

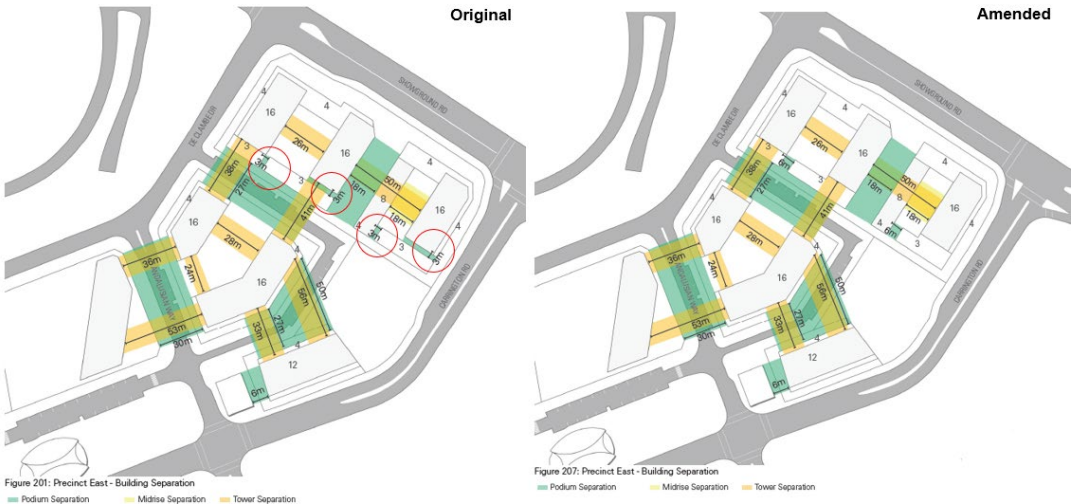
Attachment A

Response to Request for Additional Information

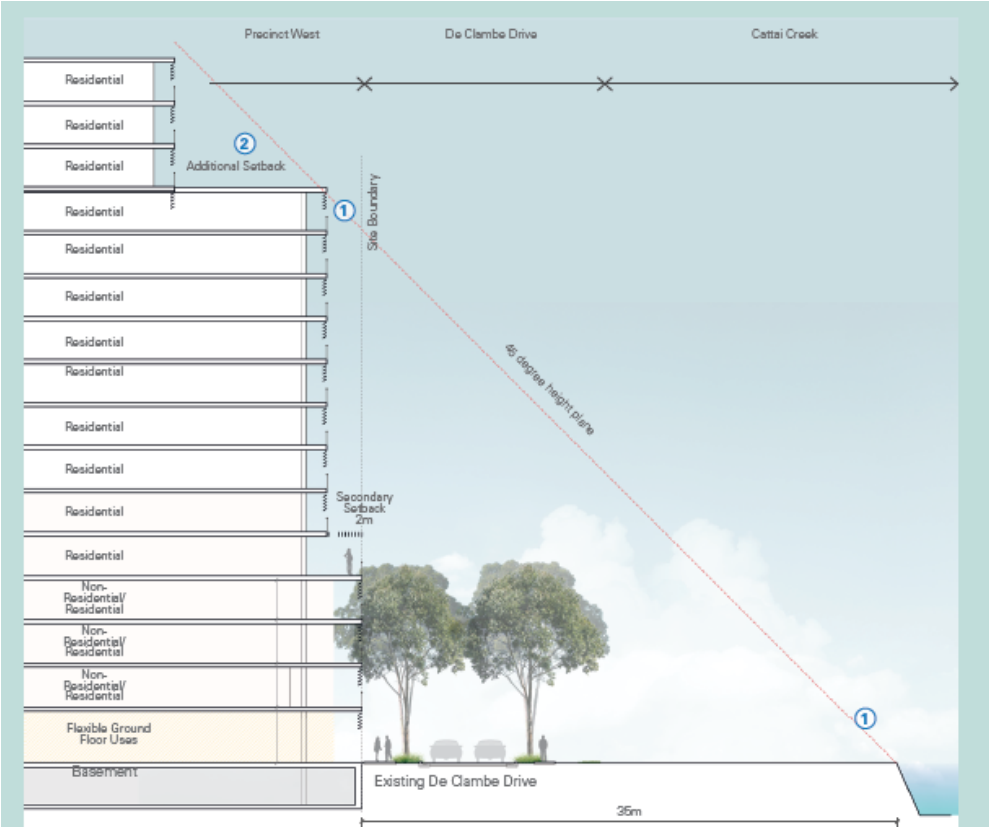
13 November 2020

Item	Request for additional Information	Project Response	Annexure Reference
Built Form	<p>Further illustrate how future development within the proposed building envelopes would achieve satisfactory urban design outcomes and levels of amenity for the Doran Drive Precinct, particularly in respect to:</p> <p>(i) the interface between the 4-storey podium fronting Andalusian Way/Mandala Parade and the angled towers, Buildings G and F</p> <p>(ii) the transition from a 2 storey to a 4-storey podium along Doran Drive to Andalusian Way.</p> <p>Demonstrate the building separation distance between the proposed townhouses fronting Andalusian Way and Buildings P & R in Precinct East are sufficient to support good levels of residential amenity.</p>	<p>The future development in the Doran Drive Precinct would satisfactorily achieve good urban design and place outcomes with good levels of amenity.</p> <p>(i) The interface between the 4-storey podium fronting Andalusian Way/Mandala Parade and the above angled towers, Buildings G and F is a key focal point and contributor to the experience of the streetscape along Mandala Parade and arrival into the precinct from the Hills Showground station. Ensuring high levels of amenity on Mandala Parade and the surrounding public domain of the Station Plaza and Doran Drive Plaza has been the primary determinant in the provision of the podium heights and the angle of the building envelopes