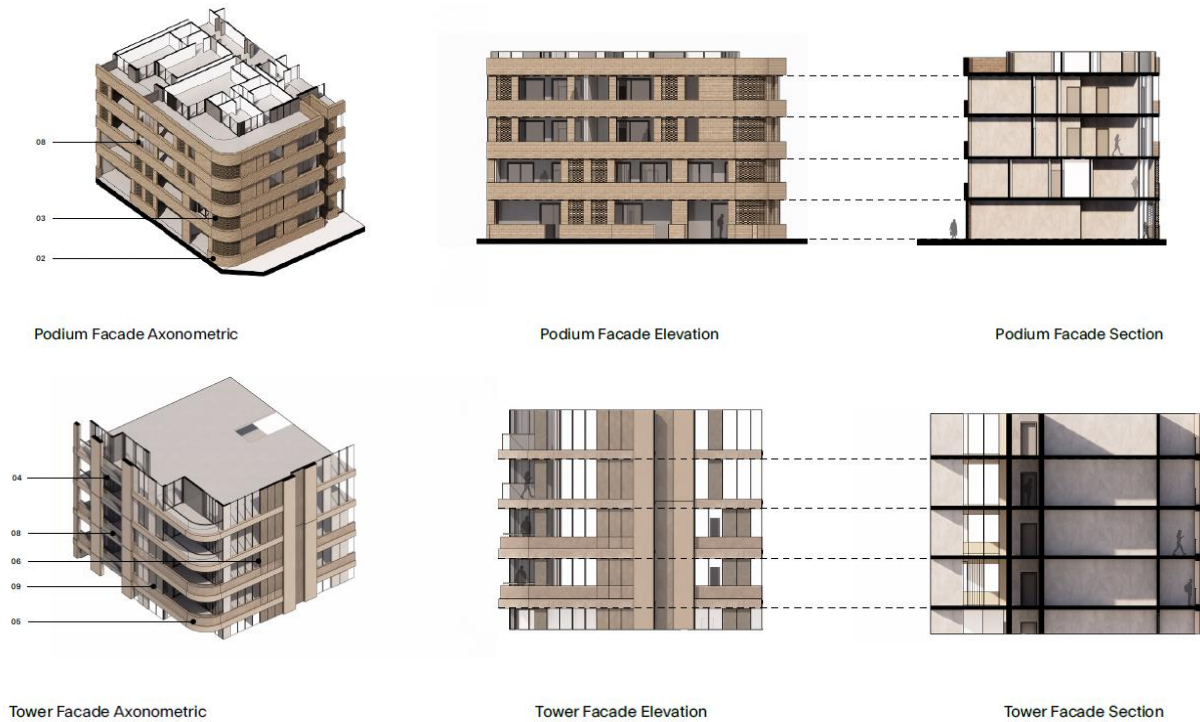


Figure 23 McMullen Street Frontage materiality

Source: Studio SC

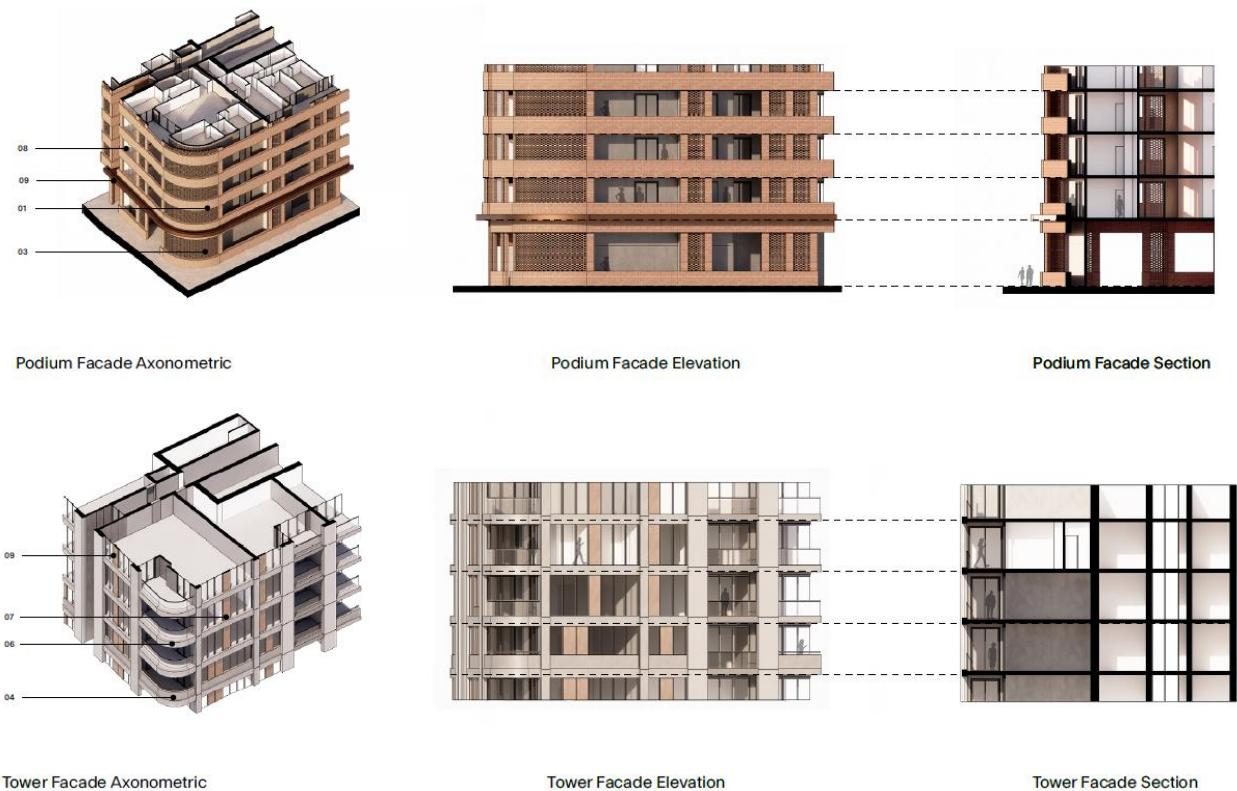


Figure 24 Old Castle Hill Road materiality

Source: Studio SC

3.9 Site Access

3.9.1 Pedestrian Access

The proposal establishes a number of pedestrian access points, including on both Garthowen Crescent and Old Castle Hill Road, as well as individual ground floor apartment access from McMullen Avenue. On the corner of Old Castle Hill Road and McMullen Street is the Welcome Entry Plaza which provides the main point of entrance to both the retail tenancy on the ground floor and the residential access. The Welcome Entry Plaza is visualised in **Figure 25** below. Additionally, further along McMullen Avenue is a pedestrian pathway leading towards the Level 1 outdoor communal open space area.

It is noted that along the southern side Garthowen Crescent adjoining the site, there is no footpath at present. The proposed application seeks to upgrade the footpaths around the site, including the provision of a new footpath on Garthowen Crescent.



Figure 25 *Photomontage of the Welcome Entry Plaza*

Source: Studio SC

3.9.2 Vehicular Access

The proposed development is proposed to be accessible for vehicles via a driveway located on Garthowen Crescent. On the Ground Floor, the driveway leads to a truck turning zone (to ensure that vehicles can enter and leave the site in a forward direction) a back of house dock and a ramp towards the basement carparking levels. The vehicular access to the site is shown in **Figure 26**.



Figure 26 Vehicular access is provided via Garthowen Crescent

Source: Studio SC

3.10 Landscaping

The proposed landscape design for the development is defined by five areas which in combination result in a total landscaped area of 1,955m² (61.5% of the site area). The five areas include:

- Perimeter planting buffer along the northern, western and southern frontages between the built form and the site boundaries ;
- The welcome entry plaza located at the corner of Old Castle Hill Road and McMullen Avenue;
- The sensory Garden located on Level 1; and
- The outdoor common space, also located on Level 1.
- The sky garden located on Level 30;

The proposed landscaping measures result in a tree canopy area of 1,106m² (34% of the site area) and a deep soil area of 475m² (14.9% of the site area). A variety of planting and landscape embellishments are proposed across all five areas to enhance the residential amenity and public domain of the development. This involves landscaping in both the public domain and the private domain.

An excerpt of the Landscape Masterplan contained within the Landscape Design Report is shown in **Figure 27** below.

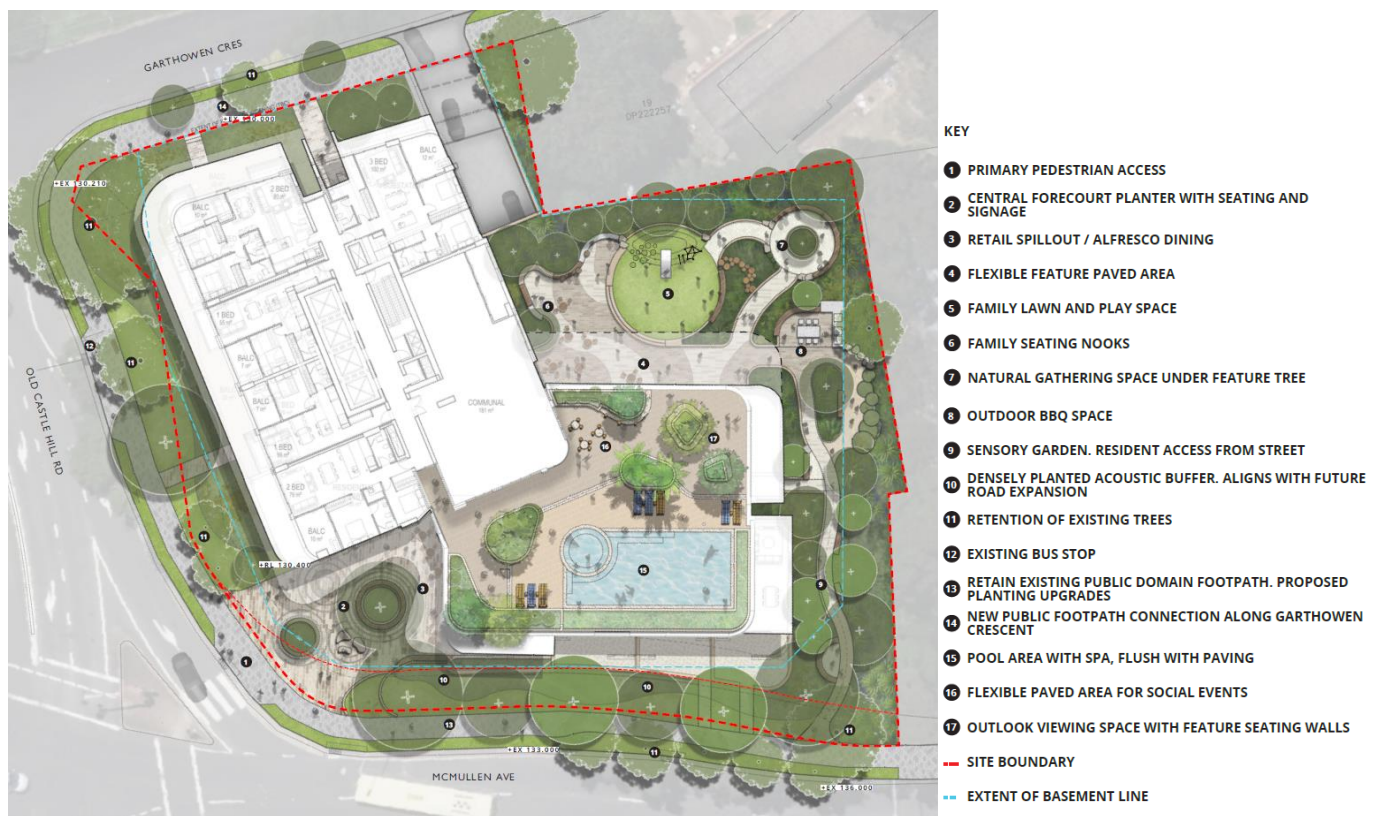


Figure 27 Landscape Masterplan

Source: Arcadia

3.11 ESD Infrastructure

The proposed measures to implement the principles of Ecologically Sustainable Development (ESD) are described within the ESD Report, prepared by E-Lab Consulting and attached at **Appendix M**. The ESD infrastructure proposed which inform the development include:

- The installation of 72x photovoltaic panels on the roof of the tower;
- The omission of fossil fuel derived energy sources to enable operational net zero carbon emissions;
- The installation of high efficiency LED lighting, featuring motion sensors, time clocks and zone switching to reduce the consumption of energy;
- The provision of energy meters and monitoring systems;
- The provision of bicycle parking spaces to encourage active transportation as a low-emission transport option;
- The implementation of water-saving initiatives which reduce potable water consumption by incorporating low-flow water fixtures, the consideration of efficient landscape irrigation systems, and ensuring stormwater quality targets are met;
- A commitment to 75% of construction and demolition waste to be diverted from landfill; and
- The considered selection of sustainable materiality.

3.12 Stormwater Management

The proposed development includes the installation of an integrated pit and pipe drainage system including rainwater reuse and water quality treatment, as described in the Integrated Stormwater Management Plan attached at **Appendix V**. The following key details are noted:

- On-Site Detention
 - A 120 m³ OSD tank is proposed, sized to meet Council's PSD and SSV requirements for an 8% slope.
 - PSD calculated at 30 L/s for the 0.32 ha site.

- A 100 mm diameter orifice regulates outflow, achieving a discharge rate of 29.3 L/s.
- The OSD discharges to an existing Council pit on Old Castle Hill Road via a 300 mm uPVC pipe.
- Overland flow paths and driveway grading ensure safe conveyance of excess flows during extreme events.
- Water Sensitive Urban Design (WSUD)
 - Treatment train includes:
 - One OceanGuard gross pollutant trap.
 - A StormFilter chamber fitted with two Psorb 690 cartridges.
 - MUSIC modelling confirms compliance with Council's pollutant reduction targets:
 - 100% reduction of gross pollutants.
 - 86.7% reduction of Total Suspended Solids.
 - 77.6% reduction of Total Phosphorus.
 - 62.2% reduction of Total Nitrogen.
 - WSUD measures also incorporate principles such as minimising impervious areas and promoting stormwater reuse.

3.13 Staging and Delivery

The proposed development sought under this SSD is enabled by the Early Works SSDA (SSD-86460458) which seeks consent for the demolition of the existing development and earthworks on the site. The works sought under the Early Works SSDA is considered Stage 1, and this SSD relating to the construction of the development is considered as Stage 2.

3.14 Construction Management

The Construction Environmental Management Plan (CEMP) prepared by Foundation Earth Sciences (**Appendix II**) sets out environmental protection measures and safe construction practices for site establishment, demolition, bulk excavation and service augmentation, supported by strict erosion and sediment controls. It includes stormwater, dust and odour management (including bunded stockpiles, diversion drains, silt fences, dust suppression and protocols for unexpected malodorous soils) and procedures for managing any groundwater encountered via sumps under relevant approvals.

Traffic and access measures include wheel-wash facilities, covered loads, defined haul routes, Council notification and dispatch logs to minimise impacts on public roads. Waste and hazardous materials will be managed through a comprehensive tracking system (including weighbridge dockets and EPA WasteLocate for asbestos), licensed removal contractors, and supporting documentation such as an Asbestos Removal Control Plan and Safe Work Method Statements, alongside on-site segregation and recycling.

The CEMP also addresses site safety (WHS plan, PPE, emergency response), restricted working hours, perimeter security, and an Unexpected Finds Protocol requiring work stoppage, isolation, sampling, notification and remediation under environmental consultant supervision, followed by progressive rehabilitation and landscaping. This framework is intended to meet the Protection of the Environment Operations Act 1997, relevant NSW EPA guidance and the SEARs.

4.0 Proposed Rezoning Amendments

This SSDA is supported by a concurrent rezoning request to expeditiously implement built form controls which will support the strategic and built form objectives envisioned for the site. The proposed rezoning amendments will facilitate a greater permitted FSR at the site for the delivery of increased housing to support the objectives of the National Housing Accord.

4.1 Objectives and intended outcomes

Objective

The objective of the proposed amendment is to amend The Hills LEP 2019 to allow additional for additional FSR to accommodate the development described in **Section 3.0**, consistent with its existing land zoning, and the broader strategic objectives of the State and Federal governments to deliver additional housing to alleviate the housing crisis and help meet the NSW Government's target under the National Housing Accord.