for the towers above the podium. The building envelopes for Buildings G and F ensure that:</p> <ul style="list-style-type: none"> The minimum proportions of the public spaces that are to achieve a minimum of 2 hours of sunlight between 9am and 3pm at the winter solstice (21 June), most notably, Doran Drive Plaza 100%, Station Forecourt 80%, and the Station Plaza 65%. Views to the sky to the north are afforded from the station forecourt and from the public domain along Mandala Parade. That the above podium interface to Mandala Parade is visually exciting and that the shorter length of building envelopes is what defines the interface above the podium. <p>The Urban Design Guidelines (UDG) prescribe a number of conditions to resolve the interface between Buildings G and F and ensures that the principles and objectives of the Mandala Parade and Andalusian Way are achieved. The relationship between the towers podium and public domain is managed through:</p> <ul style="list-style-type: none"> Aligning vertical façade elements from the podium to the tower above, drawing the edge of towers down to and through the podium and using it to define material changes in the podium and/or where building entries can be located. The podium is a constant for the length of the interface with the tower above, ensuring consistency across the broader precinct where a 2-4 storey podium with setback tower above is being prescribed. 	<p>Annexure B – Urban Design response to RFI - pages 2 to 6</p> <p>Annexure C – Urban Design Guidelines – Section 4.2.11, Section 5.2.9 and Section 5.2.11</p>

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	<p>The Applicant shall consider appropriate Design Guidelines to secure the desired urban design outcome with respect to point (i) and (ii) above.</p>	<ul style="list-style-type: none"> Providing for a number of central communal open space areas that open towards the Mandala Parade frontage to drive further interaction between the public and private domain and further passive surveillance of Mandala Parade and the station plaza. <p>Additional Design Guidance has been prepared for the Mandala Parade and Andalusian Way interfaces which demonstrates further how the objectives and controls of the UDG can be achieved. This additional design guidance for these two important interfaces are included in the revised Urban Design Guidelines under 4.2.11 – Street Interface.</p> <p>(ii) In reviewing the Urban Design Guidelines for Precinct East, we recommend that the 3m building separation between the townhouse apartments addressing the new local street and the new local park and apartment buildings P and R be removed.</p> <p>Instead, we propose to increase the building separation from 3m to 6m between the townhouse apartments and Buildings Q and M. This ensures that there is greater residential amenity for residents of the townhouse apartments, and other residents will benefit from a wider access way to the communal open space as well as any dwellings that are accessed from the communal open space.</p> <p>Connecting the townhouse apartments to Buildings P and R via a party wall for the first 3 storeys:</p> <ul style="list-style-type: none"> delivers housing choice and diversity of built form within Precinct East maintains ADG compliance for cross-ventilation and solar access with townhouses ventilated via a rooftop terrace maintains ADG compliance for the adjacent apartments within Buildings Q and M does not result in any additional GFA, or dwelling yield does not impede the ability for the development lots to achieve deep soil requirements <p>Additional design guidance has been prepared that demonstrates how floorplans for both the townhouse apartments and the adjoining apartments can satisfy the objectives and controls of the UDG and the solar access and cross ventilation requirements of the ADG.</p>	

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		 <p data-bbox="712 925 1832 981"><i>Figure 1: Urban Design Guideline Building Separation - Original vs Amended Comparison (COX Architecture, 2020)</i></p>	
Design Guidelines	(i) Clarify the discrepancies between the reference to secondary setbacks in the Design Guidelines and the proposed building envelopes, including any projections such as balconies.	The podium allows for a secondary setback of 3-metres and includes balconies or other projection/ external finishes to be located within the podium space.	Annexure B – Urban Design response to RFI – page 11 Annexure C – Urban Design Guidelines – Section 5.2.13 and Section 5.2.14

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	(ii) Confirm where the top of the bank is measured from in Part 3.2.6 Control 1.	The 35m distance was measured from the distance from the top of bank to the east site boundary for Precinct West, the 45 degrees was converted from the top of bank to a measurable metric as per the revised Urban Design Guidelines under section 3.2.6 – Building Transition.	Annexure B – Urban Design response to RFI – page 12 Annexure C – Urban Design Guidelines – Section 3.2.6

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		<div><p>Figure 91: Precinct West Interface to Cattai Creek</p></div> <p>Figure 2: Revised Urban Design Guideline Building Transition (COX Architecture, 2020)</p>	
	(iii) Illustrate how the open space to the	The station forecourt achieves 90% of the minimum 2 hour solar access between 11:30am and 3pm during the winter solstice. The control was rounded down to 80% to allow for flexibility in design within the Doran Drive	Annexure B – Urban Design

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	<p>west of the Metro station can achieve the stated 2 hours of solar access to 80% of the open space.</p>	<p>Precinct but should still seek to maximise solar amenity of the open space. The solar study was undertaken at 15-minute intervals as shown in the shadow diagrams and has been included as part of this revised Urban Design Report under the Shadow Studies section.</p> <p>Metro Station Solar Access</p> <p>June 21st</p>  <p>11:30am 11:45am 12:00pm 12:15pm 12:30pm</p> <p>12:45pm 13:00pm 13:15pm 13:30pm 13:45pm</p> <p>14:00pm 14:15pm 14:30pm 14:45pm 15:00pm</p> <p>Figure 141: Metro Station Solar Access during Winter Solstice (June 21st)</p> <p><i>Figure 3: Added Shadow Study for the Hills Showground Station Plaza (COX Architecture, 2020)</i></p>	<p>response to RFI – page 13</p> <p>Annexure C – Urban Design Report – Section 9 Shadow Studies</p>
	(iv) Clarify the application of the	<p><u>Clarify the application of the proposed maximum car parking cap:</u></p>	Annexure B – Urban Design