Intended outcomes

The intended outcomes of the proposed amendments to The Hills LEP 2019 LEP as follows:

- Deliver high-density housing within walking distance of Castle Hill Metro Station, supporting The Hills Shire's contribution to NSW and national housing commitments under the National Housing Accord and current NSW housing targets.
- Provide a diverse mix of apartments with high residential amenity, supported by active ground-level uses that enhance the public domain and leverage the site's transit-oriented location within the Castle Hill strategic centre.
- Help address housing affordability by integrating a dedicated affordable rental component, while achieving strong design outcomes consistent with the Apartment Design Guide and Housing SEPP.
- Enhance pedestrian and cycle connectivity through upgraded footpaths, widened verges and integrated bicycle facilities, improving access to Castle Hill Metro Station and surrounding destinations while supporting active transport.
- Deliver housing diversity and social infrastructure alongside high-quality public domain outcomes, consistent with The Hills Local Strategic Planning Statement, the Castle Hill Precinct Plan and the Greater Sydney Region Plan.

4.2 Explanation of provisions

4.2.1 Amendments proposed to The Hills LEP 2019

It is proposed to insert a new clause in Section 7 of The Hills LEP containing site specific provisions. The site-specific clause would have the effect of permitting a greater floorspace ratio for development on the site, despite the provisions of Clause 4.4 and Clause 7.11. The following key components are proposed:

- The clause applies to 16-20 Old Castle Hill Road, Castle Hill, Lot 10 in DP 881332, Lot 11 in DP 881332, Lot 20 in DP 222257 and Lot 1 in DP 204335.
- Despite Clause 4.4 and Clause 7.11, the floor space ratio of buildings on land to which this clause applies may be up to 12.31:1.

The dwelling mix and size requirements of Clause 7.11 will also not apply to the proposed development as a result.

5.0 Justification of Strategic and Site-specific Merit

5.1 Strategic merit

5.1.1 Section A – need for the Planning Proposal

Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The proposed amendments are a direct response to the designation of the development at 16-20 Old Castle Hill Road, Castle Hill as SSD under the HDA pursuant to State Significant Declaration Order 2025 (Order) issued on 13 May 2025. The amendments implement the objectives of the HDA and the National Housing Accord, which seeks to accelerate delivery of well-located homes to address the housing supply and affordability crisis.

The proposed amendments also give effect to The Hills Local Strategic Planning Statement (LSPS) and broader strategic plans. The proposal responds to the principles for growth in that it:

- Locates development within the Castle Hill Strategic Centre, approximately 250 metres from Castle Hill Metro Station, ensuring excellent access to high-frequency public transport and regional retail services.
- Positively contributes to the built environment through a 40-storey tower form, delivering high-quality urban design outcomes consistent with the Apartment Design Guide and Housing SEPP.
- Provides high residential amenity for future occupants while minimising unreasonable impacts on neighbouring properties and the public domain through careful design and mitigation measures.
- Is located close to public open space, including Arthur Whitling Park and Eric Fenton Reserve, both within 100 metres of the site, meeting key accessibility parameters for green space.
- Integrates active ground-level uses and communal spaces, enhancing the public domain and supporting social interaction.
- Includes a dedicated affordable housing component and ensures that residential development complements, rather than diminishes, local employment and economic opportunities.

The proposal additionally responds to the vision for the site under the Castle Hill Precinct Plan (and earlier Castle Hill North Plan) which envisage land use intensification of the site for high-density residential development. It is noted both plans designate the site with a lower expected height than what this proposal is seeking consent for.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. The proposed amendments are the most effective means of achieving the objectives and intended outcomes identified for the site. To realise the development, the standards under The Hills LEP 2019 must be amended. These changes will enable renewal of the site in a way that achieves desirable urban design outcomes, maximises public benefit and accelerates housing delivery consistent with the National Housing Accord and State priorities.

5.1.2 Section B – relationship to the strategic planning framework

Q3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

5.1.2.1 National Housing Accord

In October 2022, the Federal Government announced the National Housing Accord, which committed to delivering 1.2 million houses in well-located areas in the 5 years starting from the year 2024. Each LGA in NSW was given a 5-year housing delivery target; The Hills LGA was given a target of 23,300 dwellings.

Given that a large proportion of young people are renting and want to live close to their workplace and highly amenable and serviced areas, this proposal has the potential to deliver what people want and assist in meeting the target of the National Housing Accord. Specifically, NSW has committed to delivering 3,100 affordable homes between 2024-2029. The proposed development is consistent with NSW's commitment to provide these affordable homes in well-located areas, in that the site is located near a large number of jobs, public transport connections, social infrastructure such as schools and hospitals, and other amenities, services and open space.

Overall, the proposed development is aligned with the National Housing Accord as it seeks to deliver a significant amount of additional housing including affordable housing in a modern and contemporary living style in a strategic location, and contributes to meeting The Hills LGA's 5-year housing target.

5.1.2.2 Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan (GSRP) is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The plan was adopted in March 2018 and seeks to reposition Sydney as a metropolis of three cities – the western parkland city, central river city, and the eastern harbour city. The Plan provides 10 high level policy directions supported by 40 objectives that inform the District Plans, Local Plans and Planning Proposals which follow in the planning hierarchy.

The proposed development of the site is consistent with the Region Plan's vision to improve Greater Sydney and make it more liveable, productive and sustainable. Specifically, this proposal is aligned with the key priorities outlined in the Region Plan by:

- Integrating and targeting the delivery of dwellings and infrastructure to support a growing population and respond to their needs.
- Increase housing supply through the provision of more diverse and affordable housing.
- Integrating a diverse range of services on site.
- Liveability and housing the city with housing (including affordable housing) close to jobs, infrastructure and education.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney (refer to **Table 8**).

Table 8 Consistency with GSRP directions

Direction	Assessment
Infrastructure and Collaboration	
	A city supported by infrastructure The proposed development benefits from existing and future public transport infrastructure, particularly Castle Hill Metro Station and bus interchange. The transport infrastructure provides services to key destinations, including Macquarie Park, Chatswood, North Sydney and the Sydney CBD.
	A collaborative city The proposal will see an increase in population on the site in a strategic location to key services and therefore will increase the utilisation of public spaces and leverage off existing infrastructure in the area. Further, the proposed development has undertaken extensive consultation and collaboration with key stakeholders to respond to the needs of the community.

Liveability



A city for people

Through the delivery of market and affordable housing, the proposal will foster healthy, creative, culturally rich and socially connected communities, which is one of the key objectives of the Plan. This will be done through providing housing and affordable housing that is within close proximity to retail and commercial spaces and a mixture of residential amenity spaces. These spaces are to promote social cohesion and a community feel for all residents.



Housing the city

The proposed development incorporates a range of services, infrastructure and amenities to ensure that all residents, workers and visitors have access to appropriate services and amenities.



A city of great places

This proposal will see the revitalisation of an existing ageing and in some instances dilapidated site that is underutilised in such a highly accessible location.

Productivity



A well connected city

The proposed development delivers a significant number of new dwellings within 250m of the Castle Hill Metro Station, contributing to a 30-minute city.



Jobs and skills for the city

The proposed housing and in-fill affordable housing will provide housing close to public transport and close to jobs.

The proposed development will also lead to the creation of 870 temporary construction jobs.

Sustainability



A city in its landscape

The proposal includes a generous provision of landscaping, commensurate with the ultimate goal of providing a high amenity and liveable development outcome. Large deep soil areas flank the proposal, with a total provision of 475m² (14.9% of the total site area), whilst additional landscaping embellishes the proposed buildings.



An efficient city

The proposal has sought to integrate principles of Ecologically Sustainable Development (ESD) throughout the development. This includes achieving a 5 Star Green Buildings rating, as well as numerous initiatives to ensure the efficient use of resources including gas, electricity and water.



A resilient city

The proposed development has been designed to minimise exposure to natural hazards by ensuring that the buildings are not subject to flooding or bush fire risk.

5.1.2.3 Central City District Plan

The Central City District Plan underpins the Greater Sydney Region Plan and sets the 20-year vision for the District through 'Planning Priorities' that are linked to the Region Plan. The District Plan identifies the need for significant additional dwellings by 2036, with a strong emphasis on apartments and housing diversity close to jobs, services and public transport. The proposal responds to these priorities as follows:

- Addresses housing supply targets by delivering 371 apartments, including 42 affordable housing units, within an established strategic centre.
- Optimises access to public transport by locating development within 250 metres of Castle Hill Metro Station, enabling high-frequency connections to the Harbour City, Parramatta and other employment hubs.
- Provides a well-designed development that contributes positively to its setting, including active ground-floor uses and landscaped spaces that enhance the public domain.

Q4. Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

5.1.2.4 The Hills Local Strategic Planning Statement

The Hills Local Strategic Planning Statement (LSPS) establishes a 20-year vision for land use to guide future growth within The Hills LGA. It also aims to align within the vision and objectives set under the Greater Sydney Region Plan and The Hills Community Strategic Plan. The LSPS identifies Castle Hill as a strategic centre within the North West Metro urban renewal corridor where new high density residential development will be located.

The proposal will support the objectives of the LSPS by facilitating high density residential development in a strategic location within the Castle Hill strategic centre and in close proximity to Castle Hill Metro Station. The siting and massing of the development seeks to capitalise on this opportunity by provided taller buildings in appropriate locations in the Castle Hill Centre.

5.1.2.5 Castle Hill Precinct Plan

The Castle Hill Precinct Plan envisions Castle Hill as a vibrant regional destination with an expanding the mix of uses, including increased housing supply and more employment opportunities aligned with the skills of local residents. Its vision for housing comprises:

- Capacity for nearly 11,600 dwellings by 2041.
- Diverse housing choice of varying sizes and typologies.
- Transit oriented neighbourhoods with convenient access to the Metro Station, bus services, shops, jobs, cafes, recreation and high density apartments in appropriate locations, including the subject site.
- Encourage the delivery of medium density housing typologies (the 'missing middle') in the centre to provide housing choice to residents.
- Retain the existing detached low density residential housing supply at the periphery of the precinct.

The site is identified for high density residential development under the plan. This proposal fulfils the vision for high density transit-oriented housing in Castle Hill.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

5.1.2.6 Future Transport Strategy

The Future Transport Strategy sets out a 40-year vision, directions and outcomes framework for customer mobility in NSW and will guide transport investment over the longer term. The refreshed Future Transport Strategy takes into account events such as the COVID-19 pandemic, drought, bushfires, floods, alongside population growth and global megatrends. It includes a new focus on the six cities region, striving to revitalise and connect communities, encourage thriving local neighbourhoods, and built on economic success.

The proposal is consistent with the Strategy by delivering increased residential accommodation within a highly accessible location within close proximity of Castle Hill Metro Station, which provides for excellent access to transport, jobs, education and health services. The proposal does not prevent the objectives of the Strategy from being achieved.

5.1.2.7 Better Placed

Better Placed is an integrated design policy for the built environment of NSW and was prepared and adopted by the NSW Government Architects Office. It is underpinned by seven objectives for good design and provides guidance on the delivery of architecture, public places, and environments in NSW.

The proposal has considered the objectives of Better Placed and a response to each is provided below:

- **Objective 1: Better Fit**

- The proposed development responds to the surrounding context and its location within the Castle Hill town centre. It provides new residential premises comprising of build-to-sell and affordable housing at an appropriate scale within the surrounding and emerging context. The new built form has been designed to utilise the topography of the site, to utilise a previously underutilised site and to respond to the site's key strategic location. This will provide much needed housing that is located close to public transport, jobs and services.

- **Objective 2: Better Performance**

- The proposed development ensures that the principles of ESD are incorporated into the proposal, ensuring effective and environmentally responsive design initiatives. In particular, the proposal will contribute to NSW's target of net zero emissions by 2050 through initiatives such as achieving BASIX energy and water requirements, minimum 7-star NatHERS average rating and maximising on-site renewable energy. Proposed ESD initiatives are further discussed in the ESD Report (**Appendix M**).

- **Objective 3: Better for Community**

- The proposal will create a more inclusive, connected, and diverse development outcome for the site through the provision of active frontages and uses, as well as communal spaces that are embedded throughout the design of the development. Further, the development will incorporate measures to ensure that it is accessible and inclusive to all residents, which is confirmed in the BCA and Accessibility Report provided at **Appendix T** and **Appendix U**.

- **Objective 4: Better for People**

- The proposed development has been designed accordingly to ensure private and communal open space and amenity spaces are secure and safe. The proposed development includes both public and private spaces. All private spaces ensure the safety of residents and security measures have been put in place.

- **Objective 5: Better Working**

- The proposed development involves the revitalisation of an otherwise underutilised site that is not being used to its fullest potential. The provision of residential dwellings and affordable housing will assist in alleviating the housing affordability and supply crisis. Additionally, the proposed development also includes spaces for residents to work from home and utilise working spaces in communal areas. This allows building spaces to remain utilised and valuable to support residents who work remotely.

- **Objective 6: Better Value**

- As per the above, the proposed development creates and adds vibrancy and community to the site by transforming an underutilised site to provide diverse and affordable housing in Castle Hill. This aligns with the changing needs of the local and extended community. The affordable housing component ensures that the proposed development adds value to the community and provides additional housing that services residents who require affordable housing that is close to jobs, services and education.

- **Objective 7: Better Look and Feel**

- The design principles have informed the proposal as illustrated in the Architectural Design Report provided at **Appendix G**. A discussion of the principles guiding this development are also provided at **Section 3.3**. In addition to the design of the buildings, care has been undertaken in the landscape design to create private and public spaces within the proposed development to service residents and provide ample communal spaces. As seen in the Landscape Report at **Appendix I**. The building and landscaping is designed to be engaging, inviting and attractive.

Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?

Yes. Refer to **Section 6.0**.

Q7. Is the Planning Proposal consistent with the applicable Ministerial Directions (Section 9.1 Directions) or key government priority?

Section 9.1 Directions do not apply to the HDA pathway. Notwithstanding this, the proposal is a direct response to the key government priority of accelerating housing approvals, as facilitated through the HDA.

5.2 Site-specific merit

5.2.1 Section C – environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The site is in a highly urbanised location and does not contain critical habitat or threatened species. A BDAR Waiver has been granted and is included at **Appendix N**. No approvals are required under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) or the *Biodiversity Conservation Act 2016* (NSW) to facilitate the proposed development.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

A detailed assessment of the environmental effects as a result of this proposal is identified in **Section 8.0**. Relevant management measures are identified where appropriate and, on this basis, no unacceptable impacts are likely to result from this rezoning request or future development on the site.

Q10. Has the planning proposal adequately addressed any social and economic effects?

Yes. The economic and social impacts arising from rezoning request have been fully identified and addressed.

The proposed development will deliver positive social outcomes by increasing housing supply and diversity through around 371 apartments, including 42 affordable housing units managed by a community housing provider for 15 years. Located within close proximity of Castle Hill Metro Station, it will support transit-oriented living with improved access to jobs, education and services, alongside high-quality resident amenities including private open space, adaptable apartments. Any identified adverse impacts are largely temporary construction impacts (noise, vibration, dust and traffic) that can be managed through best-practice measures, and the project is expected to generate construction and ongoing operational employment and strengthen the local economy, supporting approval subject to the recommended mitigation and monitoring measures.

5.2.2 Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

Yes. The site benefits from Castle Hill Metro Station and is within an established urban precinct with existing infrastructure.

5.2.3 Section E – State and Commonwealth Interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Ongoing community and stakeholder consultation has informed the development of the State Significant Development Application for the proposed development. This process has addressed initial considerations for the proposal and ensured alignment with strategic planning objectives. Both Transport for NSW and The Hills Shire Council have been

engaged as part of the SSDA process to discuss transport integration, local planning controls and infrastructure coordination. An Engagement Report has been prepared at **Appendix D** providing further detail on engagement undertaken with the community, public authorities and government agencies, including feedback mechanisms and outcomes.

No consultation with Commonwealth authorities has been carried out to date with regards to this proposal, as the development does not trigger matters of national environmental significance under the EPBC Act.

Where necessary, further consultation with relevant authorities will be undertaken during the public exhibition and response to submissions phase. Both State and Commonwealth authorities will have the opportunity to provide comment on the Rezoning Report as part of its formal exhibition.

6.0 Statutory Assessment

Development approval is sought for the project under the State Significant Development provision of Part 4 of the EP&A Act. The sections below outline the project's key statutory requirements. This section is complemented by a Statutory Compliance Table included at **Appendix C** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

6.1 Power to Grant Approval

The legislative pathway under which the consent is sought, why the pathway applies, and the relevant consent authority is outlined in **Table 9** below.