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	proposed maximum car parking cap and maximum car parking rates for the proposed housing and commercial uses.	<p>The proposed maximum car parking cap will only apply to the residential (market housing) component. It does not apply to the non-residential component as the non-residential rates include maximum per square metre rates.</p> <p>The residential car parking cap of 1,782 spaces* (including visitor parking) is based on the maximum 1,620 dwellings as proposed in the concept SSDA 'Proof of Concept'.</p> <p>This residential car parking cap will not be exceeded as the number of car parking spaces required across the precinct will be calculated based on:</p> <ul style="list-style-type: none"> • The final dwelling numbers and mix; • A maximum rate of an average of one space per market housing dwelling; and • The Affordable Housing car parking rates. <p>The residential cap is also based on the required bedroom distribution mix as outlined in Urban Design Guidelines across the entire Hills Showground Station Precinct. This bedroom mix adheres to The Hills Development Control Plan 2012 and accommodates a range of household types to facilitate housing diversity.</p> <p>The car parking cap provides certainty on the maximum number of residential car spaces permitted within the precinct and can support stakeholder decisions about the required future traffic modelling and future local infrastructure provision.</p> <p>The information below demonstrates why the maximum residential car parking cap would not exceed the proposed cap of 1,782 spaces.</p> <table> <tr> <th>Bedroom Mix</th><th>Proof of Concept Distribution</th><th>Maximum Rate Applied</th><th>Number of Maximum Spaces</th></tr> <tr> <td>1 bedroom</td><td>25%</td><td>Average of 1 space per apartment</td><td>405</td></tr> </table>	Bedroom Mix	Proof of Concept Distribution	Maximum Rate Applied	Number of Maximum Spaces	1 bedroom	25%	Average of 1 space per apartment	405	<p>response to RFI – page 14</p> <p>Annexure C – Urban Design Guidelines – Section 3.2.13, Section 4.2.12 and Section 5.2.16</p>
Bedroom Mix	Proof of Concept Distribution	Maximum Rate Applied	Number of Maximum Spaces								
1 bedroom	25%	Average of 1 space per apartment	405								

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		2 bedrooms	55%		891	
		3 bedrooms	20%		324	
			100%		1620 spaces	
		Visitor Parking		1 space per 10 apartments	162 spaces	
		Total Residential Cap			1782 spaces	
		<p>Factors to consider as the design progresses to detailed design will include:</p> <ul style="list-style-type: none"> The final dwelling numbers and mix: The final dwelling numbers and the configuration and built form, may vary but will still need to comply with the approved Concept SSDA building envelopes. The bedroom mix has also been prescribed in the Urban Design Guidelines for one, two and three bedroom dwellings, across the three precincts. The maximum rate of an average of one space per market housing dwelling: The proposed rate aligns with the strategic vision of a future local centre at the Hills Showground Station Precinct, due to its proximity to other strategic centres like Castle Hill or Rouse Hill. 				

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		<p>Proposing an average of one car parking space across all bedroom mix rather than applying a maximum rate based on the bedroom unit type, allows for flexibility for the future developer to apply the maximum average of one parking space strategically to meet the future demographic need and ongoing modal shift towards a more a sustainable transport outcome.</p> <p>We have assessed the proposed maximum residential car parking rate against several State and local guidelines and plans. The following minimum residential car parking controls are applicable to the site according to the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments - Metropolitan Sub-Regional rates:</p> <ul style="list-style-type: none"> ○ 0.6 space (for one-bedroom dwellings); ○ 0.9 space (for two-bedroom dwellings); and ○ 1.4 spaces (for three-bedroom dwellings). <p>These minimum rates would have less of an impact on modal change and provides developers with no requirements to deliver lower parking provisions. Whereas, the proposed maximum creates greater certainty and encourages a modal shift to other sustainable transport options to minimise impacts on the surrounding road network.</p> <p>Taking the average of the minimum RMS rates above, the average rate per dwelling could be regarded as 0.96 (minimum) when compared to our proposed rate of an average at 1 (maximum). Our proposed visitor parking rates of 1 per 10 dwellings (in comparison to RMS' guide of 1 car space per five or seven dwellings) offsets the reduction of residential parking and therefore reduces the average rate per unit to 1.08 - 0.3 lower when compared to the RMS average at 1.11.</p> <p>It should be noted that trip rates will not be affected as the RMS Technical Direction uses trip rates of 0.19 and 0.15 per dwelling during morning and afternoon Peak hours, based on an average car parking rate of 1.24 car spaces per unit and maximum car parking rate of 1.6.</p> <p>The minimum rates proposed still comply with the RMS <i>Guide to Traffic Generating Developments</i> as required by the Apartment Design Guidelines and <i>State Environmental Planning Policy No.65</i> (SEPP 65) with the proposed minimum rate for three bedroom dwellings reduced from a car parking rate of 1.2 to 1 (as discussed with TfNSW (former Roads and Maritime Services) on 10 September 2020) to avoid confusion between the maximum average of 1 car space.</p>	

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		<p>The proposed cap in residential parking spaces is significantly below the requirements of The Hills Development Control Plan 2012, which means traffic congestion will be less than if these requirements were applied. The proximity and frequency of the metro services will also be a contributing factor in reducing the traffic impacts of the proposal.</p> <p>It is also worth noting that in response to submissions the number of dwellings were reduced from 1900 (exhibited concept proposal) to 1620 dwellings (current concept proposal), which resulted in between 268 and 404 less residential parking spaces, further reducing the traffic impacts of the proposal.</p> <ul style="list-style-type: none"> The Affordable Housing car parking rates: <p>The concept SSDA proposes a minimum 5% of Affordable Housing of dwellings across the precinct. The final number of Affordable Housing will depend on the detailed design location and configurations. The car parking for Affordable Housing is in accordance with the State Environmental Planning Policy (Affordable Rental) Housing) 2009 (ARHSEPP) with a proposed maximum of one space per ten dwellings for visitor parking.</p> <p>An example of how the 5% Affordable Housing rate may be applied to the maximum residential car parking cap of 1,782 (and assumes the same bedroom mix) follows:</p> <table> <tr> <th>5% of Affordable Housing (81 dwellings)</th><th>Proof of Concept Distribution</th><th>Maximum Rate Applied as per ARHSEPP 2009</th><th>Number of Maximum Spaces</th></tr> <tr> <td>1 bedroom</td><td>25%</td><td>0.4</td><td>8</td></tr> <tr> <td>2 bedrooms</td><td>55%</td><td>0.5</td><td>23</td></tr> <tr> <td>3 bedrooms</td><td>20%</td><td>1</td><td>16</td></tr> <tr> <td></td><td>100%</td><td></td><td>47 spaces</td></tr> </table>	5% of Affordable Housing (81 dwellings)	Proof of Concept Distribution	Maximum Rate Applied as per ARHSEPP 2009	Number of Maximum Spaces	1 bedroom	25%	0.4	8	2 bedrooms	55%	0.5	23	3 bedrooms	20%	1	16		100%		47 spaces	
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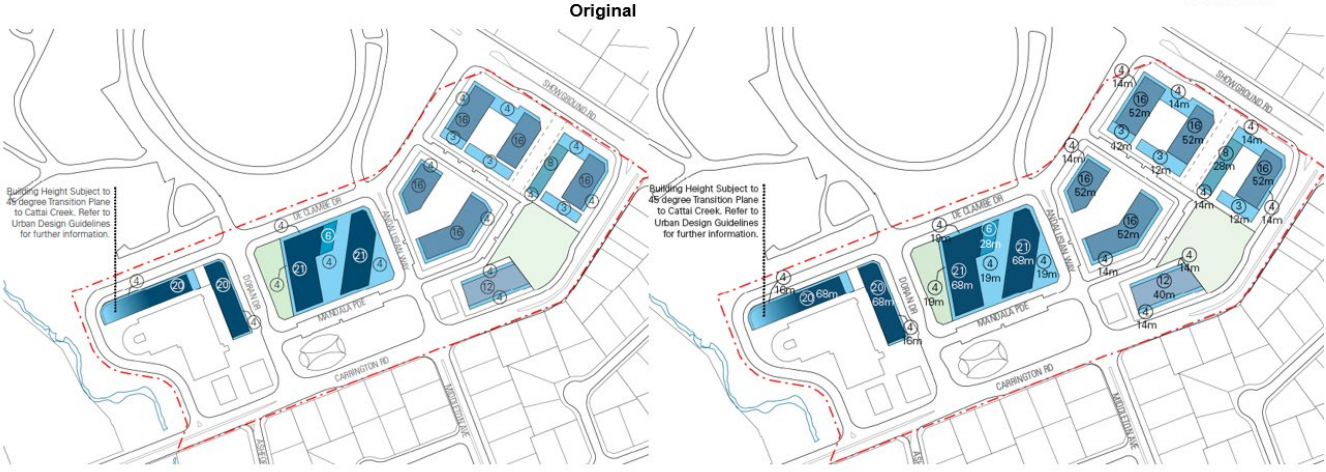
Item	Request for additional Information	Project Response	Annexure Reference								
		<table> <tr> <td>Visitor Parking</td><td></td><td>1 space per 10 apartments</td><td>8 spaces</td></tr> <tr> <td>Total Affordable Housing</td><td></td><td></td><td>55 spaces</td></tr> </table> <p>The table shows that 55 spaces are required for the 81 Affordable Housing dwellings, this results in a reduction of 26 spaces (81 minus 55) to the maximum residential car parking cap of 1,782 spaces (including visitors) totalling to 1,756 spaces (including visitor parking).</p> <p>This maximum residential car parking cap could be further reduced if 'shared parking' were to be applied (1 space per 150 spaces).</p> <p><u>Clarify the maximum car parking rates for the proposed housing and commercial uses</u></p> <p>In summary, the maximum car parking rates for market housing and commercial uses follows:</p> <ul style="list-style-type: none"> Residential (market housing) <ul style="list-style-type: none"> average of 1 space per 1 bedroom average of 1 space per 2 bedrooms average of 1 space per 3 bedrooms 1 visitor space per 10 apartments Affordable Housing as per the <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> (except for the visitor parking) <ul style="list-style-type: none"> 0.4 space per 1 bedroom 0.5 space per 2 bedrooms 1 space per 3 bedrooms 1 visitor space per 10 Affordable Housing apartments 	Visitor Parking		1 space per 10 apartments	8 spaces	Total Affordable Housing			55 spaces	
Visitor Parking		1 space per 10 apartments	8 spaces								
Total Affordable Housing			55 spaces								