Table 9 Power to Grant Consent

Matter	Consideration
Declaration of State Significant Development	Development consent is sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act 1979. Section 4.36(3) of the EP&A Act states that: <i>The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.</i> The State Significant Development Declaration Order 2025 (No 7) dated 13 May 2025 declared the site as State Significant Development under the EP&A Act. Part 2 <i>Declaration of State Significant Development</i> states the following: <i>4 Specified development on specified land declared State significant development</i> <i>(1) The following development is declared to be State significant development –</i> <i>(d) development specified in EOI application 240857 dated 23 February 2025 including development for the purpose of residential flat building with provision of affordable housing at 16-20 Old Castle Hill Road, Castle Hill being Lot 10/DP881332, Lot 11/DP881332, Lot 20/DP222257 and Lot 1/DP204335,</i> As the proposed development relates to a 40-storey residential flat building, it is classified as SSD.
Consent Authority	Section 4.5 of the EP&A Act stipulates that for an application made by a private company, the consent authority is the Minister for Planning and Public Spaces (or DPHI as their delegate).

6.2 Permissibility

The permissibility of the proposed development considering the proposed land use/s and land zoning is outlined in **Table 10** below.

Table 10 Permissibility

Matter	Consideration
Land Use	The proposed development seeks consent for a mixed use development comprising a residential flat building and a non-residential premises defined under the Standard Instrument.
Land Zoning	The site is zoned part R1 – General Residential and part SP2 – Infrastructure (Local Road Widening) under The Hills LEP.
Permissibility	Use of the site for a residential flat building with an associated non-residential tenancy is permitted under the R1 General Residential zoning of the site. The use of the non-residential tenancy will be restricted to uses permitted in the R1 zone, such as business premises, neighbourhood shops, office premises, restaurants or cafes. Only development for the purposes of road widening is permissible in the SP2 zone. No works are proposed in the applicable area.

6.3 Other Approvals

The other legislative approvals required for the proposal in addition to a development consent under Division 4.7 of the EP&A Act are outlined in **Table 11** below.

Table 11 Other Approvals

Matter	Consideration																		
Approvals not required for SSD	Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would otherwise be required if the Project was not State significant. <table> <tr> <th>Legislation</th><th>Approval Otherwise Required</th></tr> <tr> <td>Legislation that does not apply to State Significant Development</td><td></td></tr> <tr> <td><i>Fisheries Management Act 1994</i></td><td>No</td></tr> <tr> <td><i>Heritage Act 1977</i></td><td>No</td></tr> <tr> <td><i>National Parks and Wildlife Act 1974</i></td><td>No</td></tr> <tr> <td><i>Rural Fires Act 1997</i></td><td>No</td></tr> <tr> <td><i>Water Management Act 2000</i></td><td>No</td></tr> </table>	Legislation	Approval Otherwise Required	Legislation that does not apply to State Significant Development		<i>Fisheries Management Act 1994</i>	No	<i>Heritage Act 1977</i>	No	<i>National Parks and Wildlife Act 1974</i>	No	<i>Rural Fires Act 1997</i>	No	<i>Water Management Act 2000</i>	No				
Legislation	Approval Otherwise Required																		
Legislation that does not apply to State Significant Development																			
<i>Fisheries Management Act 1994</i>	No																		
<i>Heritage Act 1977</i>	No																		
<i>National Parks and Wildlife Act 1974</i>	No																		
<i>Rural Fires Act 1997</i>	No																		
<i>Water Management Act 2000</i>	No																		
Consistent Approvals	Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the Project and cannot be refused if the Project is approved. <table> <tr> <th>Act</th><th>Approval Required</th></tr> <tr> <td>Legislation that must be applied consistently</td><td></td></tr> <tr> <td><i>Fisheries Management Act 1994</i></td><td>No</td></tr> <tr> <td><i>Mine Subsidence Compensation Act 1961</i></td><td>No</td></tr> <tr> <td><i>Mining Act 1992</i></td><td>No</td></tr> <tr> <td><i>Petroleum (Onshore) Act 1991</i></td><td>No</td></tr> <tr> <td><i>Protection of the Environment Operations Act 1997</i></td><td>No</td></tr> <tr> <td><i>Roads Act 1993</i></td><td>Yes</td></tr> <tr> <td><i>Pipelines Act 1967</i></td><td>No</td></tr> </table>	Act	Approval Required	Legislation that must be applied consistently		<i>Fisheries Management Act 1994</i>	No	<i>Mine Subsidence Compensation Act 1961</i>	No	<i>Mining Act 1992</i>	No	<i>Petroleum (Onshore) Act 1991</i>	No	<i>Protection of the Environment Operations Act 1997</i>	No	<i>Roads Act 1993</i>	Yes	<i>Pipelines Act 1967</i>	No
Act	Approval Required																		
Legislation that must be applied consistently																			
<i>Fisheries Management Act 1994</i>	No																		
<i>Mine Subsidence Compensation Act 1961</i>	No																		
<i>Mining Act 1992</i>	No																		
<i>Petroleum (Onshore) Act 1991</i>	No																		
<i>Protection of the Environment Operations Act 1997</i>	No																		
<i>Roads Act 1993</i>	Yes																		
<i>Pipelines Act 1967</i>	No																		
EPBC Approval	The <i>Environmental Protection and Biodiversity Act 1999 (Cth)</i> (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a 'controlled action' requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act. The proposed development is in a highly urbanised area without significant vegetation and therefore is not likely to impact a matter of National Environmental Significance. Therefore, the proposed development is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies. A BDAR Waiver has been granted and is provided at Appendix N.																		

6.4 Pre-Conditions to Exercising the Power to Grant Consent

The pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent are identified and considered in **Table 12** below.

Table 12 *Pre-Conditions to Exercising the Power to Grant Consent*

Matter	Consideration
<i>Biodiversity Conservation Act 2016</i>	In accordance with this Act, an assessment of any State Significant proposal's biodiversity impacts must be undertaken as part of the provision of any SSDA, including the provision of a Biodiversity Development Assessment Report (BDAR) in instances where it is required. Section 7.14 requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the BDAR. A BDAR Waiver has been granted and is provided at Appendix N.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	The <i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i> (Transport and Infrastructure SEPP) aims to facilitate the effective delivery of infrastructure of the State. Section 2.48 – Determination of development applications—other development Section 2.48 requires the consent authority to give written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting consent to a development likely to affect an electrical transmission or distribution network. The application will be referred to the relevant utility providers during the assessment. Section 2.120 – Impact of road noise or vibration on non-road development Section 2.120 requires a consent authority to consider the impacts of road noise and vibration on residential development, when adjacent to a road corridor with an annual average daily traffic volume of more than 20,000 vehicles. McMullen Avenue is considered a busy road for the purposes of this assessment. The Noise and Vibration Assessment undertaken by RWDI has therefore been prepared with consideration of the relevant noise criteria that must be met on a busy road. For further details, refer to the Noise and Vibration Impact Assessment prepared by RWDI at Appendix AA and discussed further at Section 8.7. Section 2.122 – Traffic-generating development Section 2.122 requires the consent authority to provide the Road and Maritime Services with written notice of the development application for developments considered a 'traffic generating activity'. The proposed development is defines as traffic generating development in accordance with Schedule 3 of the Transport and Infrastructure SEPP, as the site has access to a road that connects to a classified road and, amongst other considerations, delivers more than 75 dwellings. As such, the SSDA will require referral to Transport for NSW for comment during the assessment. For further details, refer to the Transport Impact Assessment prepared by Stantec at Appendix O.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	The State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Section 4.6 stipulates that a consent authority must not consent to the carrying out of development unless: • It has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out. • If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is suitable that the land will be remediated before the land is used for that purpose. • The Preliminary Site Investigation, Detailed Site Investigation and Remediation Action Plan prepared by Foundation Earth Sciences confirms that the site can be made suitable for the proposed development and residential uses. Refer to Appendix P-Appendix R and Section 8.8. It is noted that the remediation of the site is proposed to be undertaken under a separate early works SSDA, being SSD-86460458.

6.5 Mandatory Matters for Consideration

The matters that the consent authority is required to consider in deciding whether to grant consent to any development application are identified and considered in **Table 13** below.

Table 13 *Mandatory Matter for Consideration*

Legislation	Matters for Consideration
<i>Environmental Planning & Assessment Act 1979</i>	The proposed development is consistent with the objects of the EP&A Act for the following reasons: • It promotes the delivery of 371 in-fill apartments including 42 affordable housing dwellings to accommodate the growing population of The Hills LGA and more broadly Greater Sydney, and will positively contributing to housing supply and affordability; • It allows for additional employment opportunities throughout both the construction and operational phases; • ESD principles are embedded through a range of design and operation initiatives. • It will facilitate the principles of ESD through a range of design and operation initiatives; and • It is a development for public purposes and will facilitate the delivery of a public plaza and retail premises. The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons: • It has been declared to have State Significance; • It is not prohibited by an environmental planning instrument; and • It has been evaluated and assessed against the matters for consideration under Section 4.15(1) of the EP&A Act.
<i>Environmental Planning & Assessment Regulation 2021</i>	Part 8, Divisions 2 and 5 of the <i>Environmental Planning and Assessment Regulation 2021</i> (EP&A Regulation) sets out procedures which relate to the preparation and submission of an Environmental Impact Statement (EIS). This Report has been prepared in accordance with Sections 190 and 192 of Division 5, which relate to the form and content of the EIS. Similarly, this EIS addresses the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious and irreversible environmental damage (refer to Section 9.0). In addition, and of particular note to this SSDA, is Section 26 of the EP&A Regulations, which requires the following: 26 <i>Information about affordable housing development</i> (1) <i>A development application for development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1, 2 or 5 applies must specify the name of the registered community housing provider who will manage—</i> (a) <i>for development to which Division 1 applies—the affordable housing component</i> To this end, the application includes a management agreement letter from a registered CHP, provided at Appendix L.
<i>State Environmental Planning Policy (Housing) 2021</i>	<i>State Environmental Planning Policy (Housing) 2021</i> (Housing SEPP) applies to the proposal's residential component. Chapter 4 of the Housing SEPP requires the consent authority to refer the development application to the relevant design review panel for advice concerning the design quality of the development and consider: • The design review panel's advice. • The design quality of the development. • The Apartment Design Guide. The proposal exhibits design excellence and is generally consistent with the Housing SEPP and objectives of the ADG. A Design Verification Statement has been prepared by the registered architects of each practice and is provided at Appendix G. Further discussion regarding the Housing SEPP is provided in Section 8.3.

Legislation	Matters for Consideration
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	The Sustainable Buildings SEPP encourages the design and delivery of more sustainable buildings across NSW. It sets sustainability standards for residential and non-residential development and starts the process of measuring and reporting on the embodied emissions of construction materials. Chapter 2 'Standards for residential development – BASIX' applies to the proposal, with the relevant standards for BASIX buildings relating to energy and water use and thermal performance. An assessment of the proposed development's consistency with the relevant provisions and controls of the Sustainable Buildings SEPP is provided in the Ecologically Sustainable Development (ESD) Report prepared by E-Lab Consulting provided at Appendix M. Refer also to the BASIX Certificate and Stamped Plans prepared by E-Lab Consulting at Appendix S.
<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>	Chapter 2 of the <i>Biodiversity and Conservation State Environmental Planning Policy 2021</i> (Biodiversity and Conservation SEPP) aims to protect the biodiversity value of trees and other vegetation in non-rural areas. Given the site's location within an urban context, the proposed development is not considered to result in any adverse impacts to biodiversity on the site or within the surrounding area. As such, this SSDA is accompanied by a BDAR Waiver Request and a BDAR Waiver issued by DPHI, which is provided at Appendix N.
The Hills Local Environmental Plan 2019 <i>Clause 2.3 Zone Objectives and Land Use Table</i>	The site is zoned R1 General Residential in which the proposed development of shop top housing is permissible with consent. The proposed development is consistent with the objectives of the R1 zone in that: • The proposed development provides a diverse ground plane with active uses including a retail ground floor tenancy and a public plaza, which work cohesively to support the needs of residents and the broader community. • It will assist in delivery housing supply to meet the housing demands of the community within a high density residential environment. • The proposed development will provide a variety of housing types and sizes through the delivery of a mix of dwelling sizes and the delivery of affordable housing. • It will enable other land uses that support the adjoining or nearby commercial centres and protect the amenity of the adjoining or nearby residential areas. No works are proposed in the SP2 zone, nor has it been included for the purposes of calculating FSR as this land will be acquired by Council at the relevant time for road widening.
<i>Clause 4.1A Minimum lot sizes for dual occupancies, dwelling houses, manor houses, multi dwelling housing and residential flat buildings</i>	The minimum lot size for a residential flat building in the R1 General Residential zone is 4,000m². The total site area is 3,180.4m². Clause 4.1A (3) grants the ability for development consent to be granted to development for the purposes of residential flat building in select zones where the area of the lot is less than the minimum lot size area if the consent authority is satisfied that: • <i>the form of the proposed buildings is compatible with adjoining buildings in terms of their elevation to the street and building height, and</i> • <i>the design and location of rooms, windows and balconies of the proposed buildings, and the open space to be provided, ensures acceptable acoustic and visual privacy, and</i> • <i>all dwellings are designed to minimise energy needs and utilise passive solar design principles, and</i> • <i>significant existing vegetation will be retained and landscaping is incorporated within setbacks and open space areas.</i> In this instance, the shortfall in site area does not give rise to any unacceptable planning, urban design or amenity impacts, for the following reasons. Refer to Appendix C for a detailed assessment of this provision.
<i>Clause 4.3 Height</i>	The proposed development is not subject to a maximum height of building control.

Legislation	Matters for Consideration
<i>Clause 4.4 Floor Space Ratio</i>	The site is subject to a maximum permissible 1.1:1 FSR under Clause 4.4. With the incentive FSR provision for certain land within the Sydney Metro Northwest Urban Renewal Corridor under Clause 7.11, the maximum permissible FSR is 4.8:1. The concurrent amendments to The Hills LEP 2019 will increase the FSR to 12.31:1. The proposed development is compliant with the proposed control. As it is proposed to amend the applicable FSR development standard prior to the determination of the SSDA, the DA will comply with the development standard at the time of determination and therefore a Clause 4.6 Variation Request is not required. Refer to Section 4.0 for detailed discussion on the proposed concurrent rezoning amendments.
<i>Clause 5.1A Development of land intended to be acquired for public purposes</i>	A portion of the site is zoned SP2 Infrastructure – Local Road Widening. The relevant acquisition authority for this land is The Hills Shire Council. No works are proposed in the applicable area.
<i>Clause 5.10 Heritage conservation</i>	The site is not identified as a heritage item under any EPI or impacted by any heritage items.
<i>Clause 5.11 Bush fire hazard reduction</i>	The site is not identified as bush-fire prone land.
<i>Clause 5.21 Flood planning</i>	The proposed development application is supported by a Stormwater Management Report prepared by BG&E (Appendix V) which demonstrates the proposal's appropriate adoption of stormwater and flood mitigation measures. The site is not identified as flood-affected land as per The Hills LEP 2019.
<i>Clause 6.3 Public Utility Infrastructure</i>	Urban Property Group are the developer and builder on this project. As part of their investigations, the Proponent has reviewed the utility and servicing requirements of the development, and will continue to engage with the relevant services and infrastructure authorities as the project progresses.
<i>Clause 7.7 Design Excellence</i>	Refer to Appendix C for a detailed assessment of this provision. It is noted that this clause specifically refers to the Castle Hill North DCP, however under section 2.10 of the Planning Systems SEPP note that DCPs do not apply to SSDAs, and therefore, these specific provisions of the design excellence clause do not apply.
<i>Clause 7.11 Development on certain land within the Sydney Metro Northwest Urban Renewal Corridor</i>	This clause provides bonus uplift for certain development within the Sydney Metro Northwest Urban Renewal Corridor, within which the site is located. However, as this proposal seeks to amend the FSR control to facilitate the development as described in Section 5.0 , this clause will not apply to the determination of this SSDA.
<i>Clause 7.16 Development on certain land at Castle Hill</i>	The site is identified as "Area 1" on the Clause Application Map. Development consent must not be granted to development on land to which this clause applies unless the consent authority has obtained the concurrence of Transport for NSW (TfNSW). Consultation with TfNSW has been undertaken and the outcomes are outlined in Section 7.0.

6.5.1 Housing SEPP

The development proposes a component of in-fill affordable housing which is applicable under Chapter 2, Part 2, Division 1 of the Housing SEPP. A summary of compliance against the Housing SEPP provisions is provided in **Table 14** below.

Table 14 *Assessment against the Housing SEPP*

Provision	Comment
Chapter 2 Affordable Housing	
15A Objective of division	
The objective of this division is to facilitate the delivery of new in-fill affordable housing to meet the needs of very low, low and moderate income households.	The proposed development will contribute to the achievement of this objective by providing affordable housing on site as part of the residential mix.
15C Development to which division applies	
(1) This division applies to development that includes residential development if— (a) the development is permitted with consent under Chapter 3, Part 4, Chapter 5 or another environmental planning instrument	The site is zoned R1 General Residential which permits residential flat buildings and retail premises with consent under The Hills LEP 2019.
(b) the affordable housing component is at least 10%	Complies. 42 affordable housing dwellings are proposed, which is 15% of the GFA.
(c) all or part of the development is carried out— (i) for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area—in an accessible area, or (ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone	Complies. The site is located on land within the Six Cities region in an accessible area as it is located approximately 330m walking distance from the Castle Hill Metro Station.
(2) Affordable housing provided as part of development because of a requirement under another chapter of this policy, another environmental planning instrument or a planning agreement is not counted towards the affordable housing component under this division	Complies. There is no other environmental planning instrument or planning agreement applicable to the site that includes an affordable housing component.
16 Affordable housing requirements for additional floor space ratio	
(1) The maximum floor space ratio for development that includes residential development to which this division applies is the maximum permissible floor space ratio for the land plus an additional floor space ratio of up to 30%, based on the minimum affordable housing component calculated in accordance with subsection (2).	The proposed development is seeking to provide 42 affordable dwellings, however is not pursuing additional floor space under this section.
(2) The minimum affordable housing component, which must be at least 10%, is calculated as follows— $\text{affordable housing component} = \frac{\text{additional floor space ratio}}{(\text{as a percentage})} \div 2$	
(3) If the development includes residential flat buildings or shop top housing, the maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height that is the same percentage as the additional floor space ratio permitted under subsection (1).	Not applicable. The site does not have a maximum height of building control therefore cannot obtain additional building height.
(4) This section does not apply to development on land for which there is no maximum permissible floor space ratio.	Not applicable as an FSR control applies to the site.

17 Affordable floor space ratio for relevant authorities and registered community housing providers

(1) This section applies to residential development to which this division applies that is carried out— (a) by or on behalf of a relevant authority or registered community housing provider, and (b) on land with a maximum permissible floor space ratio of 2:1 or less.	Not applicable. UPG is not a relevant authority or CHP, nor does the site have a maximum permissible floor space ratio of 2:1 or less.
---	--

18 Affordable housing requirements for additional building height

(1) This section applies to development that includes residential development to which this division applies if the development— (a) includes residential flat buildings or shop top housing, and (b) does not use the additional floor space ratio permitted under section 16.	The proposed development is seeking to provide 42 affordable dwellings, however is not pursuing additional height under this section.
--	---

19 Non-discretionary development standards – the Act, s 4.15

(1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.	Noted.
(2) The following are non-discretionary development standards in relation to the residential development to which this division applies— (a) a minimum site area of 450m²,	Complies. The area of the subject site is 3,180.4m ² , well above the minimum 450m ² .
(b) a minimum landscaped area that is the lesser of— (i) 35m² per dwelling, or (ii) 30% of the site area,	Complies. 30% of the site area equates to 954.12m ² . 61% of the site area (1,955m ²) is proposed to be landscaped area.
(c) a deep soil zone on at least 15% of the site area, where— (i) each deep soil zone has minimum dimensions of 3m, and (ii) if practicable, at least 65% of the deep soil zone is located at the rear of the site,	Not applicable. Refer to subsection 19(3).
(d) living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter,	Not applicable. Refer to subsection 19(3).
(e) the following number of parking spaces for dwellings used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces, (iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,	Complies. Refer to Section 8.5 .
(f) the following number of parking spaces for dwellings not used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 1 parking space, (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,	Complies. Refer to Section 8.5 .

(g) the minimum internal area, if any, specified in the Apartment Design Guide for the type of residential development,	Complies. The minimum area of apartments as per the ADG has been achieved across the development. This is further discussed and summarised in Section 8.3 .
(h) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the minimum floor area specified in the Low Rise Housing Diversity Design Guide,	Not applicable.
(i) if paragraphs (g) and (h) do not apply, the following minimum floor areas— (i) for each dwelling containing 1 bedroom—65m ² , (ii) for each dwelling containing 2 bedrooms—90m ² , (iii) for each dwelling containing at least 3 bedrooms—115m ² plus 12m ² for each bedroom in addition to 3 bedrooms.	Not applicable.
(3) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 applies.	Chapter 4 applies to this development. Accordingly, subsection (2)(c) and (2)(d) do not apply.

20 Design requirements

(1) Development consent must not be granted to development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces) under this division unless the consent authority has considered the Low Rise Housing Diversity Design Guide, to the extent to which the guide is not inconsistent with this policy.	Not applicable.
(2) Subsection (1) does not apply to development to which Chapter 4 applies.	Noted.
(3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with— (a) the desirable elements of the character of the local area, (b) for precincts undergoing transition—the desired future character of the precinct.	The Castle Hill strategic centre is undergoing significant residential densification as part of the North West Metro urban renewal corridor. The site is identified for high density residential development under the Castle Hill Precinct Plan. The proposed development will deliver a mixed use development with a residential flat building and non-residential premises development that is consistent with this vision.

21 Must be used for affordable housing for at least 15 years

(1) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development— (a) the development will include the affordable housing component required for the development under section 16, 17 or 18	Not applicable.
(b) the affordable housing component will be managed by a registered community housing provider.	
(2) This section does not apply to development carried out by or on behalf of the Aboriginal Housing Office or the Land and Housing Corporation.	Not applicable.

Chapter 4 Design of Residential Apartment Development

144 Application of Chapter

(2) This chapter applies to the following— (a) development for the purposes of residential flat buildings, (b) development for the purposes of shop top housing,	This chapter applies to the development which is for the purposes of a residential flat building that consists of the erection of a new
--	---

(c) mixed use development with a residential accommodation component that does not include boarding houses or co-living housing, unless a local environmental plan provides that mixed use development including boarding houses or co-living housing is residential apartment development for this chapter.	building, is at least 3 storeys (not including underground car parking storeys), and contains at least 4 dwellings.
(3) This chapter applies to development only if— (a) the development consists of— (i) the erection of a new building (b) the building is at least 3 storeys, not including underground car parking storeys, and (c) the building contains at least 4 dwellings.	
147 Determination of development applications and modification applications for residential apartment development	
(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following— (a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9, (b) the Apartment Design Guide, (c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.	Studio SC has prepared a Design Verification Statement included at Appendix G, confirming that the proposal appropriately addresses each of the design principles for residential development set out in Schedule 9, as well as the Apartment Design Guide (ADG).
148 Non-discretionary development standards for residential apartment development – the Act, s 4.15	
(2) The following are non-discretionary development standards— (a) the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide, (b) the internal area for each apartment must be equal to, or greater than, the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide, (c) the ceiling heights for the building must be equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide.	Compliant. Refer to the Design Verification Statement at Appendix G.

7.0 Stakeholder Engagement

This section describes consultation undertaken and feedback received prior to the lodgement of the EIS for the proposal and engagement to be carried out following lodgement of the EIS. It is supported by an Engagement Report has been prepared by Sarah George Consulting and is included at **Appendix D**.

7.1 Engagement Carried Out

7.1.1 Identified Stakeholders

A comprehensive list of community members and stakeholders to consult throughout during the preparation of the EIS process was developed through:

- The identification of neighbours who would be impacted by the proposal unless mitigation measures were implemented,
- The identification of stakeholders who would have a particular interest in the proposal.
- The identification of stakeholders who would have information of value to the proposal, for example, Aboriginal groups with cultural knowledge relating to the site.
- Consultation with the DPHI. This included the community members and stakeholders listed in the proposals SEARs that the applicant was required to consult with.

As a result of the above process, a number of stakeholders were identified for consultation, including:

- The DPHI; including:
 - The SDRP; and
 - Housing Delivery Authority;
- The Hills Shire Council;
- Transport for NSW;
- NSW Fire and Rescue;
- NSW Police;
- NSW Department of Communities and Justice (Housing);
- Deerubbin Local Aboriginal Land Council;
- Community and surrounding residents and landowners, including:
 - Dwellings and businesses on Garthowen Crescent;
 - Dwellings and business premises fronting Old Castle Hill Road from north of Garthowen Crescent to opposite Castle Towers;
 - Dwellings and businesses on McMullen Avenue;
 - The wider community; and
- Surrounding businesses and groups, including:
 - Castle Towers Management.

7.1.2 Consultation Methods

As detailed in the Engagement Report (**Appendix D**), a range of consultation methods were used to engage stakeholders. This included activities completed prior to lodgement, through the preparation of the EIS and associated technical studies. The consultation methods are detailed in **Table 15** below.

Table 15 Consultation Methods

Activity	Description
Letterbox drops to neighbouring premises	The key information of the project was provided in a notice, which invited the community to contact the engagement consultant for further information on the project. The notice was distributed to dwellings and businesses within proximity to the site. In total, 369 notices were distributed.
Public notices	A public notice was published in the Daily Telegraph on the 14 August 2025 to notify the broader community of the proposal.
Letters and emails to local community groups and government bodies	Letters and emails were issued to community groups and government departments identified in Section 7.1.1 . Responses were received from Council, Transport for NSW and Castle Towers Management.
Community information webinar	On 26 November 2025, a community information webinar was held to communicate more detailed information about the proposal. 10 registrations were received for the webinar, and eight participants joined the session.
Meeting with Council	On 29 November 2025, a meeting was held with Hills Shire Council where the Applicant presented the scheme.
Walk on Country	Engagement with the relevant Aboriginal Elders and Knowledge Holders was undertaken, as detailed in the Connecting Country Report prepared by WSP, attached at Appendix K . On 19 November 2024, a Walk on Country was held where the design team met with Dr Shane Smithers, a Darug artist and academic, at the site to talk about the site and the project. Further discussion on how the proposed development embodies principles of Darug design is provided in Section 3.4 .
SDRP	Two meetings with the SDRP were held prior to the declaration of this project as SSD via the HDA, as described in Section 1.4.4 .

This approach follows the *Undertaking Engagement Guidelines for State Significant Projects* (2021) by:

- Engaging with relevant NSW Government agencies, service providers, Council, close neighbours and targeted members of the community who are most likely impacted or interested in the proposal;
- Informing the surrounding community to the site about the proposal and providing opportunities to engage directly with the project team;
- Explaining how community feedback will be considered and documented;
- Providing relevant information in plain English so that potential impacts and implications can be readily understood; and
- Providing channels of communication to gather feedback.

7.1.3 Aboriginal Community Consultation

As mentioned above, consultation was undertaken with Aboriginal groups during the preparation of Connecting with Country approach to the development, as detailed in the Connecting with Country Report prepared by WSP, attached at **Appendix K**.

The engagement strategy with respect to engaging with the Aboriginal community involved a Walk on Country and co-design process. The Walk on Country provided the opportunity for an understanding of lore and practice to be gathered with respect to the locality and the surrounding area. It was shared that the site was most likely a habitation zone, with more ceremonial spaces likely to have occurred on the hills. However, due to the developed nature of the site, it is difficult to gather a cultural sense of place. Notwithstanding, Dr Shane Smithers indicated that this Country was abundant in food and resources, where the tradition of body painting, rock carving is a testament to the cultural heritage of the area. Some key pieces of feedback and design input include:

- The building should be connected to the earth and the sky, particularly viewing the earth as mother, and the sky as father.
- Symbolology should connect to meaning, and abstraction should be overlaid with geometric forms.
- Sandstone and stone formations of the area should be echoed in the design.
- Water should be directed back into the soil and Country.

7.2 Consultation Outcomes and Stakeholder Views

The key issues and matters raised by the community and stakeholders during the preparation of the Scoping Report, SEARs and EIS are outlined in **Table 16** below.

Table 16 Stakeholder Views

Consultation Method	Outcome and Stakeholder View
Community information webinar	Local community members • The traffic impacts on Garthowen Crescent, particularly the cumulative impacts from other existing and approved developments. • The increase in traffic congestion on the surrounding street network and the demand for on-street carparking. • Potential road conflicts associated with the proposed driveway and the driveway for the approved hotel to the north of the site. • The height of the proposed development, including overshadowing and the relationship with the surrounding built context. • The impact of the proposed development on surrounding property values. • The visual impact of the proposed development. • A lack of confidence that community feedback will be considered.
Letters and emails issued to local community groups and government departments.	Transport for NSW • Transport for NSW (Roads) has no proposal which requires the site. • The site is subject to a load road widening which is to be administered by Council. • Transport for NSW will not support access to the site via McMullen Avenue. Hills Shire Council • Infrastructure provision should be considered • A median strip and a roundabout are planned at the northern intersection of Old Castle Hill Road and Garthowen Crescent. • The road widening must be shown on plans. • Consider the impact of shadows on the park to the south of the site. • The DCP and the ADG should be considered.

7.3 Engagement to be Carried Out

The project team are committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the project and following a determination.

Following its submission, the DPHI will exhibit the EIS on the Major Projects NSW Website and invite submissions from government agencies and the public. Once the exhibition period is complete, the DPHI may require the applicant to prepare a Submissions Report in response to issues raised. The project team will continue to liaise with the DPHI and stakeholders during the proposal's assessment to address queries that may arise.

8.0 Assessment of Impacts

This section of the report assesses and responds to the environmental impacts of the proposed SSD. It addresses the matters for consideration set out in the SEARs (see **Appendix A**). The Mitigation Measures proposed to mitigate any environmental impacts are provided at **Appendix E** and complement the findings of this section.

8.1 Built Form and Urban Design

The proposed development delivers a built form outcome that demonstrates a high standard of architectural design and is commensurate with the broader context of Castle Hill and is responsive to the opportunities and constraints of the site. The positioning and allocation of building mass ensures a development with high amenity for future residents, without compromising the amenity of surrounding neighbours, while also enhancing the opportunity for an activated public domain and opportunity for outdoor communal spaces.

The proposal at delivers a built form that responds to its setting and supports the ongoing transition of Castle Hill as a metropolitan centre, anchored by Sydney Metro Northwest. The design uses the site's proximity to Castle Hill Station, multiple street frontages and sloping topography to shape a clear podium-and-tower composition. It also manages key constraints, including potential overshadowing to Arthur Whitling Park and the relationship with nearby development.

The design applies the following massing principles:

- **Transit-oriented density:** The proposal concentrates density close to Castle Hill Station to support public transport use and reduce car dependency.
- **Podium and tower strategy:** A seven-storey podium provides a consistent street wall and a pedestrian-scaled interface, with a partitioned slender tower form above to reduce perceived bulk.
- **Stepped and split tower form:** The towers split and step to soften the skyline profile, improve solar access and maintain view corridors to key public spaces.
- **Contextual alignment:** Podium and tower datums align with surrounding approvals and emerging built form along Old Castle Hill Road and McMullen Avenue.
- **Articulation and curvature:** Curved corners and a strong vertical expression break down the façade and improve legibility at street level.
- **Landscape interface:** Deep soil zones, terraced planting and active frontages integrate the podium with the public domain and support a walkable precinct.

Together, these moves balance density with amenity and deliver a coherent urban design response. The outcome supports an active public domain and reinforces connections to surrounding streets and open space.

8.1.1 Building Height

The northern tower reaches a maximum height of 40 stories (approximately 131 metres), and the southern tower reaches a maximum height of 29 stories (approximately 95 metres). Due to the location of the outdoor area on Level 30 of the southern tower, the built form of the proposed height of the southern tower is designed to maximise the use and amenity of the southern tower rooftop. The building height strategy of the proposed development also ensures that solar access to surrounding open spaces, including Arthur Whitling Park is maximised. The height and scale strategy is informed by the following:

- **Transition in scale:** The proposal uses the podium to maintain a pedestrian-scaled outcome along McMullen Avenue and Garthowen Crescent.
- **Strategic alignment:** The proposed height responds to state housing objectives, including those in the Housing SEPP as well as the mandate of the HDA.
- **Amenity protection:** The tower form is sculpted and tapered to reduce overshadowing to Arthur Whitling Park and nearby public spaces. The scheme also targets strong residential amenity outcomes, including solar access and cross-ventilation performance consistent with the ADG.

- **Public domain and communal benefit:** The height uplift supports delivery of high-quality communal and publicly accessible spaces, including a landscaped entry plaza, podium gardens and a sky terrace.
- **Architectural expression:** Materials and detailing reinforce a clear podium-to-tower transition, with a robust base and a lighter upper form to reduce visual weight.

Figure 28 below demonstrates the key height moves, responding to the immediate context of the development through a responsive podium scale, and tiered form to improve solar access outcomes to Arthur Whitling Park.