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		<ul style="list-style-type: none"> • Retail <ul style="list-style-type: none"> ○ 1 space per 60sqm GFA • Commercial/ office <ul style="list-style-type: none"> ○ 1 space per 60sqm GFA. <p>*Shared vehicles remain unchanged with a maximum 14 spaces that will offset maximum 42 parking spaces for both market housing and non-residential uses. A ratio of one space per 150 car spaces for residential and one per 80 car parking spaces for commercial developments for the site is proposed.</p>	
	<p>(v) Further consult with TfNSW (RMS) regarding an appropriate car parking rate for the proposal, considering the site's location next to a new Metro Station.</p>	<p>Landcom has been in consultation with TfNSW (former RMS) on the proposed maximum residential car parking rates – an average of one space per market dwelling including a maximum residential cap of 1782 spaces (1620 spaces plus 162 visitor spaces).</p> <p>During our recent consultation following lodgement of the Response to Submission, a number of matters were considered by TfNSW as outlined below, our response to each matter are as follows:</p> <ul style="list-style-type: none"> • To align with the Castle Hill North 'strategic centre' maximum residential carparking rates as a benchmark <p>Our review showed a minimal difference between the Castle Hill North maximum 'strategic centre' rates and our proposed maximum residential carparking rates, with an additional 119 spaces. We recommend that the Castle Hill North 'strategic centre' rates should not be applied to an emerging future local centre surrounded by generally lower density like the Hills Showground Station Precinct. We consider our proposed maximum rates to be reasonable and provides for a viable market benchmark in the area but still allows for flexibility into the future when travel behaviour shifts. Further complementing Castle Hill's role as a 'strategic centre' with a significant number of jobs, retail and services located in walking distance within the centre.</p> • To align with the Parramatta Road Corridor Urban Transformation Strategy as a benchmark <p>The Parramatta Road Corridor and Hills Showground Station precinct context is not comparable, as Parramatta Road is viewed as an established inner-middle ring urban environment with frequent accessibility to greater public transport options. It is also located closer to greater number of services and amenities.</p> 	