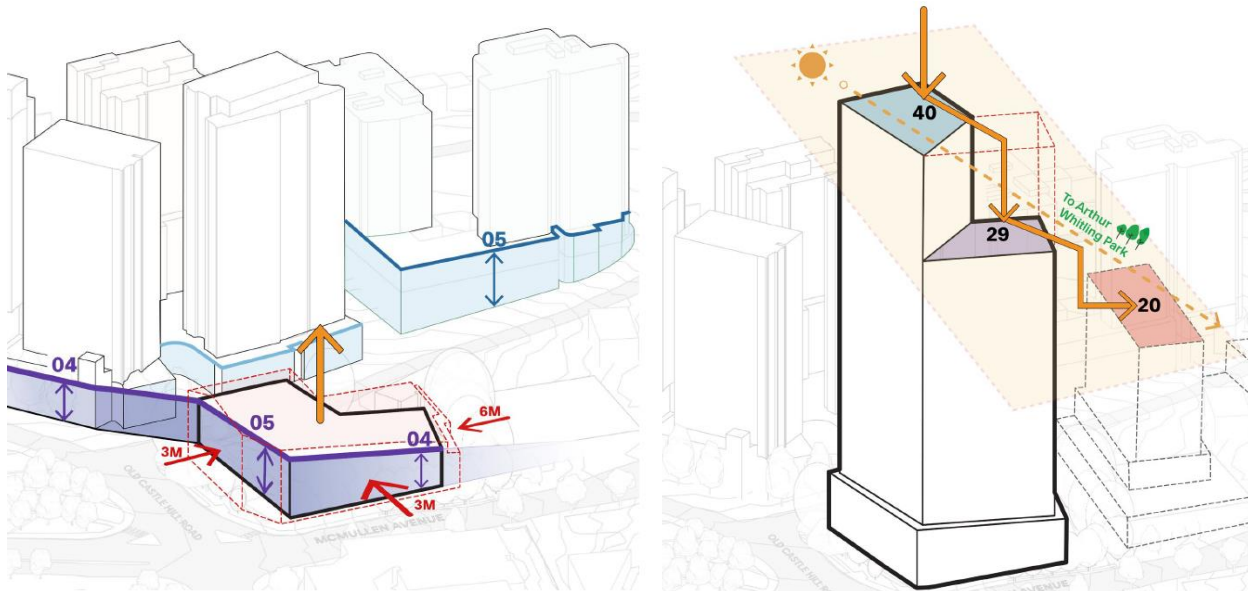


Figure 28 Podium scale (left) and tiered tower height to maximise solar access to Arthur Whitling Park (right)

Source: Studio SC

Across Sydney, strategic centres commonly concentrate height within station catchments where transport capacity is highest. Areas such as Chatswood, St Leonards, Parramatta, Epping and Macquarie Park demonstrate this pattern through taller mixed-use and residential outcomes near rail and metro infrastructure. In that context, the Castle Hill proposal adopts a familiar metropolitan approach by focusing height where accessibility is strongest and where public domain outcomes can be reinforced. As a strategic centre, the proposed 40 storey height is a consistent expectation for the emerging future character of comparable centres across Sydney.

Furthermore, the proposed height aligns with the HDA's focus on accelerating housing in well-served locations with strong transport access and infrastructure capacity. It does this by locating a substantial housing yield within walking distance of Castle Hill Metro Station and by using a state-led assessment pathway to support timely delivery. The proposal also links the height strategy to clear public benefits, including improved public domain, active transport connections and communal open space. The HDA has consistently identified opportunities across key centres in Sydney to provide an opportunity for height uplift, where this is supported by detailed design testing and local context.

Accordingly, the height of the proposed development is commensurate with the existing and potential future surrounding context, including existing buildings, other DAs and developments currently under construction, as visualised in **Figure 29** below, and as captured in the view along Old Castle Hill Road towards the site in **Figure 30**.



Figure 29 Existing and future development precincts

Source: Studio SC

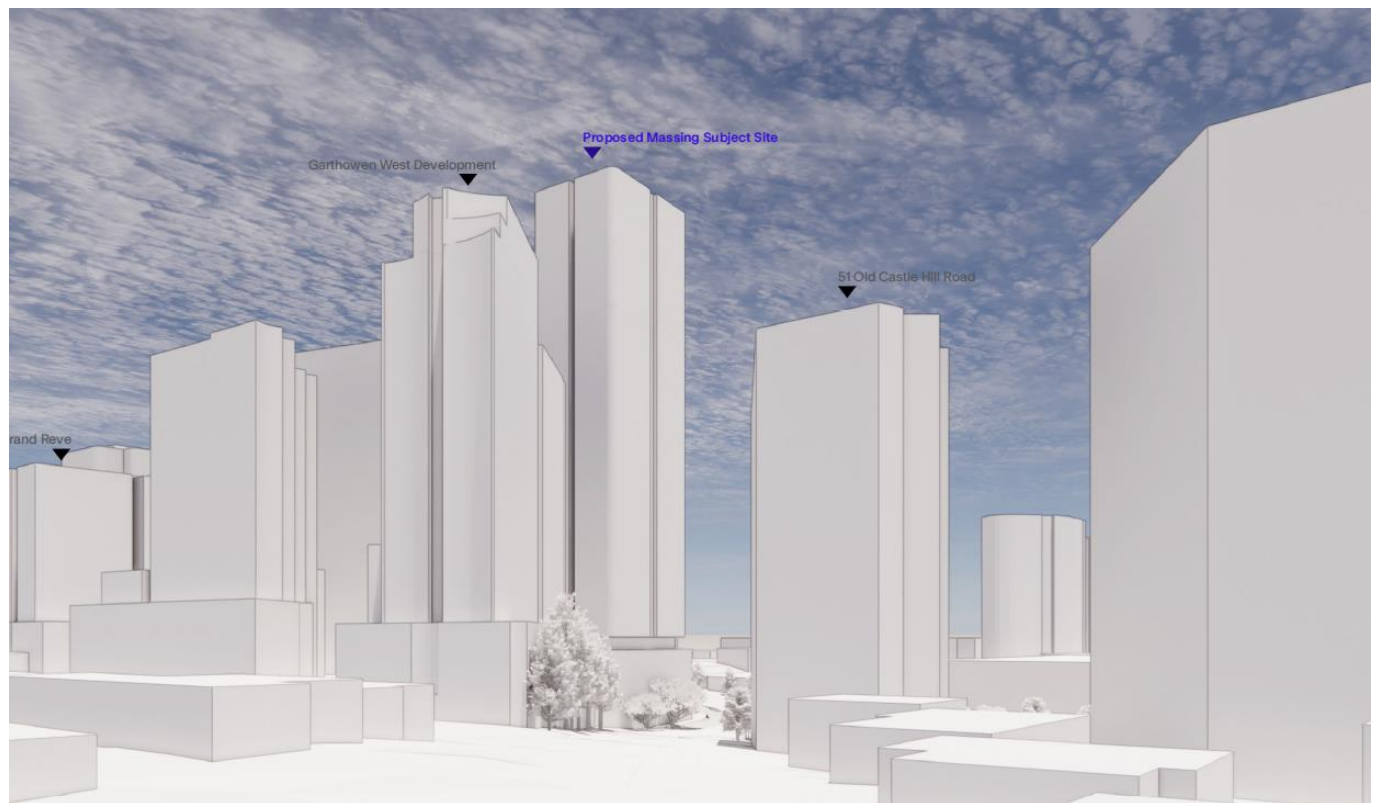


Figure 30 Proposed massing from Old Castle Hill Road

Source: Studio SC

8.1.2 Urban Design, Bulk and Scale

The built form of the proposed development is characterised by a podium and two conjoined towers, including a taller northern tower and a shorter southern tower. The massing is broken down into two distinct volumes by a defined central split in the tower form, forming an address to the intersection at ground and forming a marker on this significant corner site. **Figure 31** demonstrates the massing approach led by this central split, and supported by secondary articulation, vertical elements and building identity moves.

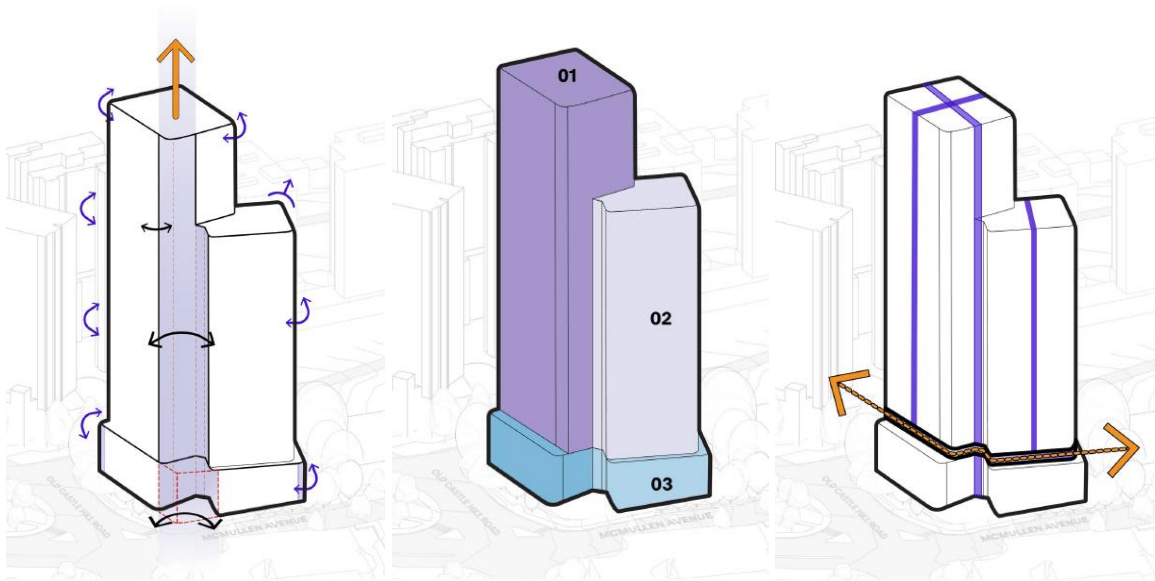


Figure 31 *Key moves to articulate and breakdown proposed massing*

Source: Studio SC

The built form is defined by curved edges, which is echoed in the shape of the welcome entry plaza as visualised in **Figure 32** and the footpath leading towards the Level 1 outdoor communal open space.

The curved nature of the built form softens the appearance of the building and responds to the curvature of the site's corner location, reflecting the arrangement of the surrounding road network. By maintaining curved edges, this ensures that the built form is commensurate with the surrounding context and the urban character of the locality. The massing of the proposal also accommodates the provision of open space, both within the public domain and the private domain, including the welcome entry plaza and outdoor residential areas on Level 1 and Level 30 in the southern tower.



Figure 32 *Photomontage of the Welcome Entry Plaza*

Source: Studio SC

The two towers, although conjoined, are two distinct elements, differentiated by height, materiality and the internal layout of apartment dwellings which impacts the positioning of balconies and windows. Such differentiation creates visual interest and diversity in the built form and urban design of the development. The considered selection of materiality demonstrates a design response to Connecting with Country, as the rich earthy colours of the podium connects the development to earth Country and the lighter colours of the tower relate the tower to the sky Country. The urban design of the proposed development is further characterised by a high standard of architectural articulation in the façade of the building, including both horizontal and vertical elements which work together to provide functional benefits such as solar shading and protecting privacy in units. The façade has a layered effect that is shown in **Figure 33** below.

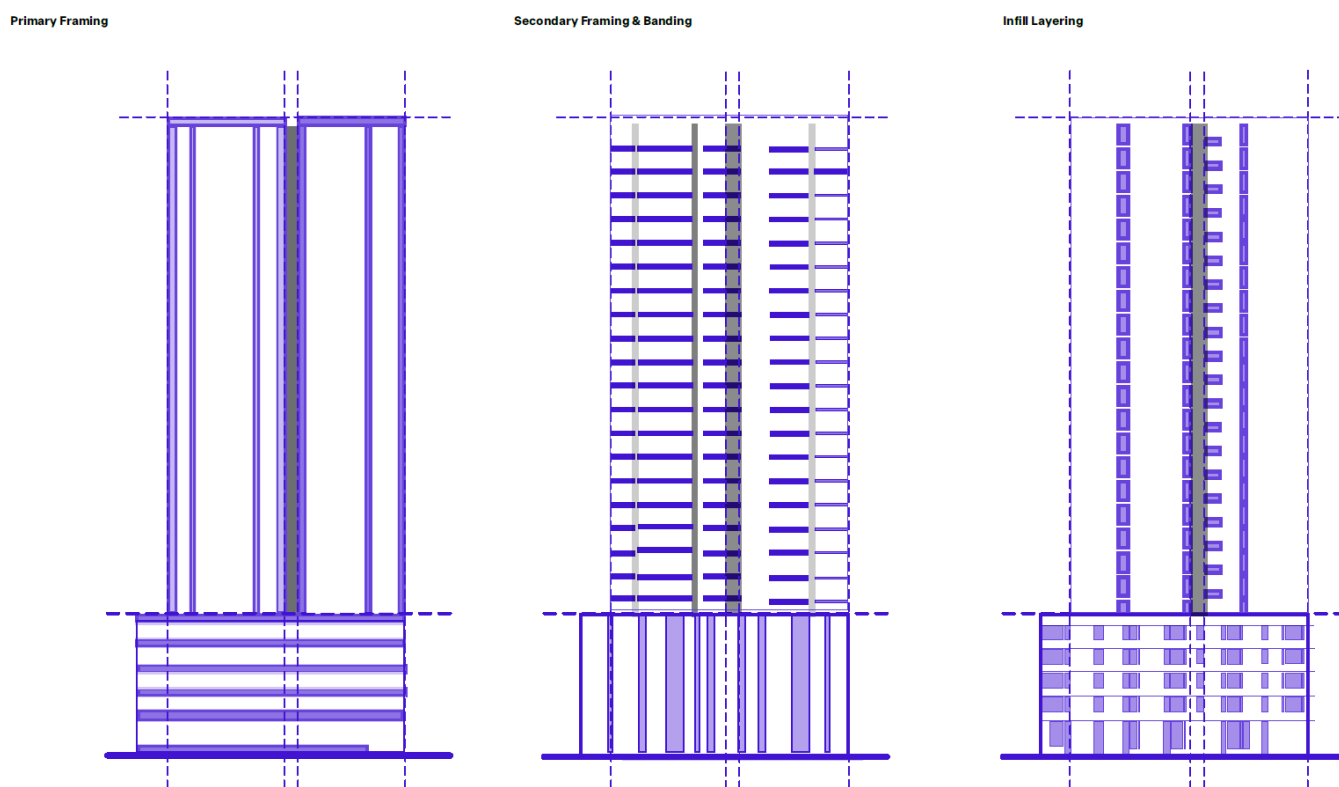


Figure 33 Façade articulation approach

Source: Studio SC

8.1.3 Setbacks

The proposed development has varied setbacks which characterise the terracing effect of the built form and the relationship between the building and the streetscape, creating opportunities for enhanced public domain outcomes and residential amenity. Along the southern edge of the site, the development is setback on the ground floor by more than 3m to accommodate the future widening of McMullen Avenue, while also ensuring that the built form is adequately setback from the immediate street frontage. Additionally, along the western edge of the site, a 3m setback is required by The Hills Shire DCP. This is mostly provided, except for technical encroachments into the 3m setback area where the site boundary is irregular in shape. Notwithstanding this, the built form is appropriately setback from the street, allowing the provision of perimeter planting.

The proposed setbacks of upper levels enable a high standard of residential amenity to be achieved, including visual privacy and solar access, which is further detailed in **Section 8.3**. The positioning of built form in relation to the street creates an approachable, and human scale development that aligns with the existing structure and shape of the site, particularly given the prominent corner location of the site.

8.2 Environmental Amenity

The scale of the proposed development does not result in any unreasonable impacts on surrounding properties in terms of overshadowing, views and privacy. This is further discussed below with supporting analysis in the Design Report at **Appendix G**.

8.2.1 Overshadowing and Solar Access

The massing of the proposed building has been designed to minimise overshadowing impacts to surrounding open space, such as Arthur Whitling Park and neighbouring properties, whilst balancing a need to deliver crucial housing density in a central and accessible area. The Design Report at **Appendix G** is accompanied by shadow diagrams. The report provides shadow analysis at hourly intervals between 9am and 3pm for winter and summer solstices, and autumn and spring equinoxes. The proposed overshadowing impacts during the winter solstice are included at **Figure 34** below, demonstrating the worst-case scenario of overshadowing impacts.

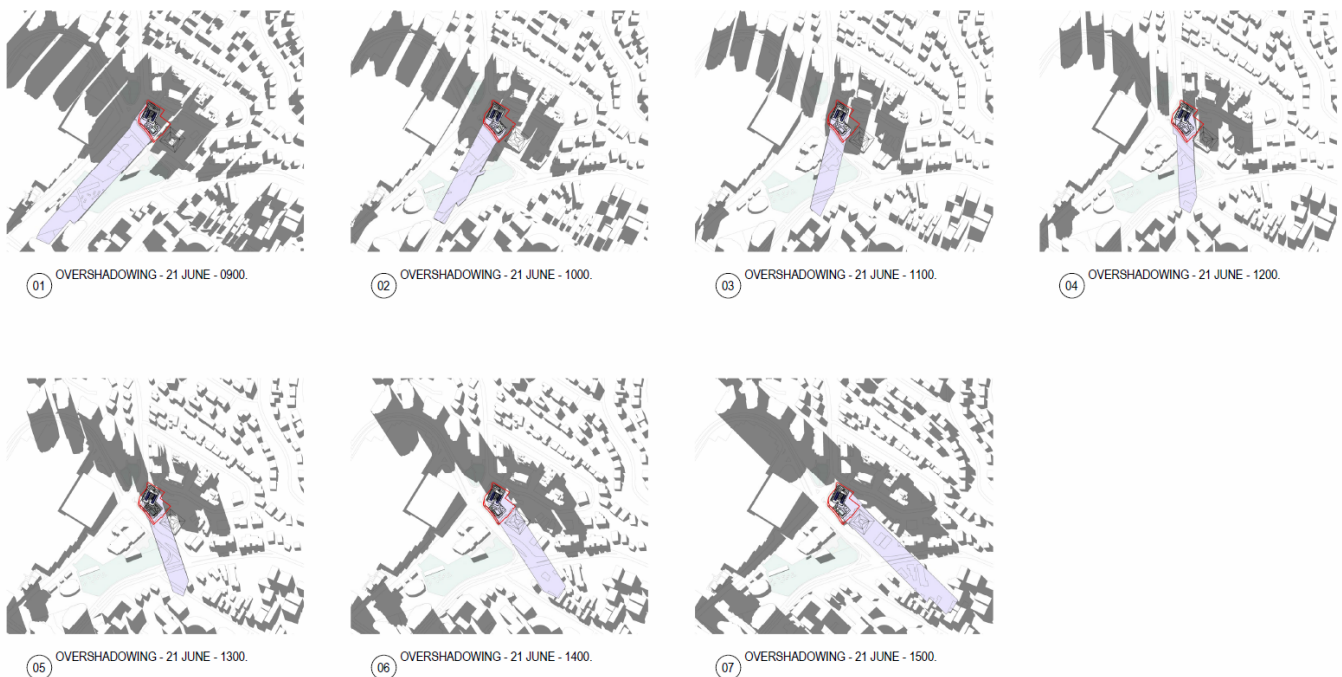


Figure 34 *Overshadowing analysis – winter solstice*

Source: Studio SC

Directly to the south of the site is Arthur Whitling Park, a recently completed piece of open space ancillary to the Castle Hill Metro Station. The shadow diagrams show that the proposal does overshadow the park between 9:00am and 1:00pm during the winter solstice, however the slender nature of the tower means that at no point is the park entirely in shadow. Areas of solar access are provided to the park at all times. Furthermore, the more critical hours of 11:00am-1:00pm (which has been identified by The Hills Shire Council as an important time for the park to receive solar), the south-western part of the park receives a significant portion of solar. This end of the park, closer to the Castle Hill Metro Station is more likely to be utilised, due to the location of seating, play equipment and access to the station and Castle Towers Shopping Centre from the south-western end of the park. During these more critical hours, the shadow is located on the north-eastern end of the park, which is located adjacent to the intersection of Old Northern Road and McMullen Road. This intersection is heavily trafficked, and therefore, it is considered that the north-eastern end of the park is not as valuable between the hours of 11:00am-1:00pm, when the more protected area to the south-western has higher amenity and better access to sunlight. For this reason, it is considered that the overshadowing impacts to Arthur Whitling Park are acceptable.

With regard to overshadowing of any residential dwellings, there is a portion of overshadowing that occurs between after 1:00pm and 3:00pm for dwellings located to the south-east of the site on the opposite side of Old Northern Road. However, these dwellings continue to achieve solar access between 9:00am-1:00pm, which exceeds the amount of solar that is required under the ADG. Therefore, it is considered the solar impact to these residential dwellings is acceptable.

8.2.2 View and Visual Impact

A Visual Impact Assessment has been prepared by Urbaine Design Group at **Appendix W**. It evaluates the visual impact of the proposed development within its existing and future urban context. The assessment was undertaken in accordance with the Land and Environment Court (LEC) planning principles for view sharing (*Tenacity Consulting v Warringah Council* [2004] NSWLEC 140) and public domain views (*Rose Bay Marina Pty Limited v Woollahra Municipal Council* [2013] NSWLEC 1046).

The assessment includes site inspections, contextual analysis and photomontages prepared using surveyed data, drone imagery and 3D modelling. Sixteen public viewpoints were analysed to determine the extent of view loss and visual impact.

Assessment

Sixteen public viewpoints were assessed across roads, parks and pedestrian areas. At locations such as Castle Hill Showground and Castle Street (Viewpoints 01, 04, 15 and 16) the visual impact is negligible, with existing vegetation and buildings largely screening the proposal from view. At Brisbane Road, Pioneer Park and Old Castle Hill Road (Viewpoints 09, 13 and 14) the proposal results in minor-to-moderate impacts, with upper levels visible above the treeline while lower levels remain screened by existing development and vegetation.

Moderate impacts are experienced from Old Northern Road and Garthowen Crescent (Viewpoints 06, 10 and 12), where the proposal introduces a more prominent vertical element within the streetscape. Notwithstanding this prominence, the scale and form of the building are consistent with the emerging high-rise context anticipated under current planning controls. The highest impacts occur at Arthur Whitling Park and sections of Old Northern Road (Viewpoints 07 and 08), where moderate-to-severe changes to the sky view occur and upper levels of the building are clearly apparent. In these locations, lower levels are partly softened by existing vegetation and urban elements in the foreground. **Figure 35** and **Figure 36** show the proposed development in context. Additionally, It is noted that DA 1431/2023/JP at 6-14 Castle Street directly in the foreground of Figure 35 approves alterations and additions to Castle Towers Shopping Centre including a new 12-storey office tower and a 15-storey hotel tower.

Overall, the proposal primarily affects views of the sky rather than natural landscapes or iconic vistas. The resulting visual change is considered acceptable within the planned high-density character of Castle Hill and the strategic role of the centre.



Figure 35 Photomontage of the proposed development from Castle Street



Figure 36 *Photomontage of the proposed development in the context of the Castle Hill Centre from Old Northern Road*

Source: Urbaine

Conclusion

The proposed development will result in negligible to moderate visual impacts from most public viewpoints, with moderate-to-severe impacts limited to a small number of close-range locations. These impacts are considered acceptable in light of The Hills Shire's strategic planning objectives for increased urban density around Castle Hill Metro Station.

The assessment concludes that the proposal satisfies view-sharing principles and that, subject to implementation of the identified mitigation measures, the development is acceptable on visual impact grounds.

8.2.3 Wind Impact

A SSDA Pedestrian Wind Study has been prepared by RWDI Australia Pty Ltd at **Appendix X**. The study assesses pedestrian-level wind safety and comfort for outdoor areas within and around the site under three scenarios: existing, proposed, and future surrounding development.

The study used a boundary-layer wind tunnel test on a 1:300 scale model combined with historical meteorological data from Bankstown Airport (1995–2020). Wind conditions were evaluated against the Australasian Wind Engineering Society (AWES) 2024 safety criteria and RWDI comfort criteria.

Existing Conditions

The site currently comprises two detached dwellings and dense vegetation on an irregular 3,180m² parcel at the corner of Old Castle Hill Road and McMullen Avenue. It is approximately 250m from Castle Hill Metro Station and near Castle Towers shopping centre. Baseline wind conditions are generally calm and suitable for sitting and standing use across pedestrian areas, and no safety exceedances were recorded under existing conditions.

Methodology and Criteria

The assessment involved construction of a 1:300 scale wind tunnel model including all buildings within 360m of the site, with wind speeds measured at 76 sensor locations for 36 wind directions. Bankstown Airport wind data were used and corrected for local conditions so that predictions reflected the Castle Hill context.

Wind conditions were assessed by comparing predicted full-scale wind speeds with established safety and comfort thresholds. The safety criterion adopted from AWES (2024) was a 3-second gust exceeding 83 km/h for more than 9 hours per year. Comfort thresholds from RWDI were set at less than 10 km/h for sitting areas, 14 km/h for standing, 17 km/h for strolling and 20 km/h for walking, with conditions above 20 km/h considered uncomfortable for typical pedestrian activities. Tests excluded proposed landscaping to establish a conservative baseline for design refinement.

Assessment

For the proposed configuration, the assessment identified localised safety exceedances at one ground-level location on Garthowen Crescent, at northwest corner balconies on Level 39 and at the Level 30 communal terrace. Ground-level and Level 1 communal areas otherwise generally achieved conditions suitable for sitting to standing use. The Level 30 terrace was windier than desired, with strolling conditions predicted at several sensors, while most private balconies were suitable for sitting or standing use for the majority of the time.

In the future configuration, which includes surrounding planned development, ground-level safety exceedances are resolved due to additional shielding provided by neighbouring buildings. Comfort conditions at ground and Level 1 improve, reflecting reduced exposure to prevailing winds. However, upper-level exceedances persist at the northwest corner balconies and the Level 30 terrace, where exposure to higher-level winds continues to result in conditions closer to strolling or walking at some points. Overall, the study concludes that, with appropriate design responses, wind conditions can be managed to meet relevant safety and comfort criteria for key pedestrian and communal areas.

As a result of these findings, the design has been amended to incorporate the relevant wind mitigation measures in order to address the wind impacts of the development. These wind mitigation measures include:

- Increase the extent of the awning along Old Castle Hill Road wrapping around Garthowen Crescent to a minimum of three metres to mitigate downwash due to westerly winds.
- The height of the perimeter screening on the Level 30 communal terrace is to be at least three metres in height too address wind capture and downwash. Dense landscaping features and localised screening would also be helpful in this regard.
- The north-west corner balconies from Level 30 onwards are required to be enclosed along one of the open aspects of the balcony to mitigate corner wind effects.

These mitigation measures have been incorporated into the design, and therefore the design is considered to be suitable from a wind perspective.

Conclusion

Wind conditions for the proposed development are acceptable subject to implementation of the recommended mitigation strategies. Ground-level impacts are manageable and are expected to improve with the delivery of future surrounding development. Upper-level communal and balcony areas require targeted design responses to meet comfort and safety standards, which have been incorporated. With these measures in place, the project can deliver a high level of environmental amenity consistent with the SEARs requirements.

8.2.4 Reflectivity

A Solar Reflection Analysis has been prepared by RWDI at **Appendix Y**. Using RWDI's Eclipse simulation engine, the study modelled solar reflections over a full year, including detailed, minute-by-minute analysis at eight driver receptor locations around Old Castle Hill Road, McMullen Avenue and nearby streets, applying conservative assumptions such as 20% glass reflectivity and clear sky conditions. The screening analysis predicted a low frequency of reflections, with the highest occurrence (up to 2.3% of daytime hours) along McMullen Avenue west of the site, and detailed modelling showed that while all receptors may experience some reflections, maximum veiling luminance values remained well below the glare threshold. No significant safety risk to drivers or need for mitigation was identified, and reflectivity impacts are considered acceptable. The project therefore meets SEARs requirements for environmental amenity in relation to solar reflectivity, with reassessment only recommended if the façade design materially changes.

8.3 Residential Amenity

The proposed development seeks to provide a high standard of amenity within each of the dwellings, consistent with the proposal's vision to deliver a high-quality, contemporary residential development that embodies quality residential dwellings. Importantly, the proposal has been designed with consideration of the relevant provisions of the Apartment Design Guide (ADG) as per Schedule 9 of the Housing SEPP 2021.

With respect to the key amenity guidance of the ADG, the following is noted:

- 73% of apartments achieve solar access for at least 2 hours, exceeding the 70% standard.
- A maximum of 15% of apartments are solely south facing, maximising the sharing of solar amenity across the development well beyond the ADG guidance (shown in **Figure 37**).
- 60% of apartments are naturally cross ventilated, consistent with ADG guidance.

Additionally, a generous 1,955m² of communal open space is provided, equivalent to 62% of the site area and far exceeding the ADG minimum of 25%.

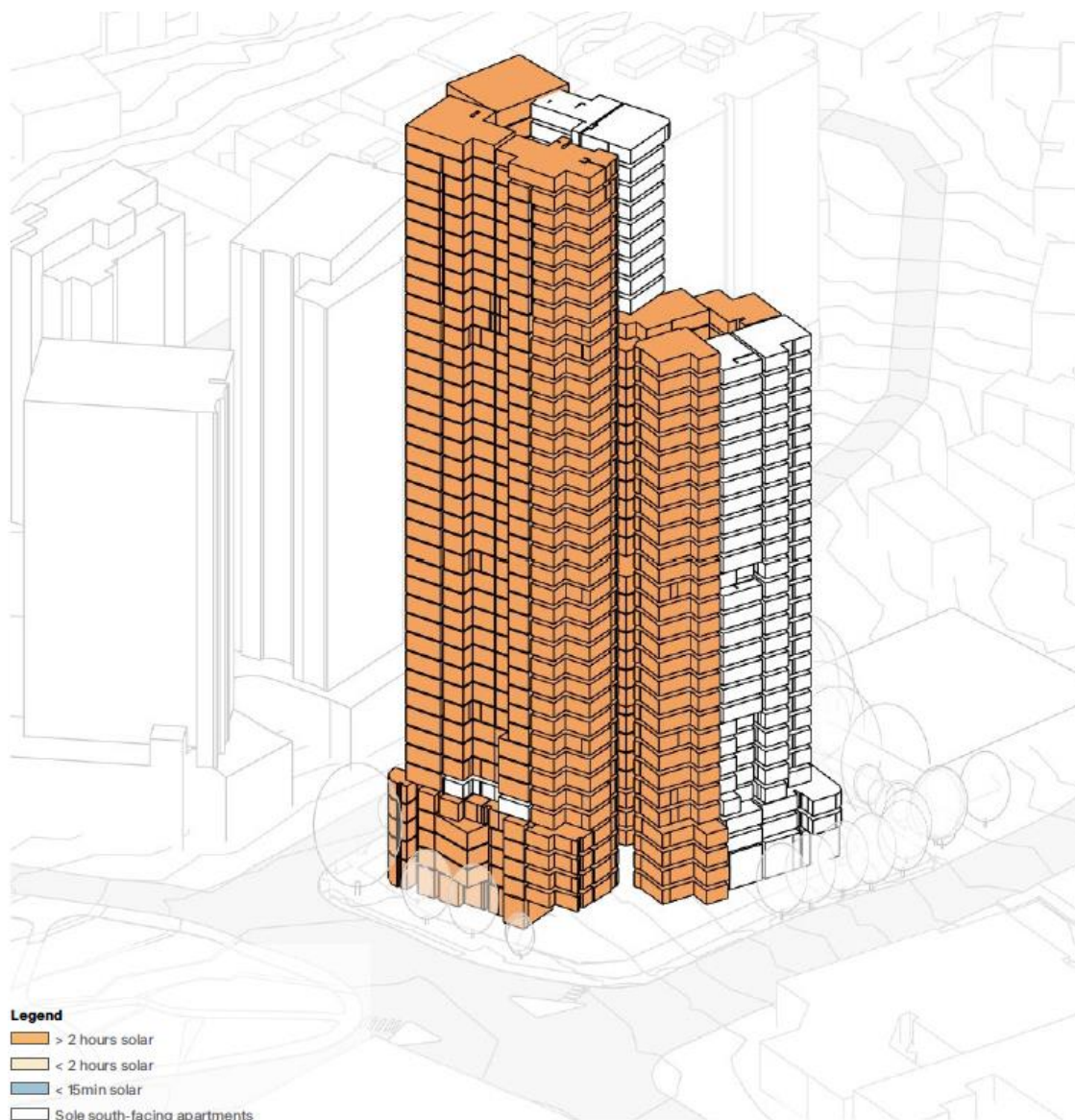


Figure 37 ADG Solar Compliance

Source: StudioSC



Figure 38 ADG Solar Compliance – floorplan extracts

Source: StudioSC

The proposed development has been designed to accommodate appropriate residential amenity for occupants of the future development as demonstrated by the Architectural Drawings (**Appendix B**). Refer to the Architectural Design Report at **Appendix G** which contains the detailed ADG and Housing SEPP assessment of the scheme.

The proposed apartment sizes are generous and go above and beyond ADG minimums. This forms an amenity-focused response to the needs of the local community and makes the development suitable for families and for households to grow into through transitions of life stages.