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		<ul style="list-style-type: none"> To remove the 'minimum' residential car parking rates <p>The 'minimum' rates are still proposed to comply with the RMS Guide to Traffic Generating Developments as required to be addressed by the Apartment Design Guide and SEPP 65. The minimum rate for 3 bedrooms has been reduced from a rate of 1.2 spaces to 1 space following discussion with TfNSW on 10 September 2020. The delivery of future local infrastructure such as new cycle trails, additional Metro station routes and alike, will change travel behaviour and support the provision of the lower parking rates.</p> <ul style="list-style-type: none"> That the proposed residential rate will set precedent in the area <p>We view the proposed rates as a positive precedent in the area when compared to the existing minimum of 1 space per dwelling as identified in The Hills Development Control Plan (Showground Station Precinct). Our proposed rate of an average of 1 space per dwelling is set as a 'maximum' rate with the revised minimum rates allowing developers to achieve lower parking rates in the future as travel demand shifts.</p> <ul style="list-style-type: none"> To consider a shared parking arrangement with non-residential spaces and visitor parking outside of normal business trading hours. <p>There are a number of factors to consider but ultimately this would be a burden to Doran Drive Precinct (DDP) to accommodate the proposed shared parking arrangements as the 162 visitor spaces relates to the entire Hills Showground Station Precinct and the non-residential uses are predominately within DDP. The additional traffic as a result of this arrangement and use is likely to be in higher demand during weekends/ off peak times. Further, residents with additional household vehicles could park for longer periods and this arrangement will require a process for regulating.</p> <p>However, during consultation we have also aligned our approach with TfNSW recommendations:</p> <ul style="list-style-type: none"> To apply a maximum capped quantum <p>Our Response to Submission scheme has suggested a maximum capped quantum for market housing at 1,782 spaces (1,620 spaces plus 162 visitor spaces) based on the maximum 1,620 dwellings. The number of car spaces required across the precinct will be approved through the final detailed design process and is calculated based on:</p> <ul style="list-style-type: none"> The final dwelling numbers and mix; At a rate of an average of one space per market housing apartment; and 	

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		<ul style="list-style-type: none"> ○ The Affordable Housing car parking rates. • To reduce the Metropolitan Regional (CBD) Centre maximum for three bedrooms to 1 space (instead of 1.2 spaces) <p>We have adopted a minimum of 1 space for the three bedrooms (instead of 1.2 spaces) to avoid confusion and to align with the proposed maximum rate – an average of 1 space per dwelling.</p> <ul style="list-style-type: none"> • To ensure Affordable Housing rates are applied as a maximum <p>The proposed carparking provision for Affordable Housing is in accordance with the State Environmental Planning Policy (Affordable Rental) Housing) 2009 (ARHSEPP). The ARHSEPP applies only a minimum rate, and we have ensured the Affordable Housing carparking rate to be ‘maximums’ including a maximum of one space per ten dwellings for visitor parking.</p> <ul style="list-style-type: none"> • To include Response to Submission (RtS) recommendations such as decoupled parking, electric vehicles, car share schemes etc. <p>These measures were included as part of our RtS Transport and Traffic Impact Assessment (prepared by SCT Consulting) and recommended for future detailed design SSDA applicants to address these measures as part of their Travel Plan.</p> <p>It was acknowledged by Landcom and TfNSW that the retail, commercial and visitor rates are suitable for the precinct and aligns with the merits of the proposal to support a place-based outcome Transit Orientated Development by reducing reliance on private vehicles and to help support TfNSW meet their strategic objectives.</p>	
Affordable Housing	(i) Provide details on the delivery and distribution of the proposed affordable housing, particularly with respect to each stage of the	<p><u>Delivery:</u></p> <p>The concept proposal designates a minimum 5% of future residential dwellings as Affordable Housing.</p> <p>Requirements and design consideration for Affordable Housing are included in the Urban Design Guidelines. The location(s) and configuration(s) of these dwellings remain flexible until detailed design is created and may occur on any or all the associated development lots.</p>	