Whilst compliance is generally adhered to across the board, alternative solutions are proposed for the following standards:

- ***In open plan layouts (where the living, dining and kitchen are combined) the maximum habitable room depth is 8m from a window.***
 - As a response to the market demand for larger apartments and the shape and scale of the site, numerous apartments with open plan layouts have depths of greater than 8m. This has been offset through wider living, kitchen and dining areas, reducing the sense of enclosure in the space.
- ***The maximum number of apartments off a circulation core on a single level is eight.***
 - The nature of the proposed high-density development requires a greater number of apartments to share a circulation core. Nonetheless, access, amenity and redundancy is still demonstrated through the proposed layout and configuration of lifts, fire stairs and services. This includes light to the corridor along its length due to the ‘knuckle’ form of the tower.

In general, the building demonstrates a high level of residential amenity for its future occupants.

8.4 Trees and Landscaping

A Landscape Design Report has been prepared by Arcadia at **Appendix I**. The proposed landscape strategy integrates public domain upgrades, communal open spaces, and rooftop amenities:

- Ground Level: Welcoming entry plaza with feature paving, sensory garden, acoustic planting buffers, and retention of significant street trees.
- Level 1 Podium: 555 m² outdoor common space with raised lawn, play mound, BBQ facilities, and bush tucker garden.
- Level 30 Rooftop: Pool terrace with flexible paved areas, perimeter planting, and feature palms for shade.

The landscape strategy proposes:

- Public domain interfaces incorporate 3m setbacks for future road widening.
- Retention of significant street trees (trees 1, 4-8, and 65).
- Acoustic planting buffers along McMullen Avenue to reduce traffic noise.
- Soil depth strategies (up to 1,000mm) to support large specimen trees on podium levels.
- Planting palette dominated by native species from remnant ecological communities to enhance biodiversity.
- Public domain upgrades aligned with Hills Shire Council standards, subject to separate approval.

Monitoring of tree retention and planting establishment will occur during construction and early operation phases. The Arboricultural Impact Assessment prepared by Arbor Express at **Appendix J** includes detailed tree protection zones.

It is noted that tree removal is addressed as part of the Early Works SSDA, SSD-86460458.

8.5 Traffic and Transport

A Transport Impact Assessment has been prepared by Stantec at **Appendix O**. The report addresses existing traffic conditions, parking, access, multimodal transport and construction traffic management.

8.5.1 Existing Conditions

The site is located within The Hills Local Government Area, approximately 250 metres from Castle Hill Metro Station and near Castle Towers shopping centre. It fronts Old Castle Hill Road, McMullen Avenue and Garthowen Crescent. The surrounding road network comprises Old Castle Hill Road, which functions as a local two-way road with a 50 km/h speed limit, and Pennant Street, McMullen Avenue and Old Northern Road, which operate as State roads with a 60 km/h speed limit.

Public transport access is strong, with multiple bus routes and metro services within 400 metres of the site. Walking infrastructure includes footpaths and signalised crossings, while cycling infrastructure is limited to shared paths. Journey to Work data from the 2021 Census indicates a high reliance on private vehicles, with car use accounting for 81.6 per cent of trips and low uptake of active transport modes. Crash data for the period 2019–2023 recorded 29 incidents, mostly involving minor injuries and no fatalities.

8.5.2 Methodology and Criteria

The assessment applied Transport for NSW's Guide to Transport Impact Assessment and used SIDRA Intersection modelling to evaluate intersection performance. Level of Service (LOS) was assessed using former RTA criteria based on average delay per vehicle. Traffic generation rates were adopted from TfNSW guidance for high-density residential and retail uses. Car parking and bicycle parking requirements were benchmarked against the Castle Hill North DCP, Housing SEPP 2021 and AS 2890 standards.

8.5.3 Assessment

The assessment concludes that the development will generate an estimated 73 vehicle trips in the AM peak hour (16 inbound and 57 outbound) and 61 vehicle trips in the PM peak hour (46 inbound and 15 outbound). These volumes are readily accommodated within the surrounding road network.

SIDRA modelling for 2029 and 2039 design year scenarios indicates that key intersections will operate at LOS C or better, with only minor increases in average delay. When planned upgrades, including turning lane extensions and the installation of a roundabout at nominated locations, are taken into account, intersection performance improves to LOS B at critical junctions.

The proposal provides 387 car parking spaces, which is within the DCP maximum of 394 spaces and above the Housing SEPP minimum of 361 spaces. Bicycle parking provision totals 160 spaces, exceeding the DCP requirement of 156 spaces and supporting mode shift towards cycling.

The development is expected to generate approximately 245 person trips in the AM peak and 208 person trips in the PM peak. Mode share targets adopted for the assessment comprise 25% train trips (Sydney Metro), 15% bus trips, 15% walking trips and 10% trips, reflecting the site's proximity to high-frequency public transport and the Castle Hill strategic centre.

The safety review did not identify any significant crash trends that would be exacerbated by the development, other than existing right-through crash patterns at the Old Castle Hill Road, McMullen Avenue and Pennant Street intersection, which are to be addressed through planned upgrades.

Construction Traffic

Construction will require access via Garthowen Crescent. Heavy vehicle types will include Medium Rigid Vehicles (MRV) and Heavy Rigid Vehicles (HRV), with occasional articulated vehicles for large deliveries. Truck movements may interrupt traffic flows near the site. Pedestrians may be held briefly when trucks enter or exit but will retain right-of-way. No adverse impact is expected on public transport services or the surrounding bicycle network.

8.5.4 Mitigation Measures

Mitigation, management and monitoring measures are proposed to ensure traffic and transport impacts remain acceptable throughout construction and operation. These measures include design controls, operational initiatives and construction-phase management.

Design controls will ensure that car parking and bicycle parking are provided in accordance with applicable standards, and that access, servicing and loading arrangements are safe, efficient and compliant with AS 2890.

Operational measures will focus on implementing a Green Travel Plan (GTP) to promote public and active transport. Key GTP initiatives include preparing a Travel Access Guide for residents and visitors, providing public transport information boards and car-share pods, and delivering secure bicycle parking complemented by regular sustainable travel promotions. A Preliminary Green Travel Plan has been prepared and included in **Appendix O**.

Construction phase impacts will be managed through a Preliminary Construction Traffic Management Plan (CTMP) (refer to **Appendix O**) that outlines the use of Garthowen Crescent for construction access, confines truck routes to State roads wherever practicable, and sets out Traffic Guidance Schemes consistent with the TfNSW Traffic Control at Work Sites manual. Emergency access will be maintained at all times. A detailed CTMP and monitoring framework, including annual travel surveys, will be prepared prior to construction to refine and implement these measures.

These measures have been incorporated into the Mitigation Measures at **Appendix E**.

8.5.5 Conclusion

The proposed development is considered acceptable from a traffic and transport perspective. The surrounding road network has sufficient capacity to accommodate the additional vehicle trips generated by the proposal, particularly in light of planned intersection upgrades. Parking and bicycle provisions comply with, or exceed, statutory and policy requirements.

Subject to implementation of the Green Travel Plan and the detailed Construction Traffic Management Plan, traffic and transport impacts are manageable and consistent with the SEARs and relevant Transport for NSW guidelines. The proposal is therefore supported on traffic and transport grounds.

8.6 Social Impact

A Social Impact Assessment has been prepared by Sarah George Consulting at **Appendix Z**. The report follows the Department of Planning, Housing and Infrastructure's Social Impact Assessment Guidelines (July 2025) and Technical Supplement.

8.6.1 Assessment

The assessment identifies a range of positive social impacts. These include increased housing diversity and affordability, with the inclusion of 55 dedicated affordable rental units, as well as employment generation during construction and through ongoing building management and operations. The development will enhance accessibility to public transport, shops and services, provide communal open spaces that support health and wellbeing, and create opportunities for community participation and social cohesion.

The assessment also identifies potential negative impacts. These are primarily temporary construction impacts such as noise, vibration, dust, traffic congestion and increased parking demand. Post-completion, the development will contribute to increased traffic and higher population density and will result in visual change and potential overshadowing of nearby properties. The community has also expressed concern about cumulative impacts arising from multiple developments in the area. No long-term negative social impacts were identified.

8.6.2 Mitigation Measures

Mitigation measures are recommended to address the identified social impacts. Key measures include:

- Preparing and implementing a Construction Noise and Vibration Management Plan and a Traffic Management Plan to manage construction-related amenity and access impacts.
- Applying the detailed recommendations of the Acoustic Assessment and Traffic Impact Assessment to minimise operational noise and traffic effects.
- Adopting Crime Prevention Through Environmental Design (CPTED) principles, including CCTV, appropriate lighting and clear signage, to support safety, amenity and perceptions of security.
- Incorporating architectural treatments and appropriate building separation to minimise overlooking, overshadowing and visual bulk impacts on neighbouring properties.
- Implementing and monitoring a Green Travel Plan to encourage public transport use, walking and cycling and to reduce reliance on private vehicles.
- Coordinating construction scheduling with nearby projects and maintaining clear communication with local residents and businesses to manage cumulative construction impacts and respond to emerging issues.

These measures will be supported by ongoing monitoring and adaptive management, as required, to ensure that residual social impacts are minimised and that positive outcomes are maximised over the life of the development. These measures have been incorporated into the Mitigation Measures at **Appendix E**.

8.6.3 Conclusion

The proposed development is expected to deliver overall positive social outcomes, particularly through increased housing diversity, the provision of affordable housing and the creation of employment opportunities. Temporary construction impacts and cumulative effects can be managed through best-practice mitigation measures and appropriate conditions of consent. From a social impact perspective, there are no reasons to refuse the application. Approval is recommended, subject to implementation of the identified mitigation, management and monitoring strategies.

8.7 Noise and Vibration

A Noise and Vibration Impact Assessment has been prepared by RWDI at **Appendix AA**. The report includes baseline monitoring, modelling and compliance checks against NSW EPA guidance, The Hills DCP 2012, AS/NZS 2107:2016 and the Interim Construction Noise Guideline (ICNG).

8.7.1 Existing Conditions

Surrounding sensitive receivers include residential properties on Garthowen Crescent and Old Castle Hill Road, the Skyview Apartments, commercial premises and community facilities (refer to **Figure 39**). Unattended noise monitoring was undertaken between 12 and 22 May 2025 at three locations. Background noise levels ranged from 52-57 dBA during the day, 45-49 dBA in the evening and 30-33 dBA at night. Ambient noise levels (LAeq) were measured at up to 64 dBA during the day and up to 58 dBA at night. The dominant noise source across the monitoring period was road traffic along Old Castle Hill Road and McMullen Avenue.

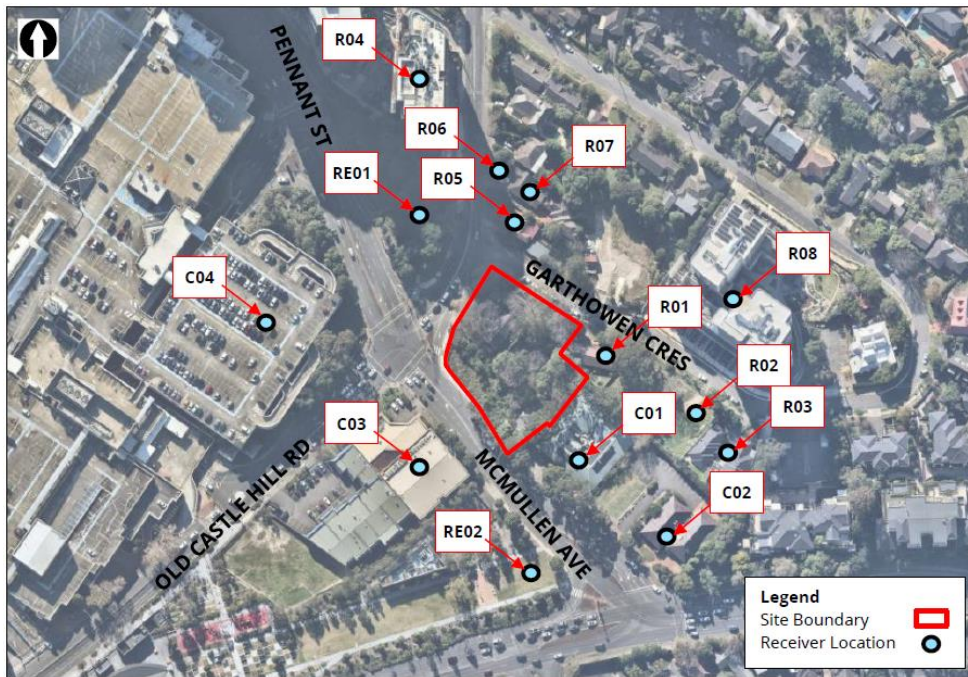


Figure 39 Site and receiver locations

Source: RWDI

8.7.2 Operational Noise

RWDI have undertaken a noise and vibration assessment for existing surrounding receivers, as well as the future residents of the proposed development.

The assessment concludes that external traffic noise would exceed the internal criteria for some of the future apartments without mitigation, and that façade treatments are required to achieve acceptable internal amenity. Recommended glazing performance varies by exposure and height. For façades facing Old Castle Hill Road and McMullen Avenue, the report recommends an indicative weighted sound reduction index (R_w) 31 glazing for all rooms up to Level 10, and above Level 10 recommends R_w 29 for living areas and R_w 31 for bedrooms. For other façades, glazing performance of R_w 29 for living areas and R_w 31 for bedrooms is recommended. Concrete walls and roofs are considered generally adequate, while lightweight façade elements require further review to ensure compliance.

Operational noise associated with vehicle movements and rooftop plant is predicted to comply with NPfI trigger levels at all assessed receivers. Noise from outdoor communal spaces is assessed as negligible externally in most locations; however, the report notes potential amenity considerations for apartments overlooking communal areas, with a worst-case façade level of approximately 62 dBA. In terms of operational traffic noise, additional vehicle movements are predicted to increase road traffic noise by less than 2 dB, which is assessed as negligible. The assessment also considers cumulative effects, noting that nearby approved development (Garthowen West) does not materially alter the conclusions and that combined impacts remain acceptable with mitigation.

It is also noted that noise exceedances with windows open are anticipated for the first 10 storeys of the development. This is proposed to be addressed at a later stage through detailed design with an acoustic engineer, and forms part of the proposed mitigation measures.

8.7.3 Construction Noise

Construction noise is predicted to exceed Noise Management Levels at most receivers during all construction stages, with some receivers exceeding the highly noise affected screening level. Construction vibration impacts may also arise for rollers, hammers and piling rigs operating within minimum separation distances, necessitating careful plant selection and management. These exceedances are proposed to be managed through mitigation measures outlined below.

8.7.4 Mitigation Measures

Mitigation measures are recommended across design, construction and operational phases to manage noise and vibration impacts and to ensure compliance with relevant criteria.

At the design stage, key measures include:

- implementing glazing and façade treatments to achieve the R_w ratings nominated in the report (including the differentiated requirements for higher-exposure façades and lower levels)
- providing alternative ventilation solutions for the first 10 levels where required (for example, mechanical ventilation and/or wintergardens) to enable windows to remain closed when necessary
- incorporating a roof over the Level 30 communal area and applying vibration isolation treatment to noise- and vibration-sensitive elements such as pools
- reviewing the acoustic performance of partitions between communal spaces and nearby sole-occupancy units to manage potential amenity impacts.

For the operational phase, management measures include restricting loading dock hours to 7 am-6 pm Monday to Saturday and implementing management protocols for communal open spaces (including hours of use, group size management and restrictions on amplified music, where necessary).

During construction, the report recommends preparation and implementation of a Construction Noise and Vibration Management Plan (CNVMP) that sets out approved working hours, plant selection, noise and vibration monitoring requirements and complaints handling procedures. Feasible and reasonable construction mitigation measures include:

- use of portable noise barriers or screens where practicable
- providing enclosures for stationary plant where practicable
- adopting operational controls such as increasing separation distances, re-orientating plant away from sensitive receivers, using dampened tips, and selecting quieter reversing alarms where feasible
- monitoring vibration during high-risk activities and implementing isolation, alternative methodologies or modified work practices where criteria are approached or exceeded.

These measures have been incorporated into the Mitigation Measures at **Appendix E**.

8.7.5 Conclusion

The proposed development is assessed as acoustically feasible. Operational impacts are predicted to comply with relevant criteria with the application of standard façade and building treatments. Construction impacts will require active management through a CNVMP and the implementation of feasible mitigation measures. Subject to these controls, noise and vibration impacts are considered acceptable.

8.8 Assessment of other Impacts

An assessment of the other impacts of the development have been undertaken by the relevant specialist consultants and other issues have been assessed as required in **Table 17**.

Table 17 Other matters

SEARs	Issue	Assessment
3	Contributions and Public Benefit	Contributions will be paid in accordance with the applicable contributions plan being Contributions Plan No. 17 – Castle Hill North Precinct (s7.11). Additionally, a portion of affordable housing will be managed by a community housing provider in perpetuity on the site.
12	Ground and Groundwater Conditions	Ground and groundwater conditions are substantively addressed under SSD-86460458, which confirms conditions are suitable for the proposed development, with impacts considered manageable subject to the recommended excavation support, drainage, vibration control and water treatment measures and associated approval conditions.. For completeness, a Geotechnical Investigation (Appendix BB) and Groundwater Impact Assessment (Appendix CC) by Douglas Partners and a Preliminary Acid Sulfate Soil Assessment by Foundation Earth Sciences (Appendix DD) are appended to this application. They confirm that the site comprises shallow fill over stiff to hard residual clays, extremely weathered siltstone and underlying Ashfield Shale, Mittagong Formation and high-strength Hawkesbury Sandstone, with groundwater levels between about RL 107.6 m and RL 125.55 m AHD indicating seepage will be encountered during basement excavation. A drained basement can be constructed and operated with modest, manageable inflows (around 2.3 ML/year in the base case, up to about 11.9 ML/year in sensitivity testing), limited drawdown (around 2m at 50m, within NSW Aquifer Interference Policy Level 1 criteria) and no significant risk to nearby bores or structures, provided perimeter drainage, targeted grouting, sump-and-pump dewatering and a structured monitoring programme are implemented. Groundwater is fresh and slightly acidic with some metal, ammonia and microbiological exceedances, so extracted water will require treatment prior to discharge but no specific salinity or acid sulphate soil management is needed. The land is not affected by Actual or Potential Acid Sulphate Soils and no ASS management plan or further investigation is required.
13	Contamination and Remediation	Contamination and remediation of the site is proposed to be undertaken as part of a separate Early Works development proposed under SSD-86460458. As outlined in SSD-86460458 subject to the carrying out of those works the site will be made suitable for the proposed development. As noted in Section 1.4.3, the development that is the subject of this Main Works DA cannot be carried out until such time as the works proposed under SSD-86460458 have been approved and carried out. A Mitigation Measure to this effect is included at Appendix E. For completeness, a Preliminary Site Investigation (PSI), Detailed Site Investigation (DSI) and Remediation Action Plan (RAP) prepared by Foundation Earth Sciences (refer to Appendix P-Appendix R respectively) are appended to this application. The PSI and DSI confirm a low to moderate contamination risk for the proposed high-density residential use, with lead-impacted fill identified at borehole BH11 (to 0.2 m below ground level) requiring further post-demolition delineation, and generally low groundwater risk (including arsenic, where speciated results were below the adopted site-specific criteria). No asbestos was detected in analysed soil samples, with asbestos-containing materials confined to existing building structures rather than soils. The RAP outlines a staged remediation and validation programme including post-demolition sampling to define the extent of impacted fill, targeted excavation and lawful off-site disposal of contaminated soils (with waste classification to NSW EPA requirements), validation sampling and reporting, and implementation of environmental and health and safety controls (including dust and erosion controls, QA/QC, and an unexpected finds protocol), with no active groundwater remediation required. As a result, the reports conclude the site can be made suitable for the proposed development, subject to full implementation of the RAP and conditions requiring remediation and validation under a suitably qualified environmental consultant, lawful disposal of excavated materials, and certification of site suitability prior to commencement of main construction works.
15	Ecologically Sustainable Development	An Ecologically Sustainable Development report has been prepared by E-LAB and is located at Appendix M. It provides an assessment of the Proposal against the applicable sustainability requirements and targets, identifying the strategies proposed to be implemented and demonstrating compliance. As a result, the development is assessed as net-zero-ready and consistent with ESD principles, with impacts acceptable subject to the stated commitments. It is supported by NatHERS and BASIX Certification and Section J Assessment included at Appendix M and Appendix S.

16	Biodiversity	The proposed development is in a highly urbanised area without significant vegetation and therefore is not likely to impact a matter of National Environmental Significance. Therefore, the proposed development is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies. A BDAR Waiver has been granted and is provided at Appendix N .
17	Operational Waste Management	An Operational Waste Management Plan has been prepared by Elephants Foot at Appendix EE . It defines operational arrangements for residential and retail streams using Council/EPA generation rates, with weekly collections, dual chutes for general waste and recycling on residential levels, a dedicated FOGO room, and a 30m ² bulky waste area. Waste rooms incorporate compliant ventilation, wash-down and secure containment; building management will stage bins for collection, maintain hygiene, and use bin movers/lifters to meet WHS requirements. Education measures (clear signage and multilingual instructions) and routine audits/contractor reporting provide ongoing performance monitoring. As a result, the strategy delivers a clear, practicable framework for minimising waste to landfill and managing odour, hygiene and manual-handling risks, with impacts considered acceptable subject to the outlined procedures.
	Construction Waste Management	A Construction & Demolition Waste Management Plan has prepared by Elephants Foot at Appendix FF . It defines demolition and construction arrangements to meet NSW recovery targets through source separation, on-site reuse where practicable, and off-site recycling at licensed facilities, with hazardous wastes managed by specialists under the NSW Waste Classification Guidelines. Site procedures include workforce induction, dedicated and signposted storage areas, covered skips, collections within approved hours, and reuse of formwork/returnable packaging to minimise generation. Monitoring is via daily inspections, weekly reporting and periodic audits to verify diversion performance. As a result, the plan provides a clear, practicable framework to maximise resource recovery and minimise landfill, with construction and demolition impacts considered acceptable subject to the outlined procedures.
19	Flood Risk	The Flood Impact and Risk Assessment prepared by BG&E at Appendix GG concludes the site is not flood-prone, with Hills Shire Council confirming no flood-affected status under the DCP. Given the site's elevated position (more than 50 metres above nearby floodplains) and small upstream catchment, significant overland flow is unlikely. Stormwater will be conveyed by the existing pit-and-pipe network and managed through a separate drainage report. As a result, no detailed FIRA is required and the proposal meets the SEARs for flood risk and impact.
20	Bushfire	The development is not located on mapped bush fire prone land and a bush/grass fire threat is not identified on or adjoining the site. As such, a Bush Fire Assessment detailing bush fire protection measures and compliance with Planning for Bush Fire Protection is not required for this SSDA.
21	Aboriginal Cultural Heritage	An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Regal Heritage at Appendix HH that concludes there are no Aboriginal objects, declared Aboriginal Places or PADs within the site and that archaeological potential is nil due to extensive historical disturbance. Consultation with seven RAPs was undertaken in accordance with NSW guidance. As a result, no further archaeological investigation is required and the proposal may proceed subject to implementation of standard unexpected finds and human remains protocols and continued RAP engagement during ground-disturbing works.
22	Structure	The proposed development has been reviewed by Urban Property Group's structural engineers, who have confirmed the development is suitable from a structural perspective. This summary is provided at Appendix JJ .

9.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

In considering the justification of the proposed development and in reference to Section 4.15 of the EP&A Act which specifies matters for consideration a consent authority must consider in determining a development application, the following matters have considered:

- Design of the proposed development, including actions taken to avoid or minimise the impact of the proposed development while still achieving the objectives of the project;
- Consistency with the strategic context;
- Consistency with the statutory requirements;
- The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;
- The suitability of the site for the development; and
- The public interest.

9.1 Design of the Proposed Development

The alternatives considered and actions taken to avoid or minimise the impacts of the proposed development have been set out in the preceding sections of this Report. The proposed mitigation measures are set out in **Appendix E** of this EIS. Subject to the implementation of these mitigation measures, in addition to the deliberate design response, it is considered that any potential impacts of the proposed development will be managed effectively and/or are minimal and acceptable.

9.2 Consistency with the Strategic Context

The strategic context for the proposal has been addressed in **Section 2.3** and **Section 5.0** of this Report, and the proposed development is considered consistent with the relevant strategic planning framework. The proposal aligns with the National Housing Accord by delivering a greater amount and choice of new homes, including affordable housing, in a well-located area within the existing urban footprint that is highly accessible to public transport.

The proposed development supports key strategic planning moves relating to the following themes:

- **Responding to housing need:** The proposal makes a significant contribution to housing availability, affordability and diversity by providing approximately 371 new dwellings, including 42 affordable dwellings managed by a registered community housing provider for 15 years. The site is a key strategic location within 250m of Castle Hill Metro Station, supporting transit-oriented development.
- **Delivering a healthy, resilient and socially connected community:** Apartments are co-located with retail uses, residential amenities and publicly accessible open spaces. The design includes a landscaping and generous communal spaces, encouraging social cohesion and a strong sense of community.
- **Supporting local economic activity:** The proposal will activate the ground plane through retail tenancies and contribute to the vitality of the Castle Hill centre. Future residents are expected to support surrounding restaurants, cafés and shops, while the development itself will generate employment opportunities during construction and ongoing building operations.

9.3 Consistency with the Statutory Requirements

The relevant statutory requirements have been discussed in **Section 6.0** and assessed in **Appendix C**

Specifically, this EIS has addressed all of the matters specified in the issued SEARs dated 10 June 2025 (refer to **Appendix A**) and Section 190 and 192 of the EP&A Regulation (refer to **Appendix C**).

The proposal does not trigger the need for an EPBC Act approval and is consistent with the principal planning controls of The Hills LEP 2019, as demonstrated in **Section 6.0**. The proposal is consistent with the relevant Objects of the EP&A Act, as it:

- Delivers approximately 371 apartments, including 42 affordable dwellings, to accommodate the growing population of Greater Sydney and improve housing supply and affordability.
- Promotes the orderly and economic use of land by redeveloping an underutilised site within an existing urban area, close to high-frequency public transport.
- Embeds ecologically sustainable development (ESD) principles through design and operational initiatives.
- Will not result in adverse impacts to threatened species or ecological communities, as confirmed through the obtainment of a BDAR Waiver.
- Generates employment opportunities during both construction and operational phases.
- Has engaged with the NSW State Design Review Panel to achieve high-quality design and amenity outcomes.
- Incorporates good design and amenity of the built environment, as demonstrated in the assessment section of this Report.
- Does not adversely impact Aboriginal cultural heritage. Designing with Country and Connecting with Country principles have informed the proposal to ensure cultural values are respected and celebrated.
- Has involved consultation and feedback with all relevant stakeholders (refer to **Section 7.0**).
- Is suitable for the proposed development and is in the public interest.

9.3.1 Principles of Ecologically Sustainable Development

Section 193 of the EP&A Regulation outlines four (4) principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation, pricing and incentive mechanisms.

An analysis of these principles is provided in the following sections.

9.3.1.1 Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS and its supporting reports and studies has not identified any serious threat of irreversible damage to the environment and therefore, the precautionary principle is not relevant to the proposal.

9.3.1.2 Intergenerational Equity

Intergenerational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Use of sustainable materials with low embodied emissions.

- Improving the biodiversity by incorporating native vegetation for landscaping.
- Incorporating water-efficient fixtures and systems to reduce water consumption and protect future water resources.
- Educating employees and occupants about sustainable practices and the importance of responsible resource use.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long-term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

9.3.1.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area.

9.3.1.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

9.4 Likely Impacts of Development

Having regard to the natural environment, built environment and economic and social impacts of the proposed development, the likely impacts of development are considered acceptable as outlined in the following sections.

Additionally, the proposed mitigation measures detailed within **Section 8.0** and **Appendix E** outlined mitigation and management measures that will minimise the impact of the proposed development.

9.4.1.1 Biophysical

The environmental impact assessment (**Section 8.0**) demonstrates that:

- The proposal would not have any significant effect on threatened species or ecological communities or their habitat arising from the construction or operation of the development. The proposal will not impact any matters of national environmental significance under the *Environmental Protection and Biodiversity Conservation Act 1999* or the *Biodiversity Conservation Act 2016*, as confirmed through the BDAR Waiver.
- The proposal will not result in any unacceptable or unreasonable adverse impacts on residential amenity, environmental amenity, traffic and transport, noise, wind, waste or Aboriginal heritage. General sources of risk associated with construction and operational works can be managed through appropriate safeguards and mitigation measures outlined in **Appendix E** of this Report.

9.4.1.2 Social and Economic

The proposal's social and economic impacts include:

- It will facilitate the delivery of a diverse housing within a desirable location, close to existing transport options and amenities, including Castle Hill Metro Station.
- It will enable the delivery of much-needed housing supply, contributing to NSW housing targets and addressing the recognised shortage of housing across Greater Sydney, which has intensified the current housing affordability challenge.
- It will support the provision of direct and indirect jobs on site during the construction stage.
- It will achieve a high-quality built form outcome, accompanied by significant public benefits through the delivery of affordable housing for 15 years.
- It will revitalise a currently underutilised site with a landmark residential development, catalysing growth in the Castle Hill centre and improving the visual amenity of the area.

9.5 Suitability of the Site

Having regard to the characteristics of the site and its immediate surrounding context, the proposed development is suitable for the site for the following reasons:

- The site is located within the R1 General Residential zone;
- The proposal will allow for the development of a currently underutilised site with regard to its current density and strategic location for increased housing supply;
- The site is located within the Castle Hill strategic centre which is an evolving precinct transitioning from currently low density residential, to high density residential living options. The proposed development responds to this changing typology whilst respecting the lower density character surrounding the site through the careful placement of built form across the site and building design choices;
- All necessary utility services are readily available to the proposal, and are capable of accommodating any additional demand that may be associated with the residential uplift proposed for the site;
- The size and dimensions of the site are suitable for the scale of the proposed development; and
- The site is proximate to a range of high-frequency public transport options, including the Castle Hill Metro Station.

9.6 Public Interest

Having regard to the public interest, the proposed development is in the public interest for the following reasons:

- It will increase the supply and choice of housing in a highly accessible location. The proposal presents an important opportunity to revitalise the site in accordance with the strategic vision for Castle Hill;
- It will provide considerable diverse housing supply in the form of affordable housing units proximate to public transport options and employment opportunities within the Castle Hill town centre. This directly contributes to the achievement of diverse housing in The Hills LGA in line with the National Housing Accord;
- Direct employment opportunities will be created during the construction and operation of the proposal;
- The development is consistent with planning controls under The Hills LEP and Housing SEPP, and implements the objectives of the ADG. The proposed rezoning addresses the FSR variation;
- The proposed development provides improved amenity for the surrounding area by revitalising a currently underutilised property with public domain improvements and increased housing supply; and
- The delivery of affordable housing will ensure that residents can access housing that is affordable and in close proximity to jobs, services and education.

10.0 Conclusion

This Environmental Impact Statement and Rezoning Report has been prepared to consider the environmental, social and economic impacts of SSD-85238209 and concurrent amendments to The Hills LEP 2019 for the construction of a mixed-use development comprising residential and retail uses at 16–20 Old Castle Hill Road, Castle Hill.

The SSDA seeks approval for:

- The construction of a 40-storey building, comprising:
 - 371 apartment dwellings, including 42 affordable housing dwellings;
 - Communal open spaces;
 - One (1) Ground Floor retail tenancy;
- The construction of six (6) levels of basement carparking, including the provision of:
 - 387 car parking spaces; and
 - 160 bicycle parking spaces;
- Public domain improvements and landscaping works, including:
 - The creation of a Welcome Entry Plaza located on the corner of Old Castle Hill Road and McMullen Avenue;
 - Planting across the site; and
 - The creation an internal footpath network; and
- The augmentation and servicing of infrastructure as required.

Additionally, the amendments to the LEP under the Concurrent Rezoning process seek to introduce a site-specific clause permitting a floorspace ratio of 12.31:1.

This Report assesses the reasons justifying the proposed development, including consideration of biophysical, economic and social factors, and the principles of ecologically sustainable development set out in Section 193 of the EP&A Regulation. In doing so, this Report confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective.

The proposal is expected to have a positive impact on the surrounding locality. It will:

- Avoid adverse environmental impacts through appropriate mitigation measures outlined in **Appendix E** and supporting technical appendices.
- Deliver 371 new dwellings, including 42 affordable housing units, to support the growing population of Greater Sydney and positively contribute to housing supply and affordability.
- Generate direct employment opportunities during the construction and operational phases.
- Provide improved amenity by revitalising a currently underutilised site for significant housing supply.

It is therefore recommended that this SSDA be approved subject to standard conditions of consent, given that the proposed development:

- Is consistent with the relevant strategic planning framework and guidelines.
- Is consistent with the relevant statutory legislation and requirements.
- Will not generate unreasonable environmental impacts.
- Is suitable for the site and in the public interest.