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	development to maximise the public benefits associated with the proposal.	<p>The apartment mix controls will ensure there is a mix of dwelling types, providing housing choice for the future demographic living needs and a range of household budgets.</p> <p><u>Distribution:</u></p> <p>The location and configuration consideration for Affordable Housing dwellings is flexible as long as the 5% minimum is met across the precinct and may occur on any or all of the associated development lots. This control has been included in the Urban Design Guidelines and this approach is also part of the property transaction process. Where the Affordable Housing component is to be delivered by the successful purchaser in partnership with a registered Community Housing Provider the requirement will also be on title. If the affordable housing is consolidated a delivery strategy for any remaining affordable housing that is not accommodated within the consolidated site will be prepared to ensure the minimum of 5% is able to be achieved.</p>	
	(ii) Provide justification for the proposed 10 year tenure for affordable housing being managed by an Affordable Housing Provider in respect to any strategic plan and/or government policy.	<p>The proposal for a minimum of 10 years is generally considered preferable across the industry and allows reasonable time for Community Housing Providers to review their housing stock and allows local government to review their housing strategic directions and assess property conditions.</p> <p>The project makes the best use of government land and significant investment in infrastructure.</p> <p>The proposed timeframe aligns with the <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> which requires In-fill Affordable Housing be applied for 10 years from the date of the issue of the occupation certificate (<i>Part 2 New affordable rental housing, Division 1 In-fill affordable housing, Clause 17 (1)</i>).</p> <p>Landcom may explore other options to retain some or all of the Affordable Housing stock longer than the minimum of 10 years, subject to further investigation and agreement across the Sydney Metro Northwest Places Program. However, at this stage flexibility is required to ensure a positive outcome for what is still a fledgling industry that we are looking to support.</p>	
Other	(i) Amend the Building Heights Plan to include both height in storeys and metres to be	The Building Heights Plan has been amended to include the maximum height in both storeys and metres.	Annexure B - Urban Design response to RFI - page 15

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	consistent with the proposed Design Guidelines.	 <p><i>Figure 4: Drawing Set Building Heights Plan Original vs Amended Comparison (COX Architecture, 2020)</i></p>	Annexure C – Drawing Set for Approval – page 18
	(ii) Clarify how the additional community facilities contribution identified in the Social Infrastructure Report will be secured and the timing of the contribution.	<p><u>Timing/ when will the community use be required?</u></p> <p>The Social Infrastructure Assessment (SIA) identified the need for a combined community centre and library space (community facility) of around 500 square metres based on the Hills Showground Station Precinct proposed residential population of 3,570 people (or to the development potential of up to 1700 dwellings). The SIA applied the benchmark of 80 square metres per 1,000 people for community use and the NSW State Library Population Based Calculator for the library space.</p> <p><u>Which development does secured delivery apply to?</u></p> <p>The community facility shown in the concept proposal is in the Doran Drive Precinct as this will be the heart and central hub of the Hills Showground Station Precinct.</p>	

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		The delivery of the community facility has been secured contractually and will be delivered as part of the Doran Drive Precinct. The ownership and management approach for the community facility will be outlined in the detailed design.